

AGENDA ITEM #20: FOR YOUR INFORMATION

A. CITIZEN TRANSPORTATION ADVISORY COMMITTEE: SUMMARY MINUTES

The summary minutes of the November 10, 2011 meeting of the HRTPO Citizen Transportation Advisory Committee are attached.

Attachment 20-A

B. FREIGHT TRANSPORTATION ADVISORY COMMITTEE: SUMMARY MINUTES

The summary minutes of the November 16, 2011 meeting of the HRTPO Freight Transportation Advisory Committee are attached.

Attachment 20-B

C. TRANSPORTATION TECHNICAL ADVISORY COMMITTEE: SUMMARY MINUTES

The summary minutes of the December 7, 2011 and January 4, 2012 meetings of the HRTPO Transportation Technical Advisory Committee are attached.

Attachment 20-C1

Attachment 20-C2

D. HRTPO FINANCIAL REPORT

Attachment 20-D

E. I-64 HAMPTON ROADS BRIDGE-TUNNEL EIS: HRTPO STAFF COMMENTS

VDOT is preparing an Environmental Impact Statement (EIS) for the I-64 Hampton Roads Bridge-Tunnel study. In response to a November 28, 2011 email from VDOT, the HRTPO staff prepared comments (attached) on the draft Purpose and Need chapter of the EIS.

Attachment 20-E

F. FFY 2011 ANNUAL OBLIGATION REPORT

Federal regulations require that an annual listing of obligated projects be produced after the end of each federal fiscal year. This Annual Obligation Report must include all federally funded projects authorized or revised to increase obligations in the preceding fiscal year and must identify, for each project, the amount of federal funds requested in the Transportation Improvement Program, the federal funding that was obligated during the preceding year, and the federal funding remaining and available for subsequent years. The Annual Obligation Report must be published or otherwise be made publicly available, in accordance with the HRTPO Public Participation Plan, by December 29th of each year.

The Annual Obligation Report for Federal Fiscal Year (FFY) 2011 was posted on the HRTPO website on December 20, 2011. The report may be accessed at:

<http://www.hrtpotip.org/Publish/Documents/FY%202011%20Annual%20Obligation%20Report.pdf>.

G. USDOT TIGER III REWARD ANNOUNCEMENTS

On December 15, 2011, the U.S. Department of Transportation (USDOT) announced the 46 transportation projects that will receive a total of \$511 million from the third round of the U.S. Department of Transportation's popular TIGER program. The USDOT received 848 project applications from all 50 states, Puerto Rico and Washington, DC, requesting a total of \$14.29 billion, far exceeding the \$511 million made available for grants under the TIGER III program. The grants will fund a wide range of innovative transportation projects in urban and rural areas across the country:

- Of the \$511 million in TIGER III funds available for grants, more than \$150 million will go to critical projects in rural areas
- Roughly 48% of the funding will go to road and bridge projects
- 29% of the funding will support transit projects
- 12% will help build port projects
- 10% will go to freight rail projects
- Three grants were also directed to tribal governments to create jobs and address critical transportation needs in Indian country
- Three grants will provide better multimodal access to airports

A complete list of grant recipients can be viewed at:

<http://www.dot.gov/affairs/2011/FY2011TIGER.pdf>

H. VIRGINIA-NORTH CAROLINA HIGH SPEED RAIL COMPACT MEETING

The Virginia-North Carolina High Speed Rail Compact, authorized by the US Congress and established through legislation enacted by the Virginia and North Carolina General Assemblies, met on January 9, 2012 in Richmond, VA. The purpose of the Compact is to examine and discuss strategies to advance multi-state high speed rail initiatives. The primary multi-state high speed rail initiative underway today between Virginia and North Carolina is development of the Southeast High Speed Rail Project. During the January 9th meeting, the Compact discussed updates of the Southeast High Speed Rail Corridor and its extensions. For more information about this meeting, please visit:

http://drpt.virginia.gov/projects/VA-NC_Compact.aspx.

I. IMPLEMENTATION OF THE NATIONAL AMBIENT AIR QUALITY STANDARD FOR OZONE

On December 9, 2011, the U.S. Environmental Protection Agency (EPA), working closely with the states and tribes has taken the next step to implement the air quality standards for smog, also known as ground-level ozone, which were initially put in place in 2008 by the previous administration. In September, the Office of Management and Budget returned to the EPA the draft final rule addressing the reconsideration of the 2008 ozone standards. In letters to state and tribal representatives, the EPA identified which areas it anticipates will be meeting the 2008 ozone standards and those that do not. States, tribes and the public will have an opportunity to comment on these proposed decisions before the agency issues final designations in spring 2012. These proposed decisions are based on air quality monitoring data, recommendations submitted by the states and tribes, and other technical information. The EPA will work closely with states and tribes throughout this process using a routine and common sense approach that improves air quality, maximizes

flexibilities and minimizes burden on state and local governments as they strive to meet these long standing standards.

The EPA will take final action on the ozone designations in spring 2012. EPA expects to designate 43 areas in 26 states and Washington, DC as not meeting the ozone standards. Comments must be received by January 19, 2012. For more information, please visit: <http://www.epa.gov/ozonedesignations/2008standards/state.htm>

**Summary Minutes of the
Hampton Roads Citizen Transportation
Advisory Committee (CTAC) Meeting
November 10, 2011**

The Hampton Roads Citizen Transportation Advisory Committee (CTAC) Meeting was called to order at 5:03 p.m. in the Regional Building Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

Hampton Roads CTAC Members in Attendance:

William Harrison, Chairman (VB)	Kristen Wells (PO)
Shepelle Watkins-White, Vice-Chair (CH)	Richard Green (SU)
Philip Olekszyk (GL)	Tuck Bowie (VB)
Yukari Hughes (NN)	John Malbon (VB)
Randy Lassiter (NO)	Delceno Miles (VB)
Randy Lougee (NO)	Dewey Hurley (WM)
James Openshaw (NO)	Henry Lewis (YK)
Kirsten Tynch (PO)	

Hampton Roads CTAC Members Absent:

Roberta Edwards (CH)	Howard Manly (NN)
Michael Jones (IW)	Wanda Cooper (VB)
Ricky Clifton (NN)	Ray Taylor (VB)
Sharyn Fox (NN)	

HRTPO Staff:

Brian Chenault	Camelia Ravanbakht
Kendall Miller	Stephanie Shealey
Pavithra Parthasarathi	Joe Turner
Benito Pérez	

Other Participants

Bradley Weidenhammer, VDOT
Geoff Segal, Macquarie Capital Advisors, ERC

Chair Harrison asked HRTPO staff to review the email addresses provided by CTAC members in order to ensure better communication. He reminded CTAC members to respond to the RSVP email so HRTPO staff can plan accordingly.

Chair Harrison reported the Governor is having a Transportation Conference entitled "Gateway to the World", on December 7-9, 2011 at the Norfolk Waterside Marriot Hotel. More information can be found at: www.vatransconf.org.

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. The Committee approved the agenda as written.

Summary Minutes of September 8, 2011 CTAC Meeting

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

HRTPO Public Participation Plan

Ms. Miller reported the HRTPO'S Public Participation Plan (PPP) is designed as a resource for the HRTPO Board, staff, and general public to better understand the Organization's overall public participation strategy and procedures, as well as the federal mandates that guide the HRTPO's public participation efforts. Because the PPP is a living document that reflects the strategies employed for current transportation projects, it is necessary for the PPP to be current and up-to-date. She noted that as part of the HRPTO FY-12 Public Outreach Goals, staff is redesigning the HRTPO PPP.

Ms. Miller distributed the current PPP, published in December 2009, in order for CTAC members to familiarize them with the document. She indicated HRTPO staff was working on the latest edition which would contain the extensive public outreach initiatives implemented over the past two years.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will conduct a Certification Review of the HRTPO's transportation planning process in March 2012 and it is staff's goal to have a draft PPP available at that time.

She encouraged CTAC members to review the current PPP and submit any comments or questions.

2034 Long-Range Transportation Plan Status Report

Ms. Parthasarathi reported the Long-Range Transportation Plan (LRTP) serves as the blueprint for the region's transportation development and identifies all regionally significant transportation projects for the Hampton Roads metropolitan planning area over a twenty-year period. The development of the financially-constrained 2034 LRTP over the last four years has been based on a collaborative process involving many regional stakeholders and the public to identify, prioritize, and seek transportation funding for needed investments.

As part of the development of the 2034 LRTP, a Project Prioritization Tool was crafted to assist decision-makers in maximizing scarce transportation funding. On June 16, 2011, the HRTPO Board approved the 2034 LRTP final list of projects. As required, the list of projects proposed to be included in the LRTP underwent an air quality conformity analysis to ensure compliance with the Clean Air Act. The final air quality conformity analysis has been transmitted to FHWA/FTA for a joint Conformity Finding.

Ms. Parthasarathi stated the 2034 LRTP is currently available on the HRTPO website and indicated the report contains:

- A snapshot of current transportation issues
- Existing and projecting population and employment
- Transportation challenges and strategies
- Candidate projects, including cost estimates
- Anticipated revenue stream for the 2034 LRTP
- Individual project analysis
- 2034 LRTP performance

The draft 2034 LRTP document was made available on the HRTPO website on November 8, 2011 with the public review period ending on December 8, 2011. She encouraged CTAC members to review the 2034 LRTP and submit comments by COB December 8, 2011.

Ms. Parthasarathi concluded, stating the final 2034 LRTP will be brought to the HRTPO Board for approval at its January 2012 meeting.

