

Hampton Roads Transportation Accountability Commission

Thursday, November 20, 2014

12:30 PM

The Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia

Regular Meeting

1. Call to Order
2. Public Comment Period (*limit 5 minutes per individual*)
3. Submitted Public Comments (Attachment 3)
4. Minutes of the October 16, 2014 HRTAC Regular Meeting (Attachment 4)
Recommended Action: Approval
5. Finance Committee Report – Senator Frank Wagner
 - A. HRTAC Budget: November 5, 2014 Public Hearing Summary Minutes and Written Public Comments (Attachment 5-A)
 - B. HRTAC Budget (Attachment 5-B)
Recommended Action: Approval
6. HRTAC RFP for Financial Services Update – Senator Frank Wagner
 - A. Signature Authority on Bank Account (Attachment 6-A)
Recommended Action: Approval
 - B. Update on Attorney General’s Opinion – Tom Inglima
7. For Your Information
HRTF Monthly Financial Report (Attachment 7)
8. Unfinished/New Business
 - A. Correspondence of Interest – Letter to VDOT from Virginia Beach regarding the I-64/I-264 Interchange Project (Attachment 8-A)
 - B. Correspondence of Interest – Letter to HRTAC Chair from Virginia Beach Mayor William Sessoms regarding his absence from the HRTAC Public Hearing (Attachment 8-B)
9. HRTAC Public Information Meeting – Wednesday, December 10, 2014
4:00 p.m. – 6:00 p.m.
Virginia Modeling, Analysis and Simulation Center (VMASC)
1030 University Blvd.
Suffolk, VA 23435
10. Next HRTAC Regular Meeting – Thursday, December 18, 2014 – 10:00 a.m.
The Regional Building, 723 Woodlake Drive, Chesapeake, VA 23320
Adjournment

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**HRTAC Public Comment**  
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RE: HRTAC Draft Operating Budget/Patriots Crossing/Third Crossing

Name: Charles V. McPhillips, President, Greater Norfolk Corporation

Date: October 24, 2014

Subject: HRTAC Draft Operating Budget/Patriots Crossing/Third Crossing

Public Comment Input (Via US Postal Service)

I am writing on behalf of the Greater Norfolk Corporation Board of Directors in support of the package of projects and development activities included in the Draft HRTAC FY 2015 Operating Budget and to underscore in particular how important we believe the Patriot's Crossing/Third Crossing is to the future of our region.

By way of brief introduction, the Greater Norfolk Corporation is composed of approximately 110 senior business leaders, mostly CEOs, whose mission is to enhance Norfolk's and the region's competitiveness and quality of life. Our ability to move people and goods rapidly, both within and to the region, is critical to our ability to diversify and grow our regional economy, which is why we believe the Patriot's Crossing/Third Crossing is so vitally important.

The HRTPO recently reaffirmed its endorsement of the Patriot's Crossing/Third Crossing as the superior option for improving connectivity between Southside Hampton Roads and the Peninsula and for good reason. Every analysis of the alternative means of connecting the Southside to the Peninsula (and to the rest of the eastern United States) has confirmed the wisdom of the region's selection of the Patriot's Crossing/Third Crossing.

From a business perspective, we cannot overstate how important the Patriot's Crossing/Third Crossing is to our ability to diversify and grow our regional economy. We do not believe it is hyperbole to say that the Patriot's Crossing/Third Crossing is the single most important transportation project of our generation.

As such, we applaud its inclusion in the Draft 2015 Operating Budget and urge the HRTAC to do everything in its power to expeditiously move it to construction. As the Hampton Roads Chamber of Commerce pointed out in its recent endorsement, the Patriot's Crossing is not a new idea but it is well past time to make it a reality. We couldn't agree more.

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**HRTAC Public Comment**  
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RE: HRTAC

Name: Ms. Donna Sayegh
Date: November 10, 2014
Subject: HRTAC Coordination

Public Comment Input (Via E-Mail)

HRTAC should coordinate with Ned Barham, Chair of the Portsmouth Port and Industrial Commission and the Commission members to tie information from this organization with HRTAC's initiatives. Mr. Barham's email address is: ned.barham@hostterminals.com

Along with the Portsmouth Port and Industrial Commission's input, there needs to be input from the Craney Island Study Commission, which was technically established in 1969, reorganized in 1982, and reestablished 1994 through January 2013.

These two Commissions, Portsmouth Port and Industrial Commission and the Craney Island Study Commission, need to be part of the HRTAC. If these two stakeholders are left out of the conversation, HRTAC will continue to maintain the foolishness of inadequately allocating resources for our transportation system; and to enforce their own private agenda for their own personal gain.

The city of Portsmouth needs to have opportunities for engagement on economic investments among the Portsmouth Port and Industrial Commission, the Port of Virginia, the Craney Island Study Commission, VDOT and HRTAC. We, the good people of Virginia, will be paying for all this construction through the increased taxation passed in the General Assembly in 2013 and the proposed Legislative Agenda approved by the Hampton Roads Transportation Planning Organization on October 16, 2014. This proposed Legislative Agenda will be submitted to the 2015 General Assembly. The Legislative Agenda does include another increase in taxation by the Fairness Market Tax. A tax to be applied to Internet Sales.

**Hampton Roads Transportation
Accountability Commission (HRTAC)**

Summary Minutes of the October 16, 2014 Monthly Meeting

The Hampton Roads Transportation Accountability Commission (HRTAC) Monthly Meeting was called to order at 1:00 PM in the Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

HRTAC Voting Members in Attendance:

Alan P. Krasnoff, Chair
Senator Frank Wagner, Vice Chair
Paul D. Fraim
Clyde Haulman
Delegate Johnny Joannou
Linda T. Johnson
Raystine D. Johnson-Ashburn *
Dallas Jones

Mary Jones
Delegate S. Chris Jones
Senator Louise Lucas
McKinley Price
William D. Sessoms
George Wallace
Kenneth Wright
Delegate David Yancey

HRTAC Ex-Officio Members in Attendance:

Cathie France (Alternate)
Charlie Kilpatrick
John Malbon
Jennifer Mitchell

HRTPO Interim Executive Director:

Camelia Ravanbakht

Other Participants:

Tom Inglima
Deputy Secretary Grindly Johnson

HRTAC Voting Members Absent:

