

Hampton Roads Transportation Accountability Commission

**Thursday, March 19, 2015
12:30 PM**

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

Regular Meeting

1. Call to Order
2. Public Comment Period
3. Minutes of the January 8, 2015 and February 19, 2015 HRTAC Regular Meetings (Attachment 3)
Recommended Action: Approval
4. I-64/High Rise Bridge Corridor Study Environmental Assessment (Attachment 4)
Recommended Action: Identify a Preferred Alternative and Bridge Height Option
5. HRTAC Financial Services: Counsel/Staff/Finance Committee Vice-Chair
 - A. HRTAC Banking Services and Investments
Recommended Action: Approval
 - B. Authorized Signatories for HRTAC Bank Accounts
Recommended Action: Approval
6. HRTF Financial Report (Attachment 6)
Recommended Action: For Information
7. For Your Information
 - HB2 Statewide Transportation Prioritization Process (Attachment 7)
8. Next HRTAC Regular Meeting – April 16, 2015 – 12:30 p.m.
The Regional Building, 723 Woodlake Drive, Chesapeake, VA 23320

Adjournment

**Hampton Roads Transportation
Accountability Commission (HRTAC)**
Summary Minutes of the January 8, 2015 Regular Meeting

The Hampton Roads Transportation Accountability Commission (HRTAC) Regular Meeting was called to order at 8:24 AM in the Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

HRTAC Voting Members in Attendance:

Alan Krasnoff, Chair	Senator Louise Lucas
Rex Alphin	McKinley Price
Paul Fraim	William Sessions *
Eugene Hunt	Tom Shepperd
Delegate Johnny Joannou	George Wallace
Linda Johnson	Kenneth Wright *
Delegate Chris Jones	Delegate David Yancey

HRTAC Ex-Officio Members in Attendance:

Charlie Kilpatrick
John Malbon
Andrew Sinclair (Alternative)

HRTPO Interim Executive Director:

Camelia Ravanbakht

Other Participants:

Deputy Secretary Grindly Johnson
James Utterback
Tom Inglima

HRTAC Voting Members Absent:

Clyde Haulman
Michael Hipple
Raystine Johnson-Ashburn
Dallas Jones
Senator Frank Wagner

HRTAC Ex-Officio Members Absent:

Jennifer Mitchell

* Denotes Late Arrival or Early Departure

Others Recorded Attending:

Tatiana Connell, Rick Correa, Richard Dillahunt Jr., Reid Greenmun, Kathleen McCarthy, Frank Papcin, Philip Rinehart, Donna Sayegh, Austin Taylor, Connie Walton (Citizens); Jan Proctor, Earl Sorey (CH); Randy Martin (FR); Brian DeProfio (HA); Brittany Forman, Joe Howell, Marcus Jones, Bryan Pennington, Jeffrey Raliski (NO); Jim Bourey, Bryan Stilley, Jerri Wilson (NN); Bob Baldwin, Sherri Neil, John Rowe (PO); Rob Catron, Selena Cuffee-Glenn, Eric Nielsen, Pat Roberts (SU); Bob Matthias, Brian Solis (VB); J. Mark Carter (YK); Bill Cashman (AECOM); Jim Long (CBBT); John Herzke (Clark Nexsen); J. Elias O'Neal (Daily Press); Scott Forehand, Don Quisenberry, (eScribeSolutions); Ryan Banas (HNTB); Jonathan Nye (HRPTA); Paul Holt (JCC); Stephen Brich (Kimley-Horn and Associates); Tracy Baynard (McGuire Woods Consulting); Karen McPherson (McPherson Consulting); Rhonda Murray (Navy Region Mid-Atlantic); Deborah Brown, Ronald T. Nicholson (Parsons Brinckerhoff); Mark Geduldig-Yatrofsky (PortsmouthCityWatch.org); Ken Yarberry (RK&K); Dianna Howard (TLP, VBTA, VBTP); Robert K. Dean (Tidewater Libertarian Party); Susan Clizbe, Tony Gibson, Paula Miller, Rick Walton (VDOT); Martha McClees (Virginia Beach Vision); David Forster (Virginian-Pilot); Amber Randolph, Brett Spain (Willcox & Savage); Kelli Alredge, Melton Boyer, Jennifer Coleman, Nancy Collins, Randy Keaton, Mike Long, Joe Turner, Chris Vaigneur (HRPDC); Robert Case, Danetta Jankosky, Mike Kimbrel, James McNamara, John Mihaly, Brian Miller, Joe Paulus, Dale Stith, Chris Wichmin (HRTPO)

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

Ms. Dianna Howard read some sections of the Code of Virginia that addressed elected officials and conflicts of interest. She read passages that focused on defining "personal interest" and how an individual having a financial benefit or liability in a business that could benefit from decisions made may constitute a conflict. She continued reading a segment discussing situations where a conflict of interest did not exist.