Downtown Tunnel/Midtown Tunnel/MLK Extension (DTT-MTT-MLK) Extension Project Briefing: VDOT

Mr. Bradley Weidenhammer, VDOT Project Traffic Engineer, reported the DTT-MTT-MLK Extension project is an important project for the region. It contains three primary components:

- New two-lane tube for the Midtown Tunnel
- Extension of the MLK Expressway to I-264 with interchange
- Upgrades to the existing Downtown Tunnel and the other Midtown Tunnel tube

Mr. Geoff Segal, Senior Vice President, Macquarie Capital Advisors, Elizabeth River Crossings (ERC) stated the project will be advantageous to the region for several reasons, including:

- Reduction of congestion, travel time, fuel, and emissions
- Creation of a seamless connection to I-264
- Extension of the existing tunnels' lifespan
- End of bi-direction traffic in the Midtown Tunnel
- Enhancement of public transportation services made available through HRT

Mr. Segal explained the project was being developed as a public-private partnership which will allow the Commonwealth to leverage limited public dollars to deliver a complex project in a timely manner. He noted that VDOT will retain ownership of the project.

Mr. Weidenhammer indicated VDOT and ERC had reached an agreement on several key business terms:

- ERC will be responsible for \$2.5 billion of construction, operations, and maintenance costs
- The Commonwealth will provide \$395 million specifically to lower tolls
- Tolls for automobiles will be \$1.59 off-peak and \$1.84 peak
- MLK Extension tolls will be \$0.50 for tunnel users and \$1.00 for non-tunnel uses
- The terms of the project are set at 58 years

Mr. Segal indicated tolls will be collected by E-ZPass or by invoice. The invoice will be mailed to the individual and by Virginia law will be capped at two times the base toll rate.

Ms. Hughes asked if the rate would be the same for someone who does not have an E-ZPass. Mr. Segal replied there is an administrative charge associated with mailing the invoice a vehicle passes through and does not have an E-ZPass.

Ms. Ravanbakht inquired as to peak vs. off-peak hours and asked if the hours would be fixed or value-priced. Mr. Segal replied value pricing would be implemented; however, it would be a fixed schedule. He noted the schedule had not yet been finalized.

Chair Harrison noted it was stated in the presentation that the useful life of the existing tube would be extended by 50 plus years. He asked if the new tube would be constructed first, followed by a retrofit to the old tube. Mr. Segal replied the means and methods are being established; however, the current plan does not call for building one tube and then refurbishing the other. Much of the structural and electrical upgrades will occur behind the scenes. In addition, if any disruptions are needed, work will take place during the night hours.

After more discussion Mr. Weidenhammer summarized the timeline for the development of the project with construction to be complete in 2017.

Ms. Wells asked what the implications were for the Portsmouth resident trying to commute every day with so much construction taking place in one area. Mr. Segal replied that there will be as little interruption to the daily commute of Portsmouth residents as possible. The main construction should occur during the true off-peak hours to help maintain traffic flow.

Mr. Lassiter asked if the primary contractor was local to the area. Mr. Segal replied that Skanska Civil Southeast is the main contractor, local to the Hampton Roads area.

Mr. Bowie stated there was a recent article published in the Virginian Pilot regarding the controversy of whether the Governor's endorsed Route 460 project should be built before the Patriots Crossing. He asked if there was concern that one group may attempt to restrict another group from planning another P3 project in the area while negotiating a contract. Mr. Weidenhammer replied that public-private partnerships do not include non-compete clauses. He indicated the DTT-MTT-MLK Extension project was moving forward on its own right now.

Mr. Bowie inquired if this concern could be a factor in the future. Mr. Segal stated there were no other examples in Virginia where a PPTA included a non-compete clause. He noted that ERC had not requested one in the current contract negotiations.

Ms. Ravanbakht noted there was another bridge currently under construction by the private sector, the Jordan Bridge, scheduled to open in June 2012 with a toll of \$2.00, which would be another viable option for commuters.

FY 2012-2015 Transportation Improvement Program (TIP): Website Application

Ms. Shealey reported the Transportation improvement Program (TIP) reflects those projects that will obtain funding in the next four years. She stated the HRTPO has made it a priority to help ensure that transportation funds are used as efficiently and effectively as possible in Hampton Roads. To improve its capabilities for monitoring the status of projects, HRTPO staff introduced a new format in the recently approved HRTPO FY 2012-2015 TIP. In addition to improving the transparency of the TIP by providing enhanced project description information and a location map, the new format includes funding allocation information as well as cost estimates, schedules, obligations, and expenditures by project phase.

To further enhance the transparency and user-friendliness of the new TIP, HRTPO staff has developed a web-based application for accessing the TIP. In addition to providing access to the up-to-date TIP document, an Interactive Project Map service provides easy access to project information based on project location.

Ms. Shealey demonstrated the web application and outlined each new feature, including the interactive project map which allows access to information on all mappable active projects, by location of each project, on a map of the region.

Ms. Ravanbakht commented that the TIP report is one of the core documents of the HRTPO. It is a federal regulation that every project scheduled for construction be included in this document. She encouraged CTAC members to go to the HRTPO website and try the TIP application.

For Your Information

Chair Harrison highlighted 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 Citizen Transportation Advisory Committee, the meeting adjourned at 5:55 p.m.

**FREIGHT TRANSPORTATION ADVISORY COMMITTEE
OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION**

NOVEMBER 16, 2011 MEETING

DRAFT MINUTES

Co-Chair Bill Bell called the HRTPO Freight Transportation Advisory Committee to order at 10:00 a.m. in the Virginia Port Authority (VPA) Board Room with the following in attendance:

MEMBERS:

Bill Bell (Newport News Shipbuilding)
Butch Crane (K-Line America)
David White (Virginia Maritime Association)
Keith Helton (Givens Logistics)
Ron Drogan (CrossGlobe Group)
Stan Clark (Isle of Wight County)

STAFF:

Allison Mall (Moffatt & Nichol)
Andy Hecker (Moffatt & Nichol)
Camelia Ravanbakht (HRTPO)
Rob Case (HRTPO)
Sam Belfield (HRTPO)

OTHERS:

Wendy Vachet (USCG)
Joshua Son (USCG)
Bruce Hornstein (Pyramid Studios)

1. ATTENDANCE AND PUBLIC COMMENT PERIOD

Staff took attendance and Co-Chair Mr. Bill Bell introduced Bruce Hornstein from Pyramid Studios, who was in attendance to debut *A Region United*. Mr. Bell then opened the public comment period. Hearing no requests for comment, Mr. Bell then declared the public comment period closed.

2. APPROVAL OF PREVIOUS MEETING'S MINUTES

Mr. Bell noted the minutes of July 25, 2011 and asked for any revisions. There being none, Mr. Butch Crane moved the minutes be approved as submitted. Mr. Keith Helton seconded the motion and the minutes were unanimously approved.

3. RSTP APPLICATION UPDATE

Mr. Andy Hecker then gave an update on the status of the RSTP application which is being submitted to the HRTPO Board by the Virginia Port Authority, on behalf of the FTAC. The application requests \$400,000 for a planning study, entitled Economic Analysis of Toll Pricing in Hampton Roads. The purpose of the proposed study is to analyze the effect of future and proposed toll rates on retaining and attracting freight-related businesses to Hampton Roads.

At the most recent RSTP Subcommittee meeting, Ms. Ravanbakht made a special appeal to the Subcommittee about the value of the study to the region and the importance of funding the study next year instead of 2018, which the Subcommittee was proposing. She explained that if the study is delayed, toll prices will already be set and completing the study after that will be futile.

The Subcommittee found money for the study in a subsequent meeting (a portion of the Route 60 funds), and the study will be on the list of projects for RSTP funding approval at the December TTAC and HRTPO meetings. The funding will be available as soon as it is approved by the Board.

4. A REGION UNITED VIEWING

Staff then showed the outreach video that the Committee has been working on for the better part of year, *A Region United*. Bruce Hornstein from Pyramid Studios was on hand to play the movie on his sound system and screen.

The Committee unanimously approved the video and agreed that it was very well done. One issue that Mr. Hornstein is still working on and will be complete for the final is some lip-syncing issues during the interview section. The final will be ready in time for the Freight Transportation Summit on December 6th. Mr. Bell and Mr. Florin will announce at the HRTPO Board meeting tomorrow – in a new business amendment to the agenda – that the video will be shown at the Freight Summit.

Mr. Bell thanked Mr. Hornstein for his “creative genius” and Ms. Mall and Mr. Hecker for assisting in the production of the video. He said that the more the video is disseminated, the more valuable it will be. Ms. Vachet agreed to show it to Admiral Harvey, and Mr. Bell said that the FTAC can roll it out as the members see appropriate.

7. INAUGURAL VIRGINIA FREIGHT TRANSPORTATION SUMMIT DISCUSSION

Mr. Hecker updated the Committee on the planning for the Inaugural Virginia Freight Transportation Summit on December 6th. The purpose of the summit is to promote FTAC’s mission and show what work can be done by similar and potential regional planning organization freight committees.

Mr. Hecker outlined the schedule for the summit, which includes a lunch, speakers and panels at the Norfolk Waterside Marriott in the afternoon and then cocktails, dinner, and another speaker at the Half Moone Cruise & Celebration Center in the evening.

Some of the speakers and panelists for the summit are still being confirmed – there have been some cancellations as is the nature of event planning. There will be two main speakers – one will discuss the state of the economy within Virginia and the nation, and how freight transport will play a role; and the other will discuss transportation policy, funding, and reauthorization on a federal level. The panels are titled as such:

- Virginia’s Economic Growth Relies on Efficient Freight Transportation, and
- The Importance of Considering Freight in Transportation Policy Planning and Investment

Mr. Hecker asked the Committee to let staff know if they have any good contacts or ideas about potential participants, especially those from businesses who rely on freight. Mr. Bell reminded the Committee members that this summit is the first of its kind in Virginia, and is leading the way in emphasizing the importance of freight to economic development and job growth in the Commonwealth.