Byron Bailey
W. Eugene Hunt, Jr.
Donald Wiggins

HRTAC Ex-Officio Members Absent:

John Reinhart

* Late Arrival or Early Departure

Others Recorded Attending:

Ellis W. James, Pamela Jamieson, Donna Sayegh (Citizens); Jan Proctor, Earl Sorey (CH); Randy Martin (FR); Mary Bunting, Brian DeProfio (HA); Anne Seward (IW); Bryan Hill (JC); Brittany Forman, Marcus Jones, Bryan Pennington, Jeffrey Raliski (NO); Bryan Stilley, Jerri Wilson (NN); Sherri Neil, John Rowe (PO); Randy Wheeler (PQ); Michael Johnson, Barry Porter (SH); Selena Cuffee-Glenn, Eric Nielsen (SU); Angela Bezik, Bob Matthias, Brian Solis, Jim Spore (VB); Jack Tuttle (WM); Rich Clifton (American Infrastructure); Diana McFarland (Daily Press); Jill Eyler (Delegate Bill DeSteph); Scott Forehand, Don Quisenberry, (eScribeSolutions); Bryan K. Stephens (Hampton Roads Chamber of Commerce); Will Christopher (HRPTA); David Pickeral (IBM); Vince Mastracco (Kaufman & Canoles, PC); Generra Peck (Maguire Woods Consulting); Karen McPherson (McPherson Consulting); Rick Correa (Michael Baker International); John Gergely (Occupied Newport News); Deborah Brown, John Hendrickson (Parsons Brinckerhoff); Ronaldo T. Nicholson (Parsons Transportation Group); Mark Geduldig-Yatrofsky (PortsmouthCityWatch.org); Dennis Heuer (RK&K); Dianna Howard (VBTP, VBTA, TLP); Beth Arnold, Susan Cliche, Tony Gibson, Laurie Simmons (VDOT); Martha McClees (Virginia Beach Vision); Tara Rue (Virginia Tech Transportation Institute); David Forster (Virginian-Pilot); Amber Randolph, Brett Spain (Willcox & Savage); William W. Harrison, Jr. (Williams Mullen); Kelli Alredge, Melton Boyer, Nancy Collins, Greg Grootendorst, Randy Keaton, Mike Long, Chris Vaigneur (HRPDC); Sam Belfield, Rob Case, Brian Chenault, Kathlene Grauberger, Danetta Jankosky, Mike Kimbrel, Kendall Miller, Joseph D. Paulus, Seth Schipinski, Chris Wichman (HRTPO);

Public Comment Period (*limit 5 minutes per individual*)

Mr. Bryan K. Stephens, President and CEO of the Hampton Roads Chamber of Commerce conveyed support from his organization for HRTAC. Mr. Stephens also read and submitted a letter of formal endorsement from the HRCC of the Patriot's Crossing project.

Ms. Donna Sayegh, Portsmouth Citizen, addressed the HRTAC on HRTAC bureaucratic powers and thrifty spending of taxpayer money.

Ms. Dianna Howard, representative from VBTP, VBTA, and TLP, addressed the HRTAC on the need to have limitations on the amount of administrative fees that can come from the Hampton Roads Transportation Fund, and the congestion bottleneck at the HRBT.

Mr. Mark Geduldig-Yatrofsky a representative from portsmouthcitywatch.org, addressed the HRTAC regarding the Interim Executive Director position for HRTAC, the Patriot's Crossing project, and the use of HOT/HOV lanes.

Minutes of the September 29, 2014 HRTAC Monthly Meeting

Senator Wagner Moved to approve the September 29, 2014 Summary Minutes with such revisions as are necessary to reflect the members of the Commission who were

present and the existence of a quorum; seconded by Mayor Fraim. The Motion Carried.

HRTAC Finance Committee Report by Senator Wagner

Senator Wagner began by stating that the preliminary budget passed at the last meeting had been referred to VDOT for a public hearing which had been scheduled on November 5, 2014 from 3 to 5 PM. He also noted that the RFP for financial services was moving forward and a preliminary copy that he will review and hopefully forward to the Finance Committee members, and available by request from Camelia Ravanbakht.

Tom Ingle discussed the Virginia State and Local Conflict of Interest Act and the application of that rule/law. He remarked that he has solicited information from HRTAC members regarding financial institution relationships. He went on to say that the RFP had been modified to require bidder disclosure of HRTAC member relationships. Finally, he said that he had worked with Senator Wagner to solicit an opinion on the issue from the State Attorney General.

There was a discussion about voting members need to recuse themselves from votes if/when an appearance of conflict of interest was present, and what impact that would have to the presence or absence of a quorum.

Mr. Wallace asked about the possibility of striking some deal with the State reducing the husbanding fees imposed by the State to hold HRTAC funds. Senator Wagner stated that an effort would be made, but that the regulations are codified, and also in the current economic environment it would be unlikely that the State would want to give up that revenue.

HRTAC Priority Projects

Mr. Charlie Kilpatrick gave a brief funding and delivery plan for some of the projects. Mr. Kilpatrick responded to one of Delegate Joannou's questions regarding the addition of even more lanes than currently projected. Mr. Kilpatrick responded by saying that he would get back with Delegate Joannou regarding the costs for that addition, but that the problem still exists where sufficient median may not exist to provide room for additional lanes. Mr. Kilpatrick went on to say that the current plans are budget driven, and that additional lane construction will have a significant cost.

Mr. Kilpatrick went into more detail about the procurement, construction, and delivery processes in general and with specifics for some of the projects such as the I-64 widening project and the three associated construction segments.

Mr. Kilpatrick went on to discuss the I-64/I-264 interchange project, the High Rise Bridge project, and the Patriot's Crossing with the Craney Island Connector project.

Delegate Yancey asked about the potential of additional lanes and widening of I-64 around Ft. Eustis Boulevard, and what problems would be associated with that process. Mr. Kilpatrick reiterated that there isn't enough median space to provide room for the additional unplanned lanes. Mr. Kilpatrick did go on to explain that the bottleneck funneling described by Delegate Yancey will go away once the next segment of the project begins.

Delegate Joannou described a bridge construction project in Portsmouth from several years ago, and the fact that it took four and a half years to complete what was contracted to be only a one year project. Mr. Kilpatrick described the older contracting methods used for that bridge and how that wouldn't happen with the new contracting methods used today which now include incentivizing and penalizing contractors that do not meet firm delivery dates. Mr. Kilpatrick went on to describe what the design/build method was, and the benefits of this method as compared to older contracting methods.