Ms. Donna Sayegh spoke regarding the language chosen by the founding fathers with respect to the creation of the Constitution. She discussed statements made by James Madison and the current request of HRTAC for guidance from the Virginia Attorney General's office on the potential for conflicts of interest by voting members of HRTAC. She continued by explaining the origin of the Bar Association and that membership to the BAR Association doesn't provide the right to practice law, only the right to use copywritten laws. She concluded by saying that attorneys don't know the law, they know procedure, and then she quoted the Bible.

Mr. Reid Greenmun, from the Hampton Roads Tea Party, stated that if a HRTAC member derives benefit "from an employer or a contract", that they should not be voting as it is a conflict of interest. He stated that the Commission has done almost nothing with the suggested bylaw changes presented to the Commission previously. He remarked that the changes were necessary to help the Commission stay more true to the intended purpose as the Hampton Roads Transportation Accountability Commission, focusing on voting methods and the continued use of voice voting. He made the statement that the Commission is expected to choose projects that provide the greatest impact on relieving

traffic congestion, and questioned why widening the Hampton Roads Bridge Tunnel widening wasn't on the list. He questioned the benefits package and salary suggested in the budget. He closed by requesting that a roll call vote be used instead of a voice vote.

Mr. Mark Geduldig-Yatrofsky discussed the War of 1812 and the historical significance of the day. He made an analogy that the continued fighting at the end of the War of 1812 due to lack of timely knowledge of the signed treaty that hadn't reached the combatants yet, was akin to planning road projects where feeder roads to the HRTAC-approved projects may be underwater due to rising sea levels, and therefore make the road projects a waste of money.

Mr. Frank Papcin was next to speak. Mr. Papcin remarked that in his opinion, the easiest way to alleviate the conflict problems was to take Towne Bank out of the picture. He continued by giving a brief review of a draft of prioritized projects. He stated that the one project that is the biggest problem, the Hampton Roads Bridge Tunnel, is not on the list. He continued by stating that nothing on the drawing board or in the plans was going to alleviate the problems at the Hampton Roads Bridge Tunnel. He made a statement that it appeared that the Commission was taking money from the local area, and paying for projects that should have been paid for by the State of Virginia. He closed by saying that the funds raised locally should be used for projects locally, and that it was the job of HRTAC to make sure that is the case.

Minutes of the December 18, 2014 HRTAC Regular Meeting

Chair Alan Krasnoff initially asked for questions or comments regarding the December 18, 2014 minutes. No comments or questions were made. Chair Krasnoff then stated that a vote would be deferred until a later time after additional members had arrived.

Upon arrival of Mayor William Sessoms, Chair Krasnoff brought this topic back up. (This occurred immediately before the voting on the Memorandum of Agreement.) He noted before the vote that it would be a voice vote, and that they would move to a roll call vote should any "Nays" be received.

Mayor McKinley Price Moved to Approve the Minutes of December 18, 2014; seconded by Mr. Tom Shepperd. The Motion Carried unanimously.

HRTAC/VDOT Memorandum of Agreement

Chair Krasnoff commended Secretary of Transportation Aubrey Layne, Charlie Kilpatrick, Tom Inglima, and Delegate Chris Jones. He made note of the countless number of hours that had been put into the project. He then invited Mr. Inglima to give information regarding the HRTAC/VDOT Memorandum of Agreement.

Mr. Tom Inglima noted that the terms of the Memorandum of Agreement (MOA) with VDOT had been summarized at the last HRTAC meeting. He gave a brief presentation regarding

the general purpose of the MOA, and noted that the MOA contemplates a model Project Agreement as an exhibit to be used as a template for projects as they arise. He continued by stating that HRTAC and VDOT had not yet agreed on a model agreement to be used for actual construction projects, and the parties would continue to work in good faith to develop a model Project Agreement to be attached as an exhibit. Mr. Inglima stated that the MOA included in the Agenda was the MOA on which the group was being asked to take action today. He offered an opportunity to address any member questions.