The Committee members then mentioned some people that they would like to attend and asked staff to extend invitations to them. Mr. White let the Committee know about the conflict with the VMA Annual Business Meeting, and agreed that those attendees will come to the summit after the meeting.

8. HRTPO UPDATE

a. 2034 LRTP Draft Report and Technical Appendices

Ms. Ravanbakht gave an overview of the Draft 2034 LRTP (Long Range Transportation Plan) and the process by which it was developed. The Plan is open for public comment through December 8th, and copies were distributed to the Committee on CD because the report and appendices are such large files. In January, the Plan will be brought to the HRTPO Board for final approval. The

FTAC will have the opportunity at its next meeting to provide any of their own comments. By federal regulation, the Plan is subject to air quality testing, and the HRTPO is currently awaiting results from the FHWA and FTA.

The Committee then discussed the issue of the region only having \$2 billion in traditional funding sources for the next 20 years, for more than \$30 billion in transportation projects. The total funding in the plan, including the Governor's Transportation Funding Plan, is \$7 billion. The Committee members shared their opinions on regional needs vs. wants – especially the fact that “needs” include projects that would benefit the military. Ms. Vachet pointed out that not only does the regional highway network affect Navy commuter traffic; it also affects the massive amounts of freight that the Navy uses – from food to weapons and supplies.

b. Hampton Roads Military Transportation Needs Study

Mr. Sam Belfield from the HRTPO then presented the Hampton Roads Military Transportation Needs Study that was completed. Hampton Roads has the second largest military employment numbers in the country, behind San Diego.

The study's objectives were to:

- Engage local stakeholders
- Examine the adequacy of current STRAHNET designations (Strategic Highway Network – the total minimum defense highway network to support defense emergency and are used for daily military cargo movement).
- Identify Non-STRAHNET military-related sites
- Develop “Roadways Serving the Military” (STRAHNET and non-STRAHNET)
- Determine deficiencies on “Roadways Serving the Military”
- Identify transportation projects that benefit the military
- Update Project Prioritization Tool

The study aimed to make sure that the regional roadways used by the military are getting priority – not just for funding but for the safety and security of the region and the nation. Having a transportation system that supports the military will bring personnel to the region, or keep them away, because traffic congestion detracts from the mission and effectiveness of the military. Mr. Belfield pointed out that Ms. Wendy Vachet has been instrumental in getting this study completed.

The study found that a total of 148 bridges on “Roadways Serving the Military” were deemed deficient (in need of monitoring or repair) or functionally obsolete (built to standards that no longer exist).

The study resulted in several key recommendations, which are listed below.

- Update Project Prioritization Tool Criteria/Scoring
- Rehabilitate or replace three Structurally Deficient bridges with sufficiency ratings below 50
- Achieve Vertical Clearances based on Military Preferences
- Build Listed Transportation Projects

This Committee agreed that this is a very important study, especially since other military regions have not done the same types of studies. They praised the way that the study made people and freight equally important, basing transportation project prioritization on hard data and needs, versus wants.

Mr. Bell asked Mr. Belfield to send him an email with the link to the study so that Mr. Bill could get the word out to the Newport News Shipbuilding community. The HRTPO will complete the Military Commuter Study in FY12.

9. ANNOUNCEMENT OF NEXT MEETING DATE / ADJOURNMENT

The next meeting was scheduled for Thursday, January 5th, from 10:00 – 11:30 a.m., in the VPA Board Room. The meeting was adjourned at 11:30 p.m.

**Summary Minutes of the
Hampton Roads Transportation Technical
Advisory Committee (TTAC) Meeting
December 7, 2011**

The Hampton Roads Transportation Technical Advisory Committee (TTAC) Meeting was called to order at 9:34 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

TTAC Voting Members in Attendance:

Earl Sorey (Chair, CH)	Susan Wilson (PO)
Michael King (Vice-Chair, NN)	Kevin Wyne (PQ)
Mark Shea (CH)	Sherry Earley (SU)
Gary Walton (CH)	Robert Lewis (SU)
Anne Ducey-Ortiz (GL)	Scott Mills (SU)
Lynn Allsbrook (HA)	Robert Gey (VB)
Keith Cannady (HA)	Phil Pullen (VB)
John Yorks (Alternate, HA)	Mark Schnaufer (VB)
Edwin Wrightson (IW)	Reed Nester (WM)
Allen J. Murphy, Jr. (JC)	Tim Cross (YK)
Jackie Kassel (NN)	Steven Hennessee (DRPT)
Tom Slaughter (NN)	Karen Waterman (HRT)
Robert Brown (NO)	Stephen Rowan (Alternate, VDOT)
Jeff Raliski (NO)	Eric Stringfield (VDOT)
David Scott (NO)	Kevin Abt (VPA)
Richard Hartman (PO)	Kevan Danker (WATA)

TTAC Voting Members Absent:

Emily Gibson (GL)	Debbie Vest (PQ)
Christopher Perez (GL)	Daniel Clayton (WM)
Michael Stallings (IW)	Steve Martin (WM)
Peter Stephenson (IW)	J. Mark Carter (YK)
Ellen Cook (JC)	Al Maddalena (YK)
Luke Vinciguerra (JC)	Jim Ponticello (VDOT)
Ellen Roberts (PQ)	

TTAC Nonvoting Members Absent:

Randy Brown (Army)	Clifford Burnette (VDOA)
Ivan Rucker (FHWA)	LtCmdr Chris O'Neal (USCG)
Tony Cho (FTA)	Wendy Vachet (Navy)

HRTPO Staff:

Jessica Banks	Keith Nichols
Sam Belfield	Pavithra Parthasarathi
Rob Case	Camelia Ravanbakht
Brian Chenault	Stephanie Shealey
Kathlene Grauberger	Dale Stith
Mike Kimbrel	

Others Recorded Attending:

Jamie Oliver, Richard Rudnicki (IW); Beth Klapper (JC); Bob Matthias (VB); Karen McPherson (Kimley-Horn); Ray Taylor (FHR); Tony Gibson, Sonya Hallums-Ponton, Adam Jack, Carl Jackson, Koustubh Jain, Darryll Lewis, Nathan Milaszewski, Christopher Voigt (VDOT); Rick Case, Rob Jacobs, Chris Vaigneur (HRPDC Staff)

Public Comment Period

There was no public comment.

Submitted Public Comments

Chair Sorey noted there were written public comments distributed as a handout.

Approval of Agenda

Chair Sorey asked for additions or deletions to the TTAC Agenda. Ms. Ravanbakht indicated there was a new business item regarding a letter from VDOT pertaining to the FY 2013-2018 Six-Year Improvement Program (SYIP). Mr. King Moved to approve the agenda with the one amendment; seconded by Mr. Pullen. The Motion Carried.

Summary Minutes

Chair Sorey indicated the TTAC Summary Minutes of November 2, 2011 were included in the December TTAC Agenda. He asked for corrections or amendments to the minutes. Hearing none, Mr. King Moved to approve the minutes as written; seconded by Mr. Allsbrook. The Motion Carried.

Recommended CMAQ Projects and Allocations

Mr. Kimbrel reported the TPS met on November 9, 2011 to review the results of the evaluation and ranking of project proposals submitted for the 2011 CMAQ/RSTP Project Selection Process and to recommend projects to receive allocations of funding under the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. Mr. Kimbrel indicated that current CMAQ projects in need of additional funding to allow completion of a project or project were addressed first; followed by consideration of new CMAQ project proposals. Due to adjustments by the VDOT Programming Division to the CMAQ allocations that were previously approved by the HRTPO Board, there were significant available funds in the earlier years of the FY 2012 through FY 2017 period. As a result of HRTPO staff recommendations, adjustments were made on 15 previously approved CMAQ projects to address changes in cost estimates and to allow some of the projects to be completed sooner. In addition, the TPS recommended an FY 2018 allocation at the previously-agreed upon funding level for the TRAFFIX program.

Once all funding shortfalls on current CMAQ projects were addressed, Mr. Kimbrel indicated that the TPS considered 36 new candidate projects totaling \$81 million in CMAQ requests. The TPS ultimately selected 29 new projects to receive a total of \$33.8 million in CMAQ allocations through FY 2018.

Mr. Kimbrel stated the FY 2012-2015 TIP will be amended to account for changes in FY 2012 through FY 2015 allocations on the current CMAQ projects. The new CMAQ projects and allocations will be included in a future version of the TIP.

Mr. Slaughter Moved to recommend approval of the CMAQ projects and allocations as well as the associated TIP Amendments to account for changes in FY 2012 through FY 2015 allocations on current CMAQ projects; seconded by Mr. Allsbrook. The Motion Carried.

FY 2012-2015 Transportation Improvement Program (TIP) Amendment: Reallocation of RSTP Funds

Mr. Kimbrel stated that \$8,109,000 in prior years (2011 and previous) RSTP funding was being made available for reallocation to RSTP projects that could immediately obligate the funds as a result of a lack of sufficient funding to construct the Route 60 Relocated project (UPC# 13496 and UPC# 14598). During the November 9, 2011 meeting, the TPS recommended the following projects to receive allocations of the available funds in the amounts specified:

- Atkinson Boulevard in Newport News (UPC# 4483): \$2,000,000
- Dominion Boulevard in Chesapeake (UPC# 56187): \$5,709,000
- Economic Analysis of Toll Pricing in Hampton Roads (VPA): \$400,000

Mr. Cannady asked if the toll pricing study would pertain only to freight movement. Ms. Ravanbakht replied the emphasis would be on the impact of freight due to the imposition of tolls as proposed by the Freight Transportation Advisory Committee (FTAC).

Mr. Cannady inquired as to the other implications of tolls outside of freight. Ms. Ravanbakht replied that the HRTPO and VDOT staff have discussed conducting a regional toll study.