Senator Wagner asked about potential problems from the Corps of Engineers, the Coast Guard, and other Federal entities. Mr. Kilpatrick gave a discussion regarding the issues as he could remember and the process to move through the issues. He noted that he would keep Senator Wagner informed.

Mr. Wright asked about timeframes and projected timeframes. Mr. Kilpatrick gave examples of what happens during the phases of construction and ballpark estimates of completion times.

Chairman Krasnoff made a statement about receiving the Hampton Roads Transportation Fund report in a timely manner. Mr. Kilpatrick remarked that his organization would get that corrected.

Unfinished/New Business

No business was discussed.

Next Meeting

Mr. Fraim remarked that the next HRTAC Bylaw Committee meeting would be held on October 17, 2014 at 1:00 PM.

The next HRTAC combined Finance Committee / Technical Advisory Committee Meeting is scheduled for November 10, 2014 at 9:30 AM.

The Next HRTAC Monthly Committee meeting is scheduled for November 20, 2014.

Ms. Linda Johnson Moved to make the time 12:30; seconded by Mr. Paul Fraim. The Motion Carried.

Adjournment

With no further business to come before the Hampton Roads Transportation Accountability Commission (HRTAC), the meeting adjourned at 1:34 PM

Alan P. Krasnoff
HRTAC Chair

Hampton Roads Transportation Accountability Commission (HRTAC)
Finance Committee
2015 Budget Public Hearing
November 5, 2014

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Hampton Roads Transportation Accountability Commission (HRTAC)

Finance Committee

Summary Minutes of the 2015 Budget Public Hearing

November 5, 2014

The Hampton Roads Transportation Accountability Commission (HRTAC) Finance Committee 2015 Budget Public Hearing was opened to the public at 3:00 PM in the Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

HRTAC Voting Members in Attendance:

Eugene Hunt, Chair
Alan Krasnoff
Louise Lucas *
George Wallace

HRTPO Interim Executive Director:

Camelia Ravanbakht

Other Participants:

Bob Matthias
Jerri Wilson

* Late Arrival or Early Departure

Others Recorded Attending:

George Keen, Frank Papcin, Robert Brown (citizen); George Wallace (HA); Brittany Forman (NO); Sherri Neil (PO); Robert K. Dean (VB); Chris Fronheiser (AECOM); Paul Hedges, Jim Long (CBBT); Mark Macintire, Rick Volk (CH2MHILL); Terry Danaher (CTAC); Jamaal E. O'Neal (Daily Press); Scott Forehand, Hannah Glynn, Don Quisenberry (ESSI); Barry Bishop (Greater Norfolk Corporation); W. Page Cockrell (Hurt & Profitt, Inc.); Sam Blevins (McLean Contracting Co.); Donna Sayegh (National Liberty Alliance); Unwanna Dabney, Derek Piper (Parsons Brinckerhoff); Mark Geduldig-Yatrofsky (Portsmouthcitywatch.org); Ken Yarderry (RK&K); Mathew Ward (Suffolk News Herald); Bud Morgan, Jay Neider, Eric Stringfield (VDOT); Craig Poppen (Virginia Beach, Vision); Mike Kimbrel, Dale Stith, Chris Wichman (HRTPO)

Hearing Opening

The hearing was opened to the public at 3:00 PM. Various display boards were available, and VDOT staff were present to answer questions.

Public Comment Period

Alan Krasnoff welcomed everyone to the public hearing and introduced Mayor Eugene Hunt as the Chair for the event.

Chair Hunt welcome everyone to the hearing, gave information about the purpose of the event and instructions for giving public comment, written comment, or oral comment.

Donna Sayegh addressed the attendees and spoke about legislation, HRTAC, and HRTPO.

Frank Papcin addressed the hearing attendees and gave his opinion of the various projects before HRTAC and the need for congestion relief.

Craig Poppen, President of Virginia Beach Vision, congratulated the Board for their progress thus far, and commented on the critical need of the various projects for regional economic viability.

Barry Bishop, representing the Greater Norfolk Corporation, gave comments supporting the draft budget, specifically endorsed the Patriot's Crossing project, and finally provided a statement offering the full support of his organization.

Mark Geduldig-Yatrofsky provided comments questioning the need for an HRTAC Executive Director, questioned the involvement of Richmond when this is supposed to be a local/regional effort.

Robert Dean, Communications Director for the Tidewater Libertarian Party, quoted HRTAC budgeted salary projections, the need for them, and the need for various other expenses such as cars and cell phones for appropriately compensated Directors. He closed with a statement referencing his perspective that what other jurisdictions do for similar positions is not relevant.

Robert Brown spoke about an alternative called the General Taylor Freeway. He suggested that it would more cost effective than the current set of projects. He gave specific details about this alternative when compared to most of the current projects.

Terry Danaher, from CTAC, commented on the validity of some of the line item expense expectations in the proposed budget and on the use of HRTPO staff.

Bob Matthias, representative sent on behalf of William Sessoms, read comments from Mayor Sessoms. The comments focused on requesting additional funding for the projects, suggested moving funding to include some debt, and the need to apply a balanced approach.

Chair Hunt gave some closing remarks requesting additional comments and feedback from the public, and reiterated the request for written or oral comments.

Adjournment

With no further information to be presented at the HRTAC Finance Committee 2015 Budget Public Hearing, the meeting was closed at 5:00 PM.