Mr. Tom Shepperd expressed understanding of the relationship between the Department of Taxation, VDOT, the collecting of revenue, and the depositing of funds. He then asked for clarification as to who was responsible for the debt. Mr. Inglima answered that HRTAC holds the responsibility of the debt it incurs and would secure the debt by pledging the revenues generated from taxation that are deposited in the fund.

Mr. Shepperd asked for clarification of the use of the word "appropriation" and the meaning as it applies to the use of revenues. Mr. Inglima responded that per the Constitution of Virginia, all state funds (tax revenues) must be appropriated by the General Assembly for use, and this is done via adoption of a biennial budget. He further explained that if a budget is not established, then the appropriation wouldn't happen, and therefore the funds would not be available.

Mr. Shepperd then asked a question about termination of projects and potential mid-project redirection of funds to other projects. Delegate Chris Jones responded by reiterating that they must follow the Constitution and drew comparative similarity to the use of local government and other agency funds. He discussed the built-in "kill switch" in House Bill 2313 that says dollars cannot be used for anything other than for what it was intended. He discussed the importance of an approved budget and upcoming trip with the Governor to go meet with the rating agencies. He closed by saying the kill switch in House Bill 2313 prevents the General Assembly from spending funds for other than what was intended.

Mr. Shepperd expressed appreciation for the clarification and then raised some questions about the legal language used and the potential for the two organizations, HRTAC and VDOT, to fight with each other.

Mayor George Wallace noted a stipulation in the agreement regarding the inclusion of HRTAC funds into the Governor's budget and asked what would happen if the funds were not included in the budget. Mr. Inglima responded that there is a provision in the agreement to always cause mechanical presentation for inclusion in the budget, and restated Delegate Jones remark that it would always come up as part of the biennial budget.

Delegate Johnny Joannou asked if certain statutes cited in the recitals of the MOA dealt with tolls, to which Mr. Inglima said they did not.

Mr. Shepperd asked who did the submission to the Governor. Mr. Charlie Kilpatrick explained that VDOT develops its budget and gives it to the Governor, who then makes the presentation for budget inclusion. Mr. Shepperd then asked for clarification of the role of the Secretary of Transportation in the process. Mr. Kilpatrick then explained the connection between the Commissioner of VDOT (Charlie Kilpatrick), his boss the Secretary of Transportation (Aubrey Layne), and the Governor.

Mr. Inglima noted that Agenda Item 5A regarding the Standard Project Agreement for Funding and Administration re: I-64 Widening Peninsula Segment 1 had already been approved by the HRTPO, and VDOT was prepared to move forward without any additional commitments by HRTAC. He also noted there will not be a project agreement required of HRTAC for that work to proceed, and the action taken by the HRTPO predated the formation and creation of HRTAC. Mr. Kilpatrick confirmed the statement by Mr. Inglima.

Mr. Inglima next noted that they had previously intended to come to this meeting with project agreements for Segments 2 and 3. He then said that after additional discussion with VDOT had occurred, it was determined that more time was needed.

Mr. Inglima next explained that HRTAC and VDOT had created an Interim Project Agreement that will allow VDOT to do non-construction work for the other projects listed in the Agenda. He explained the budgeting for these segments, the appendices and the general structure of the agreement. He noted that VDOT was not satisfied with how additional costs associated with unforeseen circumstances were addressed in the draft Interim Project Agreement distributed with the Agenda. He said that since the Agenda had been distributed, HRTAC and VDOT had developed a Summary of Principles (shown on the screens) to address the unresolved issues. He explained the Summary of Principles, and gave examples of what could constitute an unforeseen circumstance.

Mayor Price questioned whether the Program Coordinator was a title or a staff position, to which Mr. Inglima responded that it was only a title and not a required position.

Delegate Joannou questioned why language was included in the Agreement that specifically stated "tolls imposed by HRTAC." Mr. Inglima responded that this was a draft model agreement and the specific project budget would be in the appendix. Delegate Joannou then asked if that verbiage could be removed. Mr. Inglima said that it could be eliminated from agreements that applied to specific projects which were to be voted on today. Delegate Joannou then asked for clarification that each project would be voted on separately. Mr. Inglima responded by saying that they contemplate having a project agreement for each of the three, and clarified that the motion they are recommending is to authorize the Chair to go forward and enter into agreements for the three being discussed.