Mr. Walton Moved to recommend HRTPO Board approval of the RSTP fund transfers described above, as well as the associated TIP Amendments to account for the transfers; seconded by Mr. Danker. The Motion Carried.

FY 2012-2015 Transportation Improvement Program (TIP) Amendment: Suffolk

Mr. Stringfield explained VDOT is seeking to amend the Hampton Roads FY 2012-2015 TIP to add the following project in the City of Suffolk as a preliminary engineering (PE) and right-of-way (RW) only project:

- Route 58/Holland Rd Corridor Improvements: From Route 58/13/32 Bypass to 0.7 mile west of Manning Bridge Rd (UPC# 100937)

Mr. Slaughter inquired as to the source of funding for the project. Ms. Earley replied funding would be provided from revenue sharing and from the City of Suffolk. She noted the Preliminary Engineering (PE) portion of the project would be privately funded.

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

Procedure for Evaluating Project Proposals for Future Competitive Funding Opportunities

Ms. Ravanbakht reported that during the November 9, 2011 meeting, the TPS followed up on a request by the TTAC to discuss options for evaluating projects proposed for federal funding opportunities such as the recent USDOT Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program, and recommended the following procedure for handling requests for HRTPO Board endorsement of project proposals for future competitive funding opportunities:

That project proposals for future federal and state competitive grants not be prioritized and ranked, but instead be evaluated by the TPS to determine whether the proposals meet the minimum grant criteria and, if so, that the TPS recommend that the proposals move forward for HRTPO Board endorsement; that the HRTPO Board endorsement letter state that the proposal is in the relevant metropolitan documents and a regional high priority; or should a proposal not included in the relevant metropolitan planning documents be awarded grant money, that the HRTPO Board endorsement letter state that the HRTPO Board will take the necessary steps to include the project in the relevant metropolitan documents upon award of funds.

Mr. Cannady asked if the recommendation by the TPS would be a policy change. Ms. Ravanbakht replied affirmatively and indicated if TTAC approved the Subcommittee's suggestion, HRTPO staff would bring it to the January HRTPO Board meeting for the Board's endorsement.

Mr. Cannady inquired if the policy change would be in effect for all future grants. Chair Sorey replied affirmatively and stated the change would pertain to future federal and state grants, as discussed at the TPS meeting

Ms. Ravanbakht noted that since the projects should be included in the Long-Range Transportation Plan (LRTP), they would already be ranked.

Mr. King Moved to recommend the above procedure for evaluating project proposals for future competitive funding opportunities approval by the HRTPO Board; seconded by Mr. Hartman. The Motion Carried with Mr. Cannady voting in opposition.

Regional Safety Study – General Crash Data and Trends Update 2011: Final Draft Report

Ms. Ravanbakht reported that Mr. Keith Nichols briefed the TTAC on the draft report at its November 2, 2011 meeting and she indicated the final report was ready for approval.

Mr. Cross Moved to recommend HRTPO Board approval of the Regional Safety Study – General Crash Data and Trends Update 2011: Final Draft Report; seconded by Mr. Walton. The Motion Carried.

Accelerating Spending on Remaining ARRA Funds

Ms. Ravanbakht reported HRTPO staff received a memorandum from the President's Office of Management and Budget regarding the spending of ARRA funds. The memorandum reiterates the purposes of ARRA and expresses the need to spend remaining ARRA funds as quickly and efficiently as possible. The memorandum also specifies a September 30, 2013 deadline for expenditure of ARRA funds, noting that funds not spent by that deadline shall be reclaimed to the extent permitted by law. The September date is two years earlier than the deadline specified in current FHWA guidance. FHWA has stated steps are being taken to change the deadline in their guidance from September 30, 2015 to September 30, 2013.

The HRTPO staff prepared an excel spreadsheet which reflected the status of all Hampton Roads ARRA projects. Ms. Ravanbakht identified the two projects pertaining to the Princess Anne Road Reconstruction in Virginia Beach as falling outside of the September 30, 2013 completion date.

Mr. Schnauffer indicated the projects were under construction and was unsure how to complete the project at a faster pace. Mr. Kimbrel stated Virginia Beach could utilize its ARRA funds earlier in the construction process which should solve the issue.

Mr. Allsbrook inquired as to why the Phase 2: Commander Shepherd Boulevard in Hampton was not on the ARRA spreadsheet. Mr. Kimbrel stated he would check into it.

Ms. Ravanbakht stated VDOT is taking steps to identify projects potentially at risk for forfeiture based on estimated completion dates. In addition, VDOT is working to accelerate all VDOT administered ARRA projects and working with localities to accelerate billing and delivery of locally administered ARRA projects to ensure that ARRA funds are fully utilized.

VDOT has requested HRTPO assistance in encouraging member localities to submit invoices to VDOT and accelerate delivery of locally administered ARRA projects. VDOT has stated that if ARRA funds have been expended, but not billed to VDOT in time to be reimbursed prior to the September 30, 2013 deadline, localities will not be reimbursed and there are no funds available to replace withdrawn ARRA funds.

2034 Long-Range Transportation Plan: Draft Report

Ms. Parthasarathi reported HRTPO staff has completed the draft 2034 Long-Range Transportation Plan (LRTP) and it is currently available on the HRTPO website. She stated the 2034 LRTP contains:

- A snapshot of current transportation issues
- Existing and projected population and employment
- Transportation challenges and strategies
- Candidate projects, including cost estimates

- Anticipated revenue streams for the 2034 LRTP
- Individual project analysis
- 2034 fiscally constrained LRTP projects and plan performance

She indicated HRTPO staff has conducted extensive public review of the 2034 Long-Range Transportation Plan (LRTP). Public outreach of the 2034 draft LRTP has included:

- Electronic availability of the 2034 LRTP documentation on November 8, 2011 through December 8, 2011
- Distribution of printed 2034 LRTP report to regional libraries for public access and review
- Fall/Winter 2011 School Outreach public meetings on 2034 LRTP documentation

Ms. Parthasarathi requested TTAC members to review the draft report and submit comments to the LRTP staff by COB December 8, 2011. She concluded by stating approval of the final 2034 LRTP report is expected at the January 2012 HRTPO Board meeting.

FY 2012-2015 Transportation Improvement Program: Quarterly Snapshot

Mr. Kimbrel reported HRTPO staff has been working to improve the HRTPO FY 2012-2015 Transportation Improvement Program (TIP) document by updating allocation, obligation, cost estimate, phase schedule, and expenditure information for all projects in the TIP. In addition, staff enhanced the TIP to show full project information on approximately 300 projects that were previously included in project groups.

Through the work described above, staff identified some issues with regard to project information, including expenditures not matching with project schedules; total expenditures, allocations or obligations exceeding project cost; and missing phase cost estimates provided when phase schedule are provided. Tables identifying the issues needed to be resolved for each project were distributed during the meeting. Mr. Kimbrel requested that project administrators review the information and coordinate with state agencies, as necessary, to update the data.

Mr. Kimbrel indicated that VDOT has agreed to provide the HRTPO with another data dump at the end of January 2012.

For all active projects, future TIP Quarterly Snapshots will include information such as:

- Total number of projects by project phase
- Projects progressing to next phase
- Project cost estimates and funding by System
- Statistics on programmed funding (including allocations and obligations)
- Additional details on projects funded with CMAQ and/or RSTP funds

Mr. Kimbrel concluded, stating the next TIP Quarterly Snapshot will be presented to the TTAC in March 2012.

Mr. Cannady expressed his appreciation to the HRTPO staff for their efforts to enhance the TIP and to provide web visualization of the projects. Mr. Kimbrel acknowledged Ms. Banks and Ms. Shealey for their hard work in the endeavor.

Mr. Stringfield stated VDOT has encouraged the grouping of projects because of the relationship between the Statewide Transportation Improvement Program (STIP) and the TIP. He asked if HRTPO staff had discussed the impacts to the STIP if the projects are ungrouped in the TIP. Mr. Kimbrel replied HRTPO staff has consistently expressed the desire to ungroup projects multiple times through VDOT District staff to VDOT Programming staff for reasons that include the following:

- Grouped projects are not transparent and provide scant project information
- Grouped projects do not indicate any planned obligations and are therefore unhelpful when developing the Annual Obligations Report
- MPOs have been asked to more actively track the status of projects in the TIP and this is hampered by the practice of grouping projects

Mr. Rowan indicated the reasoning behind grouping projects is to reduce the need for TIP amendments and modifications, and to also assist in maintaining project schedules. Mr. Kimbrel replied that ungrouping the grouped projects would not change the ability to utilize administrative modification, when applicable. He further stated that having projects grouped did not eliminate the need for TIP amendments when required by federal regulations.

I-264 Corridor Crash Study: VDOT

Mr. Gibson, VDOT Hampton Roads District, reported a preliminary crash study was conducted by VDOT for both directions of I-264, between I-64 and First Colonial Road, and identified safety concerns along the corridor.

Key findings from the study illustrated that rear end, fixed object, and sideswipe accidents occurred most frequently along the I-264 corridor. The majority of accidents are due to congestion along the interstate or queues on secondary roadways. The data indicates that the I-264 corridor has a higher crash frequency than similar facilities in Hampton Roads.

Mr. Gibson stated the next steps will be to evaluate possible corridor improvements and options for funding. Once the improvements and funding have been determined, they will need to be included as candidate projects for the prioritization process associated with the next Long-Range Transportation Plan (LRTP) or possibly be added to the current LRTP.

Mr. Stringfield commented that this I-264 corridor should be considered for the 2040 LRTP.

Mr. Danker asked if any other corridors were being reviewed by VDOT. Mr. Gibson stated he would accept recommendations for study.

Chair Sorey stated that as tolls are implemented on other routes, a study of the High-Rise Bridge may be needed. Mr. Gibson agreed.