Eugene Hunt
HRTAC Finance Committee 2015 Budget Public Hearing Chair

Hampton Roads Transportation Accountability Commission

Finance Committee

2015 Budget Public Hearing

DATE: Monday, November 5, 2014

TIME: 3:00 PM

LOCATION: Hampton Roads TPO Boardroom

723 Woodlake Drive

Chesapeake, VA

Public Comments (Written)

**Comments for the Public Hearing on the Hampton Roads
Transportation Accountability (HRTAC) Financial Plan
November 5, 2014
Submitted by Mayor William D. Sessoms Jr., Virginia Beach**

Ladies and Gentlemen, Members of the HRTAC:

Thank you for allowing the City of Virginia Beach the opportunity to comment. We greatly appreciate the funds which have been allocated in the plan submitted by Secretary Layne to fund a portion of the I-64/I-264 Interchange improvements. We do have some comments and concerns regarding the financial plan. These are as follows:

1. We request that at least \$10 million in preliminary engineering and environmental work be done towards completing the analysis of the entire I-64/I-264 Interchange in the City of Norfolk. This is primarily improvements to the east bound lanes of I-64 and completion of all of the improvements to the I-64/I-264 Interchange. Also to be included in this are improvements to I-264 west to I-64 east, improving traffic flow from Virginia Beach and Norfolk to Chesapeake and beyond. This segment of road, which has backups extending to Northampton Boulevard during the rush hour, has the highest crash rate in the region. This project needs to be addressed now in addition to the above mentioned work in the initial phase of work.
2. We are concerned that no funds have been provided for the preliminary engineering for Route 58/13/460 connector in Suffolk. We suggest that \$5 million, at least, be provided for preliminary engineering work on this project. It is especially concerning in that access to the Regional Landfill in Suffolk needs to be provided by a safe grade separated overpass that is part of this project.
3. We believe that the entire Third Crossing should have a Supplemental Environmental Impact Statement (SEIS) completed. We are pleased that Secretary Layne has assured the HRTAC that the entire third crossing SEIS will be accomplished in contrast to the initial proposed financial plan.

We are concerned that the State and Federal governments are not providing a sufficient share of revenue to meet the pressing transportation projects in Hampton Roads. We respectfully request that the Commonwealth Transportation Board make every effort to eventually distribute non-regional funds to these advance projects.

We believe the HRTAC should pursue a bond validation lawsuit. This would be similar to what the Northern Virginia Transportation Authority has successfully accomplished. Although Secretary Layne has not proposed any debt be issued with the initial projects, I believe it is important that we have the Court issue a ruling that HRTAC can issue debt. The HRTAC should be evaluating an initial debt issuance of perhaps \$200 million.

This debt could be paid off in a relatively short time, and enable the HRTAC to continue building future projects, utilizing a balanced approach of Pay-go and debt funding. Although none of our projects are wholly located in Virginia Beach, we realize the Regional importance of improving our transportation system to better compete and improve the quality of life for our citizens. We are most pleased by the momentum HRTAC has quickly achieved to begin addressing our Regional transportation needs.

Thank you for allowing me to comment.

From: "Dianna Howard" <dianna.howard@cox.net>

Subject: HRTAC Budget

Date: Wed, Nov 5, 2014 3:14 pm

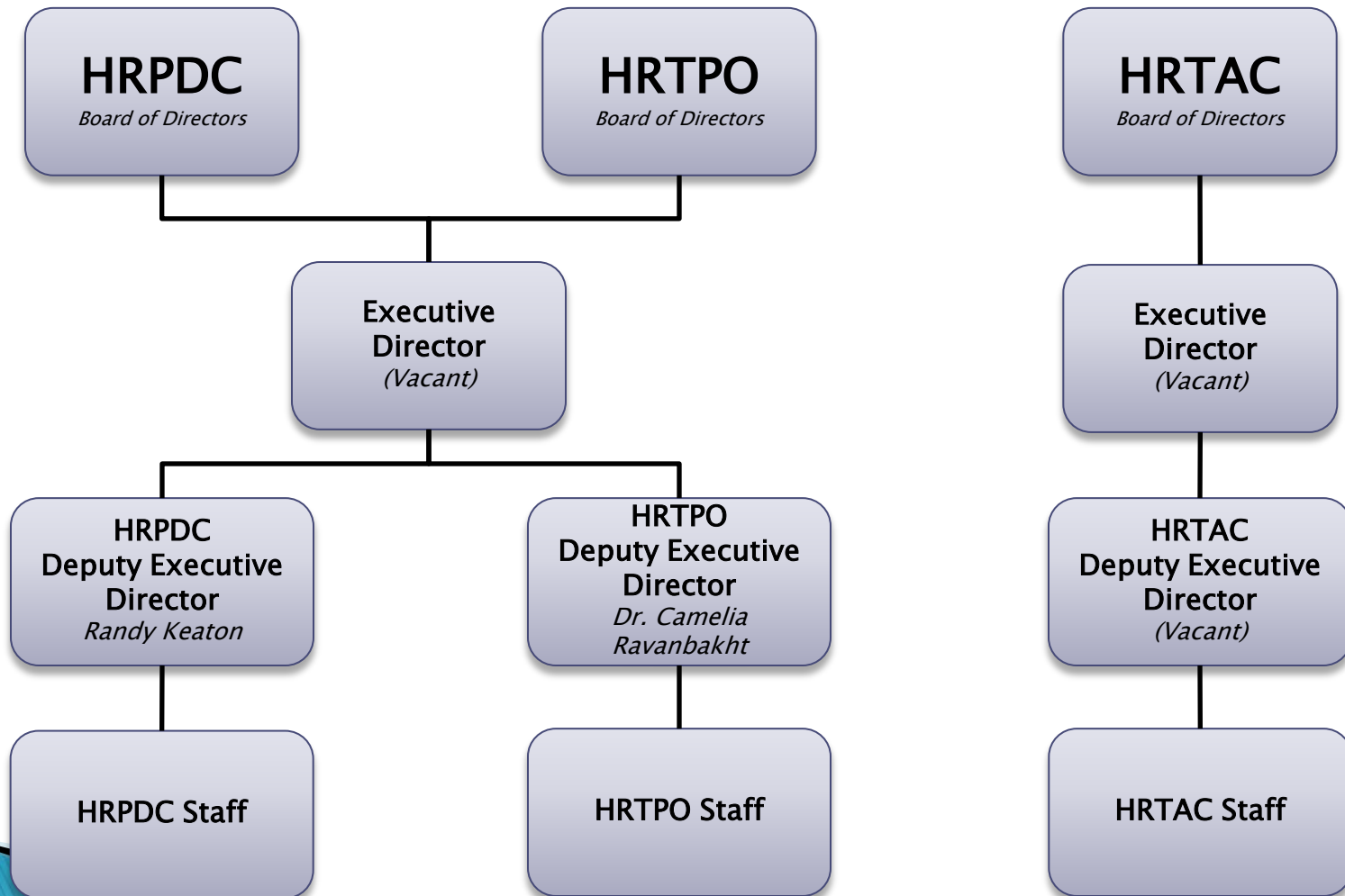
I am appalled at the Administrative expenses of this new unnecessary Regional Government to hire 5 people to do what? You have already decided what projects you are going fund as members of the HRTPO. Why should we pay someone \$240K a year with \$70K in "benefits and a \$7,200.00 a year car allowance to do what? And this overpaid Executive needs a Deputy Executive Director with a salary of \$162K with \$42K in "benefits "and a \$6,000 a year "car allowance"??? Apparently their salaries are not enough we even have to pay for their cell phones?? What kind of Benefits are we giving them for this outrageous sum? The "Executive Assistant" at \$56K should be really busy scheduling a monthly meeting and posting it on the website or is that what we are paying the HRTPO staff for? Del Chris Jones says you will only have to meet quarterly once we hire these people to do what you haven't accomplished monthly. The only person you really need is the Financial Officer to determine which financing plan is the best for the project and even at that if I want to buy a car or a house I go to Lending Tree.com and have the banks compete for my business I don't have to pay the bank to hold my money they are glad to have it and they send me monthly statements for FREE. So we are paying an awful lot of money for very little work because once the projects are financed even the CFO has very little to do until we have paid off the Debt from the Third Crossing. Over \$1,387,853 a year is Highway Robbery