The discussion continued regarding verbiage that allowed VDOT to provide its own funding and the presence or absence of an obligation for HRTAC to reimburse that funding. Mr. Inglima clarified by stating that HRTAC obligations are limited to those stated in the Appendix of the agreement. Mr. Kilpatrick confirmed that HRTAC obligations do not go

beyond what HRTAC had approved. Delegate Joannou then asked about the disposition of funds requisitioned by the state for an expense that never materialized. Mr. Inglima stated that the funds would then be returned to HRTAC.

Delegate Joannou then questioned a clause in the contract that referenced VDOT's use of outside legal counsel VDOT could use, and who would pay for that counsel. Mr. Kilpatrick then stated the Office of the Attorney General is the legal counsel for VDOT. He continued that this clause was there to prevent conflicts and that he has never known this clause to be used by VDOT.

Delegate Joannou then asked for clarification that HRTAC will not have any responsibility or obligation to operate or maintain the projects. Mr. Inglima and Mr. Kilpatrick agreed that was the case and HRTAC would not bear any obligation or responsibility to operate or maintain any project post completion.

Next, Delegate Joannou requested clarification regarding personal liability and third party rights. Mr. Inglima explained the reciprocal nature of the clause and that it protects members from being sued individually. He then explained that the agreements are solely contractual in nature, and disclaiming that a partnership was created. It was also mentioned that this is a standard clause. Mr. Inglima then followed by stating that HRTAC obligations are those stated under the contract. Delegate Joannou questioned whether members of HRTAC or HRTAC could get sued. Mr. Inglima responded that privity of contract did not exist with the contractor, but that no one can control what a third party does. He further explained that if they were named in a suit, they would have to defend and seek to dismiss it for lack of basis or other appropriate reason. Mr. Inglima continued that VDOT contracts require that contractors have insurance that lists HRTAC as an additional insured.

Delegate Joannou then questioned the use and meaning of a clause disclaiming strict construction against a drafter. Mr. Inglima and Mr. Brett Spain gave clarification. Delegate Joannou then requested information regarding the case where the Supreme Court held the meaning of the terminology as discussed.

Mayor Eugene Hunt asked whether adding a footnote identifying additional sources of funding for the projects was always going to be done. Mr. Inglima responded that in this case VDOT had provided them enough data and schedule to add it to the document. Dr. Camellia Ravanbakht added that they had received the revised versions of the appendices showing the non-HRTF funding.

Mr. Kilpatrick gave discussion summarizing the reasons why they have been working on the agreement. He focused on the need for VDOT to maintain scope, schedule, and budget. He also stated that VDOT understands that they were not being given a blank check. He explained the meaning of a contractor filing a Notice of Intent to File Claim, and the processes that are in place to make sure that "no surprises" occur.

At the conclusion of Mr. Kilpatrick's comments, Chair Krasnoff gave discussion regarding the types of voting utilized, noting specifically that in the case of a voice vote, the votes are unanimous of those present, and requested that the minutes reflect that.

Next a motion to approve the Commission's entry into a MOA with VDOT was brought up for discussion. Delegate Joannou asked for clarification that the MOA did not contain any language about tolls. Mr. Inglima responded that there was not any tolling obligation under the agreement.

Mayor Hunt Moved (i) to approve the Commission's entry into a Memorandum of Agreement with VDOT in substantially the form presented with the Agenda for today's meeting, and (ii) to authorize the Chair to finalize, execute and deliver on behalf of the Commission such Memorandum of Agreement with VDOT in accordance with the foregoing; seconded by Mayor Paul Fraim. The Motion Carried unanimously.

Mr. Inglima summarized the upcoming motion to adopt the Interim Project Agreement. Delegate Joannou asked for clarification on the agreement and the motions. Mr. Inglima stated in summary that the motion on which they were voting on was a motion to approve the Agreement included in the Agenda in substantially the form in the Agenda, conformed to comply with the Summary of Principles presented in the meeting today.