FY 2012 Federal Discretionary Grant Program

Ms. Ravanbakht reported that HRTPO staff received a memorandum, dated November 9, 2011, in which the FHWA announced the FY 2012 solicitation for candidate projects for twelve discretionary grant programs. For most of the twelve programs, VDOT would be the eligible applicant. While the federal application deadline is January 6, 2012, VDOT has set a deadline of December 19, 2011 so that the VDOT Chief of Planning and Programming can work with the VDOT Commissioner to prioritize the applications.

The HRTPO staff reviewed the criteria for each of the grant programs and recommended projects under the following programs:

- Ferry Board
- Innovative Bridge Research and Deployment
- Interstate Maintenance
- National Scenic Byways
- Public Lands Highways
- Rail Highway Crossing Hazard Elimination in High-Speed Rail Corridors
- Transportation, Community, and System Preservation
- Value Pricing Pilot Programs

Mr. Stringfield stated VDOT will have staff execute an application for the recommended projects if so asked.

Chair Sorey asked if there was a requirement for an HRTPO endorsement letter for any of the programs. Mr. Stringfield replied there was no indication of such a requirement in the literature. He also noted there was no clause referring to a timeline for funding expenditure.

Ms. Ravanbakht explained HRTPO staff received a proposal for the Great Dismal Swamp National Wildlife Refuge Visitor Center and Headquarter Facility which would be submitted to the Public Lands Highways program.

Mr. Brown Moved to recommend approval for the Great Dismal Swamp project; seconded by Mr. Walton. The Motion Carried.

Ms. Waterman indicated HRT would be submitting a project application under the Ferry program.

Ms. Earley commented that the City of Suffolk would be submitting a project application under the Rail Highway Crossing Hazard Elimination in High-Speed Rail Corridors program.

Ms. Ravanbakht asked if VDOT would be submitting an application for either HOT lane conversions or a Value Pricing study in Hampton Roads. Mr. Stringfield replied he would propose it to VDOT staff.

Correspondence of Interest

Chair Sorey indicated there was one item in the Correspondence of Interest section of the agenda packet.

TTAC Action Items: Three-Month Tentative Schedule

Chair Sorey reviewed the three-month schedule with TTAC members.

For Your Information

Vice-Chair King highlighted the items in the For Your Information section of the agenda packet.

Ms. Ravanbakht reported she attended the inaugural Freight Summit on December 6, 2011 in Norfolk sponsored by FTAC and the Virginia Port Authority (VPA). She indicated FTAC had produced a six minute video regarding the Hampton Roads region which will be shown to the HRTPO Board at its December 15, 2011 meeting and will then be available on the HRTPO website.

Mr. Stringfield noted there would be another freight conference in Norfolk in March 2012 entitled "Freight in the Southeast."

Old/New Business

Ms. Ravanbakht stated HRTPO staff received a letter from VDOT Planning and Programming regarding the development of the FY 2013-2018 SYIP. She explained that MPOs will become more involved with the initial stages of the SYIP and noted a schedule of the development timeline for the SYIP was attached to the letter. VDOT has requested the HRTPO submit a list of priorities for the FY 2013-2018 SYIP.

Ms. Ravanbakht stated the Transportation Programming Subcommittee (TPS) will meet December 21, 2011 to draft a list of priorities from the current TIP.

Ms. Ravanbakht indicated HRTPO staff also received a letter from the Office of Transportation Public-Private Partnerships asking for input with regards to potential projects under the Public-Private Transportation Act (PPTA). She stated the TPS will discuss this topic at its December meeting.

Mr. Cannady suggested the High-Speed and Intercity Passenger Rail (HSIPR) Task Force convene a meeting to discuss the latest developments in high-speed and passenger rail in the region. Ms. Ravanbakht replied the HSIPR Task Force will meet soon to discuss the scope of work for the next phase of the High-Speed Passenger Rail study. CMAQ allocations will be used to fund this phase.

Mr. Stringfield stated there was a Bike/Ped Committee Meeting on December 19, 2011 from 10:00 a.m. to 12:00 p.m. at the VDOT Norfolk Residency office.

Adjournment

With no further business to come before the Hampton Roads Transportation Technical Advisory Committee, the meeting adjourned at 11:24 a.m.

**Summary Minutes of the
HRTPO Transportation Technical
Advisory Committee (TTAC) Meeting
January 4, 2012**

The HRTPO Transportation Technical Advisory Committee (TTAC) Meeting was called to order at 9:32 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

TTAC Voting Members in Attendance:

Earl Sorey (Chair, CH)	Susan Wilson (PO)
Michael King (Vice-Chair, NN)	Kevin Wyne (PQ)
Mark Shea (CH)	Sherry Earley (SU)
Gary Walton (CH)	Scott Mills (SU)
Anne Ducey-Ortiz (GL)	Robert Gey (VB)
Lynn Allsbrook (HA)	Phil Pullen (VB)
Keith Cannady (HA)	Mark Schnauffer (VB)
John Yorks (HA)	Reed Nester (WM)
Jamie Oliver (IW)	Tim Cross (YK)
Michael Stallings (IW)	Steven Hennessee (DRPT)
Allen J. Murphy, Jr. (JC)	Karen Waterman (HRT)
Jackie Kassel (NN)	Jim Ponticello (VDOT)
Tom Slaughter (NN)	Stephen Rowan (VDOT)
Robert Brown (NO)	Eric Stringfield (VDOT)
Jeff Raliski (NO)	Kevin Abt (VPA)
David Scott (NO)	Kevan Danker (WATA)
Richard Hartman (PO)	

TTAC Voting Members Absent:

Emily Gibson (GL)	Debbie Vest (PQ)
Christopher Perez (GL)	Robert Lewis (SU)
Peter Stephenson (IW)	Daniel Clayton (WM)
Ellen Cook (JC)	Steve Martin (WM)
Luke Vinciguerra (JC)	J. Mark Carter (YK)
Ellen Roberts (PQ)	Al Maddalena (YK)

TTAC Nonvoting Members in Attendance

Ivan Rucker (FHWA)
Wendy Vachet (Navy)

TTAC Nonvoting Members Absent:

Randy Brown (Army)	Clifford Burnette (VDOA)
Tony Cho (FTA)	LtCmdr Chris O'Neal (USCG)

HRTPO Staff:

Jessica Banks
Sam Belfield
Rob Case
Brian Chenault
Kathlene Grauberger
Mike Kimbrel
Kendall Miller

Keith Nichols
Pavithra Parthasarathi
Joe Paulus
Benito Pérez
Camelia Ravanbakht
Stephanie Shealey
Dale Stith

Others Recorded Attending:

Frank Haltom, Richard Rudnicki (IW); Heather Robinson (NO); Karen McPherson (Kimley-Horn); Rich Clifton (RK&K); John Herzke (Clark Nexsen); Debbie Messina (Virginian-Pilot); Nora Chivers, Frank Fabian, Tony Gibson, Stephany Hanshaw, Adam Jack, Carl Jackson, Koustubh Jain, Alex Pawlowski, Bryant Porter, Kim Pryor, Jonathan Robbins (VDOT); Rick Case, Chris Vaigneur (HRPDC Staff)

Public Comment Period

There was no public comment.

Submitted Public Comments

Chair Sorey noted there were no submitted public comments.

Approval of Agenda

Chair Sorey asked for additions or deletions to the TTAC Agenda. Mr. Raliski asked to add one item under New Business. Mr. Raliski Moved to approve the agenda with the one amendment; seconded by Mr. Brown. The Motion Carried.

Summary Minutes

Chair Sorey indicated the TTAC Summary Minutes of December 7, 2011 were included in the January TTAC Agenda. He asked for corrections or amendments to the minutes. Hearing none, Mr. King Moved to approve the minutes as written; seconded by Ms. Kassel. The Motion Carried.

HRTPO CMAQ/RSTP Projects and Allocations: Final Report

Mr. Kimbrel reported that as the metropolitan planning organization (MPO) for the Hampton Roads area, the HRTPO is responsible for project selection and allocation of funds under two federal funding programs – the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and the Regional Surface Transportation Program (RSTP). The process used by the HRTPO to select projects to receive funds from these two programs is referred to as the CMAQ/RSTP Project Selection Process. Beginning this year, the project selection process will be conducted annually, normally beginning in July and running through December.

Mr. Kimbrel indicated the report summarizes the work of selecting CMAQ and RSTP projects during the 2011 CMAQ/RSTP Project Selection Process. Selected projects received allocations of CMAQ or RSTP funds through Fiscal Year (FY) 2018. RSTP projects and allocations were approved by the HRTPO Board on November 17, 2011. CMAQ projects and allocations were approved by the Board on December 15, 2011.

Mr. Cross Moved to recommend HRTPO Board approval of the HRTPO CMAQ/RSTP Projects and Allocations 2011: Final Report; seconded by Mr. Pullen. The Motion Carried.

FY 2012-2015 Transportation Improvement Program (TIP) Amendment: HRTPO

Mr. Kimbrel explained that during a review of the VDOT project databases, HRTPO staff identified 13 projects that should be included in the FY 2012-2015 TIP.

The proposed TIP Amendment has been made available for public review and comment. The public review and comment period for this TIP amendment request began on December 28, 2011 and runs through January 11, 2012.

Mr. Rowan stated it was his understanding that HRTPO staff wished to ungroup several projects in order to maintain a better tracking system for the projects. He indicated it was VDOT's desire to have grouped projects remain together. He noted the Warwick Road Bridge Replacement over Lake Maury project (UPC #101279) did not need to be included in the TIP as revenue sharing funds were being utilized for the project. Mr. Kimbrel replied it was listed in the VDOT database as being a regionally significant project and as such, it would automatically be listed in the TIP. Mr. Kimbrel asked to discuss the grouped projects with Mr. Rowan after the meeting.