Finance Committee Report DRAFT FY 2015 BUDGET



September 29, 2014

Governance Structure



Proposed HRTAC Operating Budget

FY 2015

<u>EXPENDITURES</u>	<u>PROPOSED</u>
Personnel:	
HRTPO Support Staff (Detailed on Slide 5)	\$72,431
HRTAC Staff (Detailed on Slide 4)	\$795,422
Subtotal Personnel	\$867,853
Professional Services:	
Audit Services	\$40,000
Bank Fees	\$3,500
Legal	\$140,000
Financial advisors	\$200,000
Insurance (Officers & Directors, Liability)	\$15,000
Executive Director Search Consultant	\$25,000
Deputy Executive Director Search Consultant	\$25,000
Subtotal Professional Services	\$448,500
Technology/Communication	
Computer hardware and peripherals/maintenance	\$10,000
Website Consultant (Development & Hosting)	\$10,000
Subtotal Technology/Communication	\$20,000
Administrative Expenses	
Public Notices/Advertising	\$12,000
Office Space	TBD
Office Supplies	\$2,000
Furniture	\$10,000
Printing	\$10,000
Dues/subscriptions	\$2,000
Travel	\$8,000
Meeting expenses	\$3,500
Postage/delivery	\$1,000
Professional development	\$3,000
Subtotal Administrative Expenses	\$51,500
Total Operating Budget	\$1,387,853

Proposed Budget – HRTAC Staff

Executive Director (HRTAC) Range: \$156,000 - \$240,000	Salary (70% range)	\$214,800
	Benefits @ 33%	\$70,884
	Cell Phone	\$800
	Car Allowance	\$7,200
	Other	TBD
Deputy Executive Director Range: \$108,000 - \$162,000	Salary (40% Range)	\$129,600
	Benefits @ 33%	\$42,768
	Cell Phone ¹	\$800
	Car Allowance ¹	\$6,000
Chief Financial Officer Range: \$98,360 - \$147,539	Salary (Mid-Range)	\$122,950
	Benefits @ 33%	\$40,573
	Cell Phone	\$800
Financial Analyst Range: \$57,340 - \$86,000	Salary (Mid-Range)	\$71,670
	Benefits @ 33%	\$23,651
	Other	\$0
Executive Assistant Range: \$38,625 - \$56,000	Salary (Mid-Range)	\$47,313
	Benefits @ 33%	\$15,613
	Other	\$0
Total HRTAC Staff Cost		\$795,422

¹ Currently, the Deputy Executive Directors of HRTPO and HRPDC do not receive car or cell phone allowances, but many of their equivalents in member jurisdictions receive these benefits.

Proposed Budget – HRTPO Staff Support

HRTPO Deputy Executive Director	\$18,950
Accountant	\$17,571
Public Involvement & Title VI Administrator	\$5,694
Senior Administrative Assistant	\$3,929
Assistant General Services Manager	\$3,809
Chief Financial Officer	\$3,394
Principal Transportation Engineer	\$3,374
Human Resources Administrator	\$2,933
General Services Manager	\$2,873
Web & Graphics Designer	\$2,387
Senior Transportation Planner	\$2,355
Senior Accounting Manager	\$2,080
IT Manager	\$2,038
Receptionist	\$1,044
<hr/>	
Total HRTPO Support Staff Cost	\$72,431

Initial Financial Plan Projects & Activities

		Estimated Planning Cost, YOE
Projects		
I-64/I-264 Interchange		\$321 Million
I-64 Peninsula Segment 1 – Exit 255 to Marker 248 (exit 247)		\$144 Million
I-64 Peninsula Segment 2 – Route 238 / Mile Marker 248 (exit 247) to Route 199 East of Williamsburg (exit 242)		\$195 Million
I-64 Peninsula Segment 3 – Route 199 East of Williamsburg (exit 242) to Route 199 West of Williamsburg (exit 234)		\$264 Million
I-64 Peninsula Interchange at Ft. Eustis Blvd		\$150 Million
Development Activities		
Third Crossing Environmental SEIS		\$5 Million
High-Rise Bridge Environmental & Preliminary Engineering		\$20 Million

Attachment 5-B

Next Steps

- ❖ **Today** – HRTAC approval of Draft FY 2015 Budget
- ❖ VDOT to arrange public hearing on draft budget in accordance with HRTAC Bylaws (Article VII – C)
- ❖ HRTAC adoption of FY 2015 Budget

ATTACHMENT 6A – HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION (HRTAC)

In order to establish accounts at a financial institution (checking, investment) Commission minutes must reflect the names of the approved staff that will have signatory authorization on these accounts. It is recommended that the HRTAC approve the following personnel authority, in the interim, until such time as regular staff has been hired:

Mayor Alan Krasnoff:	HRTAC Chair
Senator Frank Wagner:	HRTAC Finance Committee Chair
Dr. Camelia Ravanbakht:	HRTPO Interim Executive Director
Nancy K. Collins:	HRTPO Chief Financial Officer

Recommended Action: Approval

Table 1 - Total HRTF Revenues

Hampton Roads Transportation Fund (HRTF)