Delegate Jones Moved to approve the Commission's entry into one or more Interim Project Agreements for funding and administration with VDOT for (a) the I-64/I-264 Interchange Preliminary Engineering and Right of Way Acquisition (b) Third Crossing Environmental SEIS and (c) I-64 Southside High Rise Bridge Preliminary Engineering, in substantially the form presented with the Agenda for today's meeting subject to such modifications and revisions as the Chair, in consultation with the Vice Chair and Counsel, may deem necessary and appropriate to incorporate the principles presented to the Commission at today's meeting and address ancillary matters and to authorize the Chair to finalize, execute, and deliver on behalf of the Commission such Interim Project Agreements in accordance with the foregoing; seconded by Mayor Linda Johnson.

Delegate Joannou asked for clarification regarding the motion, and suggested making an amendment to the motion striking language regarding toll collection from the agreement. Mr. Inglima made effort to explain the language and what it meant. Delegate Joannou reiterated that he was not going to vote for anything that has tolls on or in it. Mr. Inglima suggested that VDOT would not object to the removal of the "Whereas" clause in the Agreement that referenced tolls. Mr. Kilpatrick made effort to explain future voting actions with respect to projects requiring tolls. Mayor Krasnoff suggested amending the motion to eliminate the language at issue. Mr. Inglima pointed out that additional language would need to be incorporated that would define the term "HRTAC Controlled Monies." Delegate Jones proposed that a substitute motion could be made.

Mayor Sessoms added it is possible that tolling would be discussed for future projects. Chair Krasnoff added that the Commission would be coming to that hurdle in the future.

Mayor Linda Johnson asked for clarification that the provision of the Agreement in question required HRTAC to use all of the monies they collect, regardless of the manner which they were collected, for the proper projects. Mr. Inglima confirmed her interpretation. Mayor Johnson continued that she did not interpret anything from the document that suggested tolls of any kind for these particular projects. Mr. Inglima confirmed her interpretation.

Several motions were discussed, with the proposed substituted motion being withdrawn by Delegate Jones. Chair Krasnoff gave notice and confirmed understanding of the original motion on the floor by the Committee members present.

Senator Louise Lucas stated for the record that her interpretation of the Agreement did not imply a toll or approval of a toll on any of the projects. She further stated that she would not be voting "yes" if she thought any of the language in the Agreement implied approval of a toll for any of the projects HRTAC is about to develop.

Chairman Krasnoff asked Mr. Inglima to restate Delegate Jones' original motion, which was to approve the Commission's entry into one or more Interim Project Agreements for funding and administration with VDOT for (a) the I-64/I-264 Interchange Preliminary Engineering and Right of Way Acquisition (b) Third Crossing Environmental SEIS and (c) I-64 Southside High Rise Bridge Preliminary Engineering, in substantially the form presented with the Agenda for today's meeting subject to such modifications and revisions as the Chair, in consultation with the Vice Chair and Counsel, may deem necessary and appropriate to incorporate the principles presented to the Commission at today's meeting and address ancillary matters and to authorize the Chair to finalize, execute, and deliver on behalf of the Commission such Interim Project Agreements in accordance with the foregoing. A roll call vote was conducted:

Alan Krasnoff	Yes
George Wallace	Yes
Rex Alphin	Yes
McKinley Price	Yes
Paul Fraim	Yes
Eugene Hunt	Yes
Kenneth Wright	Absent
Linda Johnson	Yes
William Sessoms	Yes
Tom Shepperd	Yes
Senator Lucas	Yes
Delegate Joannou	No
Delegate Jones	Yes
Delegate Yancey	Yes

The Motion Carried.

Update on Attorney General Opinion

Mr. Inglima noted that there was not a new update to be given. Mayor Sessoms noted that he heard yesterday that the Attorney General's office was putting their opinion in writing and that he heard they were going to be okay to vote; however, he was still going to wait to see it in writing.

Next Meeting

Mayor Linda Johnson Moved to hold the next HRTAC meeting on February 19, 2015 at 12:30 PM; seconded by Mr. Sheppard. The Motion Carried.

Adjournment

Mayor Linda Johnson Moved to adjourn. The Motion Carried.

With no further business to come before the Hampton Roads Transportation Accountability Commission (HRTAC), the meeting adjourned at 9:47 AM.