Mr. Rucker expressed his concern that the 13 projects were included in the Statewide Transportation Improvement Program (STIP), but not in the TIP. Since the STIP was a combination of all state-wide MPO TIPs, he was unclear of why the projects were not already in the TIP. Mr. Stringfield replied that when handling smaller projects that are grouped together, the smaller projects sometimes are lost in the shuffle.

Mr. Rucker asked for an explanation regarding the Third Crossing PE only project in the 2034 LRTP. Ms. Ravanbakht replied that when the 2030 LRTP was amended, the Third Crossing construction project was changed to a PE only project because of the loss of HRTA funds. She noted this information was consistent with the data today.

Mr. Rucker indicated that the law states that both projects and phases of projects in the TIP must be consistent with the LRTP and the Third Crossing data did not carry over into the 2034 LRTP. Ms. Ravanbakht noted that for the 2034 LRTP, one segment of the Third Crossing, the Patriots Crossing, was included as a study.

Mr. Stringfield commented that VDOT is advancing Patriots Crossing as a separate project from the Third Crossing with a different UPC project number in the 2034 LRTP.

Chair Sorey suggested deferring the agenda item for the 30 days in order to further discuss the issue. Mr. Rowan Moved to defer the agenda item for 30 days; seconded by Mr. Allsbrook.

Mr. Stringfield asked Mr. Rucker if he was concerned with all of the projects or only the Third Crossing. Mr. Rucker replied the Third Crossing caught his attention; however, he did have concern regarding all the projects.

Regarding the motion on the floor, The Motion Carried.

FY 2012-2015 Transportation Improvement Program (TIP) Amendment: VDOT

Mr. Rowan explained VDOT was seeking to amend the FY 2012-2015 Transportation Improvement Program (TIP) to revise information on three current projects and to add four new projects associated with the Downtown Tunnel/Midtown Tunnel/Martin Luther King Freeway Extension work.

The proposed TIP Amendment has been made available for public review and comment. The public review and comment period for this TIP amendment request began on December 28, 2011 and runs through January 11, 2012.

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

FY 2012-2015 Transportation Improvement Program (TIP) Amendment: VDOT

Mr. Rowan explained VDOT was seeking to amend the HRTPO FY 2012-2015 TIP to revise the following:

- Revise obligation information for the Dismal Swamp Canal Multi-Use Trail in Chesapeake (UPC# 77403)
- Add Croaker Road, Widen to 4 lanes from Library to Route 60 in James City County (UPC# 100920) as a new, Preliminary Engineering (PE) Only project

The proposed TIP Amendment has been made available for public review and comment. The public review and comment period for this TIP amendment request began on December 28, 2011 and runs through January 11, 2012.

Mr. Shea commented that the Dismal Swamp Canal Multi-Use Trail project was titled Dismal Swamp Creek Trail on the project TIP document.

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

2034 Long Range Transportation Plan (LRTP): Final Report

Ms. Ravanbakht reported the LRTP draft report was presented to the TTAC last month by Ms. Parthasarathi. The LRTP, once adopted, will serve as the blueprint for the region's transportation development and identifies all regionally significant transportation projects for the Hampton Roads metropolitan planning area over a 20-year period.

The draft document was made available for public review and comment from November 8, 2011 through December 8, 2011. Ms. Ravanbakht indicated HRTPO staff had addressed all comments received on the LRTP and those comments, as well as HRTPO staff responses to the comments, were included in the appendix of the report. The final report and appendices may be accessed via the HRTPO website at: http://www.hrtpo.org/TPO_RTP.asp.

Mr. Abt asked if Mr. Rucker's concerns regarding project alignment between the TIP and the LRTP would present issues later if TTAC approved the 2034 LRTP final report. Ms. Ravanbakht replied that once the 2034 LRTP became an official document, amendments could be made to the TIP in order to ensure consistency with the LRTP.

Ms. Waterman asked how many times a year could LRTP amendments that trigger air quality conformity be processed. Ms. Ravanbakht replied that amendments to the LRTP can be processed quarterly; however, amendments that trigger an air quality conformity analysis cannot be processed in consecutive quarters.

Mr. Schnauffer Moved to recommend HRTPO Board approval of the 2034 LRTP: final report; seconded by Mr. Allsbrook. The Motion Carried.

FY 2013 Unified Planning Work Program: Planning Priorities

Mr. Kimbrel reported HRTPO staff has begun work on developing the FY 2013 Unified Planning Work Program (UPWP), which must include a discussion of the planning priorities facing the metropolitan planning area (MPA). It is in the determination of these planning priorities that the HRTPO Board ensures its vision and goals are carried forward in the UPWP.

He stated the FY 2012 planning priorities for the Hampton Roads MPA were:

- Transportation Funding
- Military Transportation Needs
- Passenger Rail

Ms. Vachet expressed her appreciation to the HRTPO for its efforts regarding military transportation needs and asked for the priority to be continued in the FY 2013 UPWP.

Mr. Kimbrel indicated HRTPO staff plans to have the draft UPWP available at the March 7, 2012 TTAC meeting.

Mr. Schnauer Moved to recommend HRTPO Board approval of the above three planning priorities for the FY 2013 UPWP; seconded by Mr. Gey. The Motion Carried.

FY 2013-2018 SYIP Development: Draft HRTPO Priorities

Ms. Ravanbakht reported that VDOT requested input from the Virginia metropolitan planning organizations (MPOs) on regional funding priorities for the Commonwealth Transportation Board's (CTB) FY 2013-2018 Six-Year Improvement Program (SYIP) and on identifying feasible candidate projects to advance under the Public-Private Transportation Act (PPTA).

Regarding the first task, the Transportation Programming Subcommittee (TPS) convened on December 21, 2011 to discuss the request, and utilizing the CTB priorities for SYIP development, the Subcommittee recommended several projects, included in Attachment 12-E in the agenda packet, for submittal as regional priorities to VDOT on February 8, 2012 for use in the development of the FY 2013-2018 SYIP.

Ms. Ravanbakht stated the regional priorities set forth by the TPS were divided into three sub-groups that addressed four CTB priorities:

- A. Funding deficient bridges
- B. Increasing funding for Preliminary Engineering
- C. Funding deficits on underway project phases, and/or accelerating existing projects using additional funds

Ms. Ravanbakht noted HRTPO staff received a request from the City of Suffolk after the December TPS meeting to add the Kings Highway Bridge project to the unfunded list of bridge projects in Group A.

Mr. Pullen asked to add two projects to Group C in the Highway Projects: Urban Roadway System category that are currently underway with funding deficits. He noted he had discussed the issue with HRTPO staff. The projects were:

- Indian River Road UPC# 15829
- Elbow Road UPC# 15828

Ms. Ravanbakht noted that both projects were in the TIP and it would be appropriate to add them to Group C.

Mr. Schnauer asked why the HRPTO Prioritization Tool was not utilized for Group A as in Groups B and C. Ms. Ravanbakht replied that bridges have separate funding which is based on sufficiency ratings.

Regarding the second task, the TPS, at its December 21, 2011 meeting, developed a draft list of candidate projects, included in Attachment 13-C of the agenda packet, to advance under the Public-Private Transportation Act (PPTA), following Virginia's transportation objectives and high-level screening criteria outlined in the PPTA Implementation Manual outlined in a November 29, 2011 VDOT letter.

She indicated there was some reservation among the TPS members as to whether a listing of candidate PPTA projects should be moved forward. After a long discussion, the TPS recommended the following projects as potential candidates to advance under the PPTA:

- Patriots Crossing
- Hampton Roads Bridge-Tunnel
- I-264 from I-64 to Birdneck Road

Ms. Waterman asked if the I-264 project was for improvements or widening purposes. Mr. Schnauffer replied the scope of the project had not been determined; however, there would not be extensive widening.

Ms. Vachet asked how the three candidate PPTA projects were chosen. Chair Sorey replied that TPS members chose the projects. Ms. Vachet inquired as to the implications of the HRTPO endorsing the tunnel projects as PPTA projects. Mr. Raliski remarked that any large project undertaken in the future would more than likely be a PPTA project due to funding realities. In addition, because of how Virginia law is written, it allows for unsolicited proposals at any time. Ms. Ravanbakht reiterated that the TPS members struggled with the subject of recommending candidate PPTA projects.

Mr. Gey stated the issue centers on the impacts of tolls in the region and what these impacts would have on travel. He indicated there is a need to conduct a regional toll study in Hampton Roads. He asked if it would be premature to recommend the candidate PPTA projects before the toll study was completed. Ms. Ravanbakht replied the regional toll study, which would include value pricing, had been discussed by HRTPO staff and VDOT. The HRTPO Board approved \$400,000 of RSTP funding to conduct a study with regard to the effects of tolls on freight movement.

After further discussion, Mr. Gey Moved to recommend for HRTPO Board approval the regional priority projects, including the two projects from Virginia Beach, to be submitted during the development of the FY 2013-2018 SYIP, and also the list of projects to submit as candidates for PPTA; seconded by Mr. Danker. The Motion Carried.

Downtown Tunnel/Midtown Tunnel/MLK (DTT-MTT-MLK) Extension Project: VDOT

Mr. Frank Fabian, Senior Project Manager for VDOT, reported the DTT-MTT-MLK Extension Project is a public-private partnership (P3) project that will add a second tube to the Midtown Tunnel, extend the MLK Expressway, and substantially upgrade the Downtown Tunnel and existing Midtown Tunnel. It will be located in Norfolk and Portsmouth and be instrumental in addressing the region's transportation needs. VDOT will retain ownership of the project.