Total of Sales & Use and Fuels Taxes

Fiscal Year 2015

Locality	Total YTD FY2014	Previous FY2015	September 2014	Total YTD FY2015	Total
Chesapeake	\$ 26,190,414	\$ 5,210,570	\$ 2,705,656	\$ 7,916,226	\$ 34,106,640
Franklin	1,292,665	267,143	128,921	396,064	1,688,730
Hampton	10,681,722	2,193,305	1,132,488	3,325,794	14,007,516
Isle of Wight	2,477,820	551,991	242,658	794,649	3,272,469
James City	6,414,000	1,304,348	695,971	2,000,319	8,414,319
Newport News	15,430,853	2,906,431	1,551,834	4,458,265	19,889,117
Norfolk	20,167,272	3,950,653	2,037,449	5,988,102	26,155,374
Poquoson	372,685	85,052	37,314	122,366	495,050
Portsmouth	5,156,722	1,007,587	517,667	1,525,254	6,681,976
Southampton	725,198	165,832	78,432	244,264	969,462
Suffolk	6,761,079	1,405,699	660,774	2,066,472	8,827,551
Virginia Beach	38,529,530	8,375,753	4,321,819	12,697,572	51,227,101
Williamsburg	3,220,596	679,612	347,023	1,026,636	4,247,231
York	6,707,348	1,398,704	752,208	2,150,912	8,858,260
Total	<u>\$ 144,127,902</u>	<u>\$ 29,502,679</u>	<u>\$ 15,210,215</u>	<u>\$ 44,712,894</u>	<u>\$ 188,840,796</u>
Interest	363,855		-	-	363,855
Total Revenues	<u>144,491,757</u>	<u>29,502,679</u>	<u>15,210,215</u>	<u>44,712,894</u>	<u>189,204,651</u>
Adjustment *	541,308	-		-	541,308
Expenditures	<u>(1,087,241)</u>	<u>(241,879)</u>	<u>(60,089)</u>	<u>(301,968)</u>	<u>(1,389,208)</u>
HRTF Balance	<u>\$ 143,945,824</u>	<u>\$ 29,260,800</u>	<u>\$ 15,150,126</u>	<u>\$ 44,410,926</u>	<u>\$ 188,356,751</u>
Forecast	<u>157,892,682</u>	<u>22,354,650</u>	<u>15,482,734</u>	<u>37,837,384</u>	<u>195,730,066</u>
Total Revenue - Forecast (under)/over	<u>(13,400,925)</u>	<u>7,148,029</u>	<u>(272,519)</u>	<u>6,875,510</u>	<u>(6,525,415)</u>

*Sales Tax Revenue not intended for locality distribution - reversed in July 2014

Source: VDOT report "Revenues By Locality"

Prepared by: Hampton Roads Transportation Planning Organization, November 4, 2014

Table 1A - State Sales & Use Tax

Hampton Roads Transportation Fund (HRTF)

State Sales & Use Tax

Fiscal Year 2015

(Net of Administrative Fee)

Locality	Total YTD FY2014	Previous FY2015	September 2014	Total YTD FY2015	Total
<i>Chesapeake</i>	19,139,477	\$ 3,678,631	\$ 1,827,718	\$ 5,506,348	\$ 24,645,825
<i>Franklin</i>	839,114	147,320	72,780	220,100	1,059,214
<i>Hampton</i>	7,912,417	1,525,339	784,466	2,309,805	10,222,223
<i>Isle of Wight</i>	1,207,488	233,897	109,750	343,647	1,551,134
<i>James City</i>	5,456,375	1,077,607	614,512	1,692,120	7,148,495
<i>Newport News</i>	11,809,004	2,145,569	1,118,154	3,263,723	15,072,727
<i>Norfolk</i>	15,929,882	2,976,450	1,581,887	4,558,337	20,488,219
<i>Poquoson</i>	243,643	47,839	22,456	70,294	313,938
<i>Portsmouth</i>	3,476,700	659,851	323,998	983,849	4,460,549
<i>Southampton</i>	286,300	54,583	26,748	81,331	367,631
<i>Suffolk</i>	4,176,126	788,338	395,765	1,184,103	5,360,229
<i>Virginia Beach</i>	29,146,779	6,208,697	3,200,393	9,409,090	38,555,870
<i>Williamsburg</i>	2,397,178	488,184	269,047	757,232	3,154,410
<i>York</i>	4,862,621	997,895	509,205	1,507,100	6,369,721
Total	<u>106,883,106</u>	<u>\$ 21,030,200</u>	<u>\$ 10,856,879</u>	<u>\$ 31,887,079</u>	<u>\$ 138,770,185</u>
Base Forecast	<u>108,971,040</u>	<u>17,298,942</u>	<u>10,755,725</u>	<u>28,054,667</u>	<u>137,025,707</u>
Diff(under)/over	(2,087,934)	3,731,258	101,154	3,832,412	1,744,478

Source: VDOT report "Revenues By Locality"

Prepared by: Hampton Roads Transportation Planning Organization, November 4, 2014

Table 1B - Local Fuels Tax

Hampton Roads Transportation Fund (HRTF)

Local Fuels Tax

Fiscal Year 2015

(Net of Administrative Fee)

Locality	Total YTD FY2014	Previous FY2015	September 2014	Total YTD FY2015	Total
<i>Chesapeake</i>	7,050,937	\$ 1,531,939	\$ 877,939	\$ 2,409,878	\$ 9,460,815
<i>Franklin</i>	453,551	119,823	56,142	175,965	629,516
<i>Hampton</i>	2,769,305	667,966	348,022	1,015,988	3,785,293
<i>Isle of Wight</i>	1,270,332	318,094	132,908	451,002	1,721,335
<i>James City</i>	957,625	226,740	81,459	308,200	1,265,824
<i>Newport News</i>	3,621,849	760,862	433,680	1,194,542	4,816,390
<i>Norfolk</i>	4,237,390	974,202	455,562	1,429,765	5,667,155
<i>Poquoson</i>	129,041	37,213	14,858	52,071	181,113
<i>Portsmouth</i>	1,680,022	347,736	193,669	541,405	2,221,426
<i>Southampton</i>	438,898	111,249	51,684	162,933	601,831
<i>Suffolk</i>	2,584,952	617,361	265,008	882,369	3,467,322
<i>Virginia Beach</i>	9,382,750	2,167,056	1,121,426	3,288,481	12,671,232
<i>Williamsburg</i>	823,417	191,428	77,976	269,404	1,092,821
<i>York</i>	1,844,727	400,810	243,003	643,812	2,488,539
Total	<u>37,244,796</u>	<u>\$ 8,472,479</u>	<u>\$ 4,353,336</u>	<u>\$ 12,825,815</u>	<u>\$ 50,070,611</u>
Base Forecast	48,700,001	5,055,708	4,727,009	9,782,717	58,482,718
Diff(under)/over	(11,455,205)	3,416,771	(373,673)	3,043,098	(8,412,107)