Alan P. Krasnoff
HRTAC Chair

**Hampton Roads Transportation
Accountability Commission (HRTAC)**
Summary Minutes of the February 19, 2015 Regular Meeting

The Hampton Roads Transportation Accountability Commission (HRTAC) Regular Meeting was called to order at 12:40 PM in the Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

HRTAC Voting Members in Attendance:

Alan Krasnoff, Chair	Raystine Johnson-Ashburn
Rex Alphin	Linda Johnson
Clyde Haulman	McKinley Price
Michael Hipple	Tom Shepperd

HRTAC Ex-Officio Members in Attendance:

Cathie France (Alternative)*
Charlie Kilpatrick
John Malbon
Jennifer Mitchell

HRTPO Interim Executive Director:

Camelia Ravanbakht

Other Participants:

Deputy Secretary Grindly Johnson
James Utterback
Tom Inglima

HRTAC Voting Members Absent:

Paul Fraim	William Sessoms
Eugene Hunt	Senator Frank Wagner**
Delegate Johnny Joannou**	George Wallace
Delegate Chris Jones**	Kenneth Wright
Dallas Jones	Delegate David Yancey**
Senator Louise Lucas**	

HRTAC Ex-Officio Members Absent:

John Reinhart

* Denotes Late Arrival or Early Departure

** Absent due to the 2015 General Assembly Session

Others Recorded Attending:

Ellis W. James, Frank Papcin, Donna Sayegh (Citizens); James Baker, Andrew Fox, Earl Sorey (CH); Randy Martin (FR); Mary Bunting, Brian DeProfio (HA); Jamie Oliver (IW); Bryan Hill (JC); Joe Howell, Jeffrey Raliski (NO); Bryan Stilley (NN); Randy Wheeler (PQ); Selena Cuffee-Glenn (SU); Jim Spore (VB); Jack Tuttle (WM); J. Mark Carter (YK); Doug Martin (Army Corps of Engineers); Hollis Ellis (CAE, Inc.); John Herzke (Clark Nexsen); J. Ryan Murphy, Elias O'Neal (Daily Press); Scott Forehand, Don Quisenberry, (eScribeSolutions); Bert Ramsay (Lane Construction); Dave Thompson (Michael Baker International); Karen McPherson (McPherson Consulting); Rhonda Murray (Navy Region Mid-Atlantic); Deborah Brown, Michelle Martin, Ronaldo T. Nicholson (Parsons Brinckerhoff); Joey Funaro (SunTrust); Dianna Howard (TLP, VBTA, VBTP); Robert K. Dean (Tidewater Libertarian Party); Angel Deem, Tony Gibson, Caleb Parks, Scott Smizik, Heather Williams (VDOT); David Forster (Virginian-Pilot); Amber Randolph (Willcox & Savage); Kelli Alredge, Melton Boyer, Nancy Collins, Randy Keaton, Mike Long, Chris Vaigneur (HRPDC); Robert Case, Kathlene Grauberger, Danetta Jankosky, Theresa Jones, Mike Kimbrel, James McNamara, John Mihaly, Brian Miller, Kendall Miller, Joe Paulus, Seth Schipinski, Dale Stith (HRTPO)

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

Mr. Ellis James spoke about the revision of the Route 460 project by VDOT that was recently published in his local paper. He expressed concern for the "mom and pop" businesses that would be impacted by the limited access project now represented by the 12-mile stretch discussed in the Route 460 revision. He expressed hopes that input from those affected businesses and individuals would be considered. He closed by making a point that he hopes the Commission will provide "very close scrutiny" regarding negotiations especially where remuneration and developers are concerned, referencing recent contracts entered into by the Commonwealth of Virginia.

Ms. Dianna Howard commented that transportation has been an issue for a long time in Hampton Roads. She commented that the State has given most of the money available for transportation issues to Northern Virginia. She identified the local transportation issues as being I-264 through the tunnels, I-64 through the Hampton Roads Bridge Tunnel and NOB. She expressed dismay that the Hampton Roads Bridge Tunnel issue hasn't been addressed, and won't be under consideration until 2040. She noted that she recently heard at a CTAC meeting that the Port was no longer going to fund construction of the Craney Island Connection, and she felt that funding for that project should come from somewhere other than solely from the taxpayers of Hampton Roads. She then noted concerns over the amount of debt that was going to have to be issued to cover the projects, and she closed with comments regarding the Attorney General's recent opinion regarding conflicts of interest and voting quorum rules. She questioned how the Attorney General came up with the position, which she interpreted as not abiding by the law.