There will be numerous benefits beyond the traditional traffic improvements associated with the project including:

- Direct economic stimulus
- Promotes economic development
- Local job creation

Mr. Fabian indicated VDOT and the MTT-DTT-MLK Extension Project Developer, Elizabeth River Crossings (ERC), had reached an agreement on several key business terms:

- ERC will be responsible for \$2.1 billion of construction, operations, and maintenance costs
- The Commonwealth will provide \$362 million specifically to lower tolls
- Tolls for automobiles will be \$1.59 off-peak and \$1.84 peak
- MLK Extension tolls will be \$0.50 for tunnel users and \$1.00 for non-tunnel uses
- The terms of the project are set at 58 years

The timeline for the project began in May 2008 with a request for conceptual proposals. The key business terms were agreed upon in July 2011 with the comprehensive agreement determined in December 2011. Financial close should take place in the first quarter of 2012, with construction beginning in the third or fourth quarter. Tolling will commence in 2012 and the project is scheduled to be completed in the year 2018.

Mr. Fabian explained tolls will be collected by E-ZPass® or by invoice. E-ZPass® is an automatic, electronic toll collection system that efficiently moves traffic through toll facilities and is used in 14 states, including Virginia. If a vehicle is invoiced, it will be mailed to the individual that owns the vehicle. By Virginia law, the charge invoiced will be capped at two times the base toll rate.

In conclusion, Mr. Fabian stated more information regarding the project could be accessed at www.MidtownTunnel.org.

Chair Sorey asked if there would be regional customer service centers in which the public could purchase and program the E-ZPass® transponders. Mr. Fabian replied that ERC will open a walk-in facility in Portsmouth and install kiosks on the Norfolk and Portsmouth sides where a credit card could be utilized.

Mr. Danker asked if a bill would be sent to each vehicle if it did not have an E-ZPass® transponder. Mr. Fabian replied affirmatively.

Ms. Vachet commented there needed to be a user friendly method due to the high volume of military personnel who move in and out of the area. Mr. Fabian stated there would be an extensive outreach plan for the military.

Mr. Rucker asked if there would be significant traffic delays during construction and if so, would the same toll amount be charged during peak hours. Mr. Fabian replied the project team has been risk-orientated since the beginning and were identifying issues on the project. He did not foresee any significant delays at either the Downtown or Midtown tunnels. Regarding the toll amounts, Mr. Fabian indicated the toll amount would be consistent during the peak hour periods regardless of construction delays.

Chair Sorey stated the South Norfolk Jordan Bridge will be opening to traffic in late Spring or early Summer which will benefit the region.

Ms. Kassel asked what the peak periods would be in the morning and afternoon. Mr. Fabian replied peak periods would be from 6:00 a.m. – 9:30 a.m. and 4:00 p.m. – 7:30 p.m.

Ms. Ravanbakht inquired as to the extent of the public outreach plan. Mr. Fabian replied the plan would involve speaking to local civic leagues, faith leaders of the communities, and placing newspaper ads.

Travel Time on Variable Message Signs: VDOT

Mr. Stephany Hanshaw, VDOT Regional Traffic Operations Manager, reported that VDOT is planning to implement a system of travel-time-based messages on regional variable message signs (VMS). He indicated that for many years VDOT has provided messages to Hampton Roads motorists via VMS. Standard message types have included lane closures, bridge lifts, accidents, and length of queue at tunnels.

In August 2012, VDOT will begin implementation of a system using a variety of real-time travel time data to calculate and display via VMS expected point-to-point travel times. The system will be employed in phases throughout Hampton Roads.

Mr. Hanshaw outlined the message format which will consist of the destination, distance, and time. He noted there will also be dual destination and alternate route message formats. Destinations will include:

- Interstates
- Major state routes
- Major cities
- Major landmarks

Mr. King asked if any thought had been given to using exit numbers as destinations to assist travelers. Mr. Hanshaw replied exit numbers would only be used for major route destinations.

Ms. Kassel stated the Jefferson Avenue and Fort Eustis Boulevard exits were congestion points on the Peninsula and asked if messages would be used to alert motorists of these problem areas. Mr. Hanshaw replied that those two destinations were not currently in phase one.

Mr. Walton inquired if seasonal destinations such as the Outer Banks would be implemented into the message system. Mr. Hanshaw replied it could be incorporated into later phases.

Implementation of the National Ambient Air Quality Standard For Ozone: VDOT

Mr. Jim Ponticello, VDOT Air Quality Program Manager, stated the Environmental Protection Agency (EPA) has announced it will move forward with the implementation of the 2008 ozone standard of 75 parts per billion.

On March 12, 2008, the EPA lowered the National Ambient Air Quality Standard (NAAQS) for ground-level ozone to provide increased protection of public health and the environment. The 8-hour ozone standard was lowered from 84 parts per billion (ppb) to 75 ppb. As a first step in implementing the 2008 ozone standard, the EPA asked states to submit recommendations on the designation (nonattainment or attainment) of each area of the state, based on the new standard and the most recent three-year ozone monitor readings by March 12, 2009. However, in September 2009, EPA announced it was reconsidering the 2008 ozone standard and took steps to delay the designation process for the 2008 ozone standard pending the outcome of the reconsideration.

It was expected that the EPA would lower the ozone standard from 75 ppb to 70 ppb in July 2011. However, after a brief delay, on September 2, 2011, the Office of Management and Budget returned to the EPA the draft final rule addressing the reconsideration of the 2008 ozone standard. On September 22, 2011, the EPA restarted the implementation of the 2008 standard by issuing a memorandum stating that it would proceed with initial area designations.

Mr. Ponticello stated that on November 21, 2011, Virginia submitted updated designations based on the assessment of preliminary 2009-2011 air quality data. The ozone data from Hampton Roads was determined to be 71 ppb, qualifying it as an attainment area.

Mr. Ponticello concluded, stating the EPA will have a 30-day comment period in the near future. By Spring 2012, the EPA must issue an implementation guide. He indicated that the EPA is expected to issue a new ozone standard in 2013.

Ms. Ravanbakht asked what affect it would have on CMAQ funding if Hampton Roads was designated an attainment area. Mr. Ponticello replied that according to Virginia law, Hampton Roads would no longer be eligible for CMAQ funding.

HRTPO Freight Transportation Advisory Committee (FTAC) Outreach Video

Ms Ravanbakht stated the mission of FTAC is to advocate for the systematic needs of the transportation movement of freight and freight issues, and to bring awareness of those issues to the public and key stakeholders. She indicated that FTAC had produced a video, entitled "A Region United", magnifying the importance of freight to the average local citizen.

After the video was shown, Ms. Ravanbakht noted the video was shown to the HRTPO Board at its December 15, 2011 meeting and was distributed to the Board members.

Correspondence of Interest

Chair Sorey indicated there were several items in the Correspondence of Interest section of the agenda packet.

TTAC Action Items: Three-Month Tentative Schedule

Chair Sorey reviewed the three-month schedule with TTAC members.

For Your Information

Chair Sorey highlighted the items in the For Your Information section of the agenda packet.

Old/New Business

Mr. Raliski requested VDOT to research the Patriots Crossing project (UPC #99587) to determine if traffic and revenue studies will be accomplished as part of that work task. He indicated it was his belief that the same level of detail would be attained on both the Patriots Crossing and Hampton Roads Bridge Tunnel with regards to their Environmental Impact Statements.

Mr. Stringfield stated the VDOT Project Manager would give TTAC an update at the February or March meeting.

Ms. Ravanbakht indicated HRTPO staff recently received a joint, positive conformity finding from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regarding the 2034 LRTP.

Mr. Kimbrel stated the Transportation Programming Subcommittee (TPS) Meeting scheduled for next week would be cancelled.

Adjournment

With no further business to come before the Hampton Roads Transportation Technical Advisory Committee, the meeting adjourned at 11:37 a.m.

HRTPO
FISCAL YEAR 2012
12/31/2011

STATEMENT OF REVENUES AND EXPENDITURES

REVENUES	Annual Budget	Current Month	YTD
VDOT-PL SEC 112 FEDERAL	2,234,543	-	504,776
VDOT-PL SEC 112 STATE	279,318	-	63,097
VDOT-PL SEC 112 LOCAL	279,320	-	63,097
VDOT-PL SEC 112 SUBSIDY	23,128	-	172
HRT MATCH	53,420	-	5,800
WAT MATCH	20,000	-	-
STATE PASS-THROUGH	73,420	-	5,801
FEDERAL PASS-THROUGH	587,363	-	46,401
VDRPT 5303 FEDERAL	302,446	-	1,987
VDRPT 5303 STATE	37,806	-	248
VDRPT 5303 LOCAL	37,806	-	-
Total Revenue	3,928,570	-	691,379
EXPENSES			
PERSONNEL	-	186,619	997,291
CONTRACTUAL	20,000	-	2,448
SPECIAL CONTRACTS	3,033,085	354	12,879
OFFICE SERVICES	141,281	5,750	51,782
PASS THROUGH EXPENDITURES	734,204	-	58,001
INDIRECT COSTS	-	39,377	222,544
Total Expenses	3,928,570	232,100	1,344,946
AGENCY BALANCE	-	(232,100)	(653,567)

HRTPO Staff Comments on “Chapter 1, Draft Purpose and Need”

I-64 HRBT EIS
December 2011

General Comments

Adequacy

The draft purpose and need (P&N) document appears to include most of the main topics which should be covered in such a document. However, given that the comprehensive P&N document for the HRCS (1994) numbered 115 pages and that of I-64 (1997) numbered 79 pages, and given the billions of dollars being considered, we are concerned about the size of the draft effort (11 pages), and recommend that each topic be supported with the extensive data which has been gathered over recent years by various organizations (VDOT, HRTPO, etc.) on this crossing.