Source: VDOT report "Revenues By Locality"

Prepared by: Hampton Roads Transportation Planning Organization, November 4, 2014

Table 2A - Dept of Tax Administrative Fee

Hampton Roads Transportation Fund (HRTF)

Administrative Fee

Fiscal Year 2015

Locality	Total YTD FY2014	Previous FY2015	September 2014	Total YTD FY2015	Total
<i>Chesapeake</i>	79,134	\$ 4,904	\$ 2,106	\$ 7,010	\$ 86,144
<i>Franklin</i>	3,411	203	84	287	3,698
<i>Hampton</i>	32,695	2,062	904	2,966	35,661
<i>Isle of Wight</i>	5,152	288	126	414	5,566
<i>James City</i>	24,315	1,391	708	2,099	26,414
<i>Newport News</i>	48,897	2,851	1,288	4,139	53,036
<i>Norfolk</i>	66,002	3,923	1,823	5,745	71,748
<i>Poquoson</i>	989	65	26	91	1,080
<i>Portsmouth</i>	14,012	877	373	1,250	15,263
<i>Southampton</i>	1,215	78	31	109	1,324
<i>Suffolk</i>	17,148	1,081	456	1,537	18,685
<i>Virginia Beach</i>	121,231	7,940	3,687	11,627	132,858
<i>Williamsburg</i>	10,083	646	310	956	11,039
<i>York</i>	20,071	1,287	587	1,874	21,945
Total	<u>444,356</u>	<u>\$ 27,596</u>	<u>\$ 12,510</u>	<u>\$ 40,105</u>	<u>\$ 484,461</u>
% of Sales & Use Tax Revenue	0.42%	0.13%	0.12%	0.13%	0.35%

Source: VDOT report "Regional Portion of Sales Tax"

Prepared by: Hampton Roads Transportation Planning Organization, November 4, 2014

Table 2B - DMV Administrative Fee

Hampton Roads Transportation Fund (HRTF)

Administrative Fee

Fiscal Year 2015

Locality	Total YTD FY2014	Previous FY2015	September 2014	Total YTD FY2015	Total
<i>Chesapeake</i>	18,260	\$ -	\$ -	\$ -	\$ 18,260
<i>Franklin</i>	1,255	-	-	-	1,255
<i>Hampton</i>	7,781	-	-	-	7,781
<i>Isle of Wight</i>	3,305	-	-	-	3,305
<i>James City</i>	2,869	-	-	-	2,869
<i>Newport News</i>	9,844	-	-	-	9,844
<i>Norfolk</i>	10,866	-	-	-	10,866
<i>Poquoson</i>	275	-	-	-	275
<i>Portsmouth</i>	4,957	-	-	-	4,957
<i>Southampton</i>	1,212	-	-	-	1,212
<i>Suffolk</i>	7,249	-	-	-	7,249
<i>Virginia Beach</i>	24,312	-	-	-	24,312
<i>Williamsburg</i>	1,616	-	-	-	1,616
<i>York</i>	4,895	-	-	-	4,895
Total	<u>98,695</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 98,695</u>
% of Sales & Use Tax Revenues	0.26%	0.00%	0%	0.00%	0.20%

Source: VDOT report "Regional Portion of Sales Tax"

Prepared by: Hampton Roads Transportation Planning Organization, November 4, 2014

Table 3 - Allocations

Hampton Roads Transportation Fund (HRTF)
Allocations (millions)
Fiscal Year 2015

Project	Total YTD FY2014	Previous FY2015	September 2014	Total YTD FY2015	Total
<i>I-64 Peninsula Sement 1</i>	44.0	\$ -	\$ -	\$ -	\$ 44.0
<i>I-64 Peninsula Sement 2</i>		-	-	-	-
<i>I-64 Peninsula Ft Eustis Interchange</i>		-	-	-	-
<i>I-64 Peninsula Sement 3</i>		-	-	-	-
<i>Third Crossing - Patriots Crossing</i>		-	-	-	-
<i>Third Crossing - I-664 Widening</i>		-	-	-	-
<i>I-64 Southside Widening</i>		-	-	-	-
<i>I-64/I-264 Interchange</i>		-	-	-	-
<i>Route 460/58/13 Connector</i>		-	-	-	-
				-	-
				-	-
				-	-
				-	-
				-	-
				-	-
Total	\$ 44.0	\$ -	\$ -	\$ -	\$ 44.0

Table 4 - Expenditures

Hampton Roads Transportation Fund (HRTF)

Expenditures

Fiscal Year 2015

Project	Total YTD FY2014	Previous FY2015	September 2014	Total YTD FY2015	Total
<i>I-64 Peninsula Sement 1</i>	\$ 1,087,241	\$ 241,879	\$ 60,089.2	\$ 301,968	\$ 1,389,208
<i>I-64 Peninsula Sement 2</i>	-	-	-	-	-
<i>I-64 Peninsula Ft Eustis Interchange</i>	-	-	-	-	-
<i>I-64 Peninsula Sement 3</i>	-	-	-	-	-
<i>Third Crossing - Patriots Crossing</i>	-	-	-	-	-
<i>Third Crossing - I-664 Widening</i>	-	-	-	-	-
<i>I-64 Southside Widening</i>	-	-	-	-	-
<i>I-64/I-264 Interchange</i>	-	-	-	-	-
<i>Route 460/58/13 Connector</i>	-	-	-	-	-
	-			-	-
	-			-	-
	-			-	-
	-			-	-
	-			-	-
	-			-	-
Total	<u>\$ 1,087,241</u>	<u>\$ 241,878.7</u>	<u>\$ 60,089.2</u>	<u>\$ 301,968</u>	<u>\$ 1,389,208</u>



City of Virginia Beach

VBgov.com

OFFICE OF THE CITY MANAGER
(757)-385-4242
FAX (757) 427-5626

MUNICIPAL CENTER
BUILDING 1, ROOM 234
2401 COURTHOUSE DRIVE
VIRGINIA BEACH, VA 23456-9001

October 23, 2014

Mr. James S. Utterback, PMP
District Administrator
Hampton Roads District
Virginia Department of Transportation
1700 North Main Street
Suffolk, VA 23434

Subject: I-64/I-264 Interchange

Jim
Dear Mr. Utterback:

The City is very pleased and appreciative that Secretary Layne has proposed that the first phase of the I-64/I-264 Interchange be included in the financial plan for use of Hampton Roads Transportation Accountability Commission (HRTAC) funds. However, we are concerned that the remainder of the Interchange improvements, which will be of great benefit to the Cities of Virginia Beach, Norfolk, and Chesapeake and, indeed, the whole region, are not included in this initial financial plan.

I respectfully request that, if possible, you provide an estimate for construction for the remainder of the improvements needed for the I-64/I-264 Interchange. URS, under contract with the Virginia Department of Transportation in 2008, prepared a plan for the full build out and improvements needed at this important intersection. If appropriate, I suggest that those proposed improvements be the template for the cost estimate for the full interchange improvements.

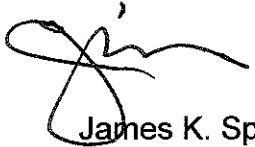
We would like to be able to present this information at the HRTAC Public Hearing on November 5. However, if you are unable to develop the cost estimate in that time frame, we will request an appropriate (\$10 million) amount of funding be included in the plan to at least provide preliminary engineering and environmental work for the remaining improvements to the Interchange.

Mr. James S. Utterback
October 23, 2014
Subject: I-64/I-264 Interchange
Page 2

We have no desire to delay the much needed Phase I improvements included in Secretary Layne's proposed plan. However, we want to make sure that the region is aware of the full build-out needed for this Interchange. As you are well aware, the congestion at this Interchange creates a queue on Interstate 64 every afternoon as far back as Northampton Boulevard and is the location of the highest incidence of accidents on the Interstate system in the region. You are also aware that the I-64/I-264 Interchange carries more traffic than any Interchange in Virginia outside of the mixing bowl at I-495 and I-95.

Please call if I can provide anything further. Thanks for your assistance.

With Pride in Our City,



James K. Spore
City Manager

- c The Honorable William D. Sessoms, Jr., Mayor
- Mr. Dave Hansen, Deputy City Manager
- Mr. Robert R. Matthias, Assistant to the City Manager
- Ms. Camelia Ravanbakht, Interim Executive Director, HRTPO



City of Virginia Beach

WILLIAM D. SESSOMS, JR.
MAYOR

October 29, 2014

Alan Krasnoff
Chairman HRTAC
The Regional Building
723 Woodlake Drive
Chesapeake, VA 23320

VBgov.com

MUNICIPAL CENTER
BUILDING 1
2401 COURTHOUSE DRIVE
VIRGINIA BEACH, VA 23456-9000
(757) 385-4581
FAX (757) 385-5699
wsessoms@vb.gov

Dear Chairman Krasnoff:

I am unable to attend the public hearing on November 5, 2014 because of an economic development trip to Southeast Asia. Please find attached my remarks on behalf of the City of Virginia Beach.

As always I want to congratulate you on the tremendous job you are doing as chairman on this vitally important activity for the Region and the Commonwealth.

Sincerely,

William D. Sessoms, Jr.
Mayor

JKS/RRM/sep

c: Honorable Members of Council
James K. Spore, City Manager
Robert R. Matthias, Assistant to the City Manager



**Comments for the Public Hearing on the Hampton Roads
Transportation Accountability (HRTAC) Financial Plan
November 5, 2014
Submitted by Mayor William D. Sessoms Jr., Virginia Beach**

Ladies and Gentlemen, Members of the HRTAC:

Thank you for allowing the City of Virginia Beach the opportunity to comment. We greatly appreciate the funds which have been allocated in the plan submitted by Secretary Layne to fund a portion of the I-64/I-264 Interchange improvements. We do have some comments and concerns regarding the financial plan. These are as follows:

1. We request that at least \$10 million in preliminary engineering and environmental work be done towards completing the analysis of the entire I-64/I-264 Interchange in the City of Norfolk. This is primarily improvements to the east bound lanes of I-64 and completion of all of the improvements to the I-64/I-264 Interchange. Also to be included in this are improvements to I-264 west to I-64 east, improving traffic flow from Virginia Beach and Norfolk to Chesapeake and beyond. This segment of road, which has backups extending to Northampton Boulevard during the rush hour, has the highest crash rate in the region. This project needs to be addressed now in addition to the above mentioned work in the initial phase of work.
2. We are concerned that no funds have been provided for the preliminary engineering for Route 58/13/460 connector in Suffolk. We suggest that \$5 million, at least, be provided for preliminary engineering work on this project. It is especially concerning in that access to the Regional Landfill in Suffolk needs to be provided by a safe grade separated overpass that is part of this project.
3. We believe that the entire Third Crossing should have a Supplemental Environmental Impact Statement (SEIS) completed. We are pleased that Secretary Layne has assured the HRTAC that the entire third crossing SEIS will be accomplished in contrast to the initial proposed financial plan.

We are concerned that the State and Federal governments are not providing a sufficient share of revenue to meet the pressing transportation projects in Hampton Roads. We respectfully request that the Commonwealth Transportation Board make every effort to eventually distribute non-regional funds to these advance projects.

We believe the HRTAC should pursue a bond validation lawsuit. This would be similar to what the Northern Virginia Transportation Authority has successfully accomplished. Although Secretary Layne has not proposed any debt be issued with the initial projects, I believe it is important that we have the Court issue a ruling that HRTAC can issue debt. The HRTAC should be evaluating an initial debt issuance of perhaps \$200 million. This debt could be paid off in a relatively short time, and enable the HRTAC to continue building future projects, utilizing a balanced approach of Pay-go and debt funding.

Although none of our projects are wholly located in Virginia Beach, we realize the Regional importance of improving our transportation system to better compete and improve the quality of life for our citizens. We are most pleased by the momentum HRTAC has quickly achieved to begin addressing our Regional transportation needs.

Thank you for allowing me to comment.