Mr. Frank Papcin began his comments by holding up a flyer regarding the organization of HRTAC. He read a passage from the flyer explaining the purpose of HRTAC. He then gave a synopsis of the projects being considered by HRTAC. He noted that the greatest amount of congestion in this area is the Hampton Roads Bridge Tunnel, and nothing was being considered or planned for that. He noted that the increased congestion at the high rise bridge and other bridge crossings is caused by the commuter avoidance of tolls at the Portsmouth Tunnels. He cautioned that it wasn't the doing of just Governor McDonnell.

He stated that the 460 project was necessary, especially in light of being a potential evacuation route for natural disaster. He also stated this to be a necessary project as a local economic engine supporting moving cargo from ports. He noted that the Third Crossing was designed for moving of cargo as well, but his perspective was that it will simply move congestion from one point to another. He closed by saying that the greatest priority of the Commission should be to reduce the hours and hours of delay experienced by commuters.

Ms. Donna Sayegh questioned whether the comments made by the public, including those made by herself, are being heard by the Commission. She expressed concern that she and others like her may be wasting their time. She noted that Bob Brown had previously come and shown HRTAC a design on how to improve congestion. She asked how he could be heard and used. She stated that government was a force, and a system that functioned to get a job done. She noted a concern that the Port has an agreement with Portsmouth quoted as being "Payment in lieu of taxes." She explained that she didn't think Portsmouth was getting all the money that they were supposed to get, and further that the amount of welfare and need in general in Portsmouth was great. She closed by again wondering if the public's voices are heard and if HRTAC is using the citizens' voices to help make the region better.

Minutes of the January 8, 2015 HRTAC Regular Meeting

Chair Krasnoff stated that since there were not enough voting members present to approve the Minutes from the January 8, 2015 HRTAC Regular Meeting, that approval would be deferred until the next regular meeting scheduled for March 19, 2015 since a quorum was not met for today's meeting. The next meeting date was confirmed by Mr. Tom Inglima.

Briefing on the I-64/High Rise Bridge Corridor Study Environmental Assessment: VDOT

Chair Krasnoff noted that this was for discussion purposes only. VDOT Commissioner Charlie Kilpatrick gave a brief introduction recognizing that Ms. Angel Deem, VDOT Environmental Division Administrator, was present and that they were here to brief HRTAC on the status of the Environmental Assessment on the High Rise Bridge Corridor project.

Mr. Scott Smizik, a Project Manager from VDOT, began his presentation describing the area encompassed by the study as being in Chesapeake from the I-64/I-264 interchange to the I-64/I-464 interchange. Additionally, he gave a starting date of the study as July 1, 2013 per guidance from the 2013 Budget Bill. He referenced that the public had access to the information and the opportunity to comment, not only directly to VDOT at public hearings that were held, but also in response to a Preliminary Public Notice issued by the U.S. Coast Guard. He also recounted that the HRTPO and CTB had both received briefings previously. He noted that the CTB, initially briefed in January, requested that HRTAC be briefed before they take any action.

Key components of Mr. Smizik's presentation included a reference to a grading scale for the level of service, rated as letter grades from A to F. In addition, he spoke about different build alternatives known as No Build, CBA-1, and CBA-2. He specifically noted that both CBA-1 and CBA-2 can accommodate bridge heights of 95-135 feet. He also specifically noted that currently the study area is rated as having a "D" level of service, with an "E" or "F" rating over the bridge itself.

Chair Krasnoff noted that there are some new people on the Commission and that the new members, some of the old members, and some audience members may not be familiar with the acronyms and level of service grades being discussed. To that end, Chairman Krasnoff requested that Mr. Smizik give greater explanation during his presentation of some of those items.

Mr. Smizik continued and explained that CBA-1, otherwise known as the "Build Eight Alternative", would have 8 lanes in total noting 4 lanes in each direction. He stated that the project would deliver a level of service grade C, which is one letter grade better than the current level of service, and multiple letter grades better than the level of service projected in 2040.

Mr. Smizik next described CBA-2, otherwise known as the "Build Eight Managed Alternative". As in CBA-1, CBA-2 includes the construction of two additional lanes of capacity in each direction. CBA-2 however, allows for multimodal options as well as toll and passenger management. He noted that CBA-2 does not commit to or imply tolling. Either further analysis and decision making would be used to determine what management options should be applied in the future, or it can be accompanied by a specific management option to direct future planning. He continued to explain that the Environmental Assessment includes three separate management scenarios which are:

- An HOV (High Occupancy Vehicle) scenario that includes dedicating one lane in each direction to HOV use, which forecasting suggests free-flowing