Aging

In the current P&N document, the important issue of the aging of the current HRBT is not discussed until the Summary on the last page, and then only cursorily. Therefore, we recommend that you dedicate subsections of the document (under both the “Existing” and “Future” sections) to a thorough analysis of the aging issue, i.e. maintenance, rehab, and replacement.

Key Specific Comments

Proposed “Aging” Subsection (existing needs)

For this Aging subsection, see “Hampton Roads Regional Bridge Study” (HRTPO, Sept. 2008), p. 63
<http://www.hrtpo.org/Documents/Reports/2008/RegionalBridgeStudyFinalReport.pdf> concerning the condition of HRBT.

In this Aging subsection, we recommend that you summarize the July 2, 2009 “Carmageddon” (see page 81 of draft 2034 LRTP document http://www.hrtpo.org/Documents/2034LRTP/Draft_2034LRTP_TechnicalAppendicesX.pdf) which resulted from closing HRBT in one direction due to an aging pipe.

Proposed “Aging” Section (future needs)

For this Aging subsection, see “Hampton Roads Regional Bridge Study” (HRTPO, Sept. 2008), p. 63
<http://www.hrtpo.org/Documents/Reports/2008/RegionalBridgeStudyFinalReport.pdf>

concerning the impact of closing all four HRBT lanes (temporarily or permanently) on the volumes and LOS of regional roadways.

Under “1.3 Needs- Existing Conditions”

Re: trip purposes discussion (the bulk of pages 4 and 5)

Comment:

This section—which describes the various users of the HRBT (commuters, freight, military, etc.)—is an important set-up for the discussion of needs because it humanizes the subject, but it does not address “needs”. Therefore, we recommend that it be a separate section titled “Users” (and placed after the “History” section).

We recommend that you treat each user group separately—commuters, freight, military, tourism, business, personal, recreation, etc.—not combining several groups in one paragraph as in the draft.

Re: “It [I-64 and the HRBT] is also a link in transporting international freight to and from the region’s shipping ports.”

Comment:

According to a 2008 VDOT survey of local container port terminals (NIT, PMT, and APM), half of all truck trips between the state’s Southside ports and points outside of Hampton Roads use the HRBT and MMMBT (*Hampton Roads Travel Demand Model 2008 Port Origin-Destination Survey*, VDOT Transportation & Mobility Planning, June 5, 2009).

Re: “Tourism attractors include: Virginia Beach’s 29 miles of beaches....”

Comment:

We understand that Virginia Beach has conducted 1) surveys which show the portion of its visitors which use the HRBT to reach Virginia Beach, and 2) surveys which show how strongly visitors dislike traveling the HRBT.

Re: “I-64 is a designated hurricane evacuation route....”

Comment:

According to the 2011 *Virginia Hurricane Evacuation Guide* (<http://www.vdot.virginia.gov/travel/resources/hurricaneEvacuation1.pdf>), VDOT will close the MMMBT during an I-64 lane reversal.

Under “1.3 Needs- Existing Conditions”

Subsection “1.3.1 Capacity”

We recommend that this section be titled “Insufficient Capacity” (as opposed to “Capacity”), in order to be clear about the cause of the need.

Under the Insufficient Capacity section, in order to quantify the degree to which capacity is insufficient, we recommend that you create an “Existing Demand” section in which you quantify the current demand at HRBT, i.e. the number of vehicles which would use the facility if its capacity were unlimited. For an example of a demand analysis, see the

HRTPO's analysis of demand at HRBT (approx.. 2004) in our 2026 LRTP (pp. 39-41)
<http://www.hrtpo.org/Documents/Reports/2026RTPtechdoc.pdf>

Re: "...observed queues often exceed 3-5 miles in length."

Comment:

See pages 14-16 of *Hampton Roads Congestion Management Process, 2010 Update* (HRTPO, Sept. 2010, http://www.hrtpo.org/Documents/Reports/2010/CMP_Final_Report_TPO.pdf) for HRBT queue data.

Re: "As shown in Table 1, existing levels of service are "D" and "E" on several mainline sections of I-64..."

Comment:

The level of service at HRBT is—by definition, in light of the daily queues mentioned—F, not D and E as listed in Table 1. Since your method calculates D and E, we recommend that you examine and adjust your method to match the documented reality of queues.

Re: Footnote 4: *I-64 HRBT Existing Traffic Conditions Final Report* (VDOT, Oct. 28, 2011)

Comment:

We do not remember seeing a copy of this report. 1) Please forward us a copy. 2) Consider incorporating this document into this P&N document.

Re: "... non-recurring congestion..." and "...crash data shows..."

Comment:

We recommend that the Purpose and Need document include: 1) a thorough summary and analysis of lane closures (from all causes), and 2) a thorough summary and analysis of available crash data, not simply a mention of these two in a paragraph discussing reliability.

Under "Needs- Existing Conditions"

Subsection "1.3.2 Geometric Deficiencies of Existing Facilities"

Comment:

In addition to the four paragraphs discussing locations where the existing highway is sub-standard, we recommend a thorough treatment of this standards subject, starting with tables and maps showing each deficiency (prior to the four summary paragraphs), and ending with a section (following the four summary paragraphs) establishing the needs which result from the substandard geometry. This needs discussion would include the relationships (which you mentioned) 1) between sub-standard vertical clearance and trucks being stopped, and 2) between low vertical profile and salt deterioration.

See the "Hampton Roads Regional Bridge Study" (HRTPO, Sept. 2008), p. 63 and Appendix A <http://www.hrtpo.org/Documents/Reports/2008/RegionalBridgeStudyFinalReport.pdf> for geometric deficiencies at the HRBT.

Under “Needs- Future Conditions”

As in the “Needs- Existing Conditions” section discussed above, in the “Needs- Future Conditions” section we recommend that you create a “Future Demand” section at the beginning of the Insufficient Capacity section.

Re: “Population...is projected to grow...”

Comment:

We recommend that you discuss (in the proposed Future Demand section) expected growth in the number of users of the HRBT (commuters, military, freight, tourism, etc.) currently listed in Section 1.3. For example, given the economic opportunity presented by the widening of the Panama Canal, we recommend that you address growth expected at the state-owned ports on the Southside.

Under “Needs- Future Conditions”

Subsection “1.4.1 Capacity” and

Subsection “1.4.2 Geometric Deficiencies of Existing Facilities”

Comment:

Instead of the two paragraphs which currently comprise these sections, we recommend that you thoroughly examine future needs. For example, the HRCS P&N forecasted the spread of peak conditions (in hours) and the number of incidents causing delays of 15 minutes or longer (in incidents per day).

Under “Summary”

Re: “...the purpose of the I-64 HRBT study is to find a solution to...”

Comment:

Because this section is concisely written, consider placing it first (and last) in the P&N document. We recommend that the crash issues discussed in the body of the report be included in the summary.

Minor Specific Comments

Under “1.1.1 Study Area”

Re: “The Long Range Transportation Plan for Hampton Roads...”

Comment:

Please identify the target date (2030? 2034?) of the LRTP to which you are referring.

Under “1.1.2 Existing Roadway”

Re: “...spanning Hampton Roads, the mouth of the James River.”

Comment:

The body of water known as Hampton Roads can be more accurately described as “the confluence of the James River, Nansemond River, and Elizabeth River.”

Under “1.2 History”

Re: The 2001 HRCS FEIS “addressed alternatives that involved increasing capacity along the existing I-64 HRBT corridor; however, those alternatives were not selected....”

Comment:

It would be more informative to write: “addressed three alternatives, two of which involved increasing capacity along the existing I-64 HRBT corridor; however, neither of these alternatives were selected....”

Re: “...FY 2009-2012 Transportation Improvement Program.”

Comment:

Our current TIP is titled “FY 2012-2015”.

Under “1.3 Needs- Existing Conditions”

Comment: Two different fonts were apparently inadvertently used in this section.

Re: “Peak hour volumes approach or exceed capacity on some sections.”

Comment:

Perhaps “Peak hour volumes exceed capacity on some sections.” is more to the point.

Under “1.3 Needs- Existing Conditions”

Subsection “1.3.1 Capacity”

Re: “The higher traffic densities result in vehicles being more closely spaced...”

Comment:

Because “vehicles being more closely spaced” is the same as “higher traffic densities”, consider omitting this phrase.

Under “Needs– Existing Conditions”
Subsection “1.3.2 Geometric Deficiencies of Existing Facilities”

Re: “...bottleneck, reducing the capacity by one third.”

Comment:

We recommend that this capacity issue be addressed in the Capacity sections.

Re: “The existing bridges have a low superstructure vertical profile.”

Comment:

We recommend that you defend and bolster this statement, e.g. by comparing HRBT to the MMMBT.

Re: “An average of 80 to 90 overheight trucks per month must be stopped and inspected...”

Comment:

In order that the reader understand this issue, we recommend that you make it clear that these trucks 1) set off the alarm, 2) do not stop at the inspection station, 3) must be extracted from the travel lane, 4) must be inspected near the tunnel, 5) must either re-enter the WB travel lanes or be turned around and enter the EB travel lanes.

Under “Needs– Future Conditions”

Re: “The factors contributing to the existing congestion...are expected to continue into the future.”

Comment:

We recommend that you consider replacing “continue” with “continue and increase”.

Re: “...in Section 1.3.2...” and “...in Section 1.3.3.” (both on page 8)

Comment:

It appears that these references should be changed to “Section 1.3.1” and “Section 1.3.2”, respectively.

Re: “The HRTPO’s Long Range Transportation Plan also looks at transportation needs...” and “The 2040 forecasted volumes...”

Comment:

Given that the 2040 forecasted volumes did not come from the LRTP, we recommend that you 1) remove reference to the LRTP here, and 2) describe the calculation of the 2040 numbers.

Under “Summary”

Re: “Geometric deficiencies...impede operating efficiency...”

Comment:

We recommend clarifying (or removing) “impede operating efficiency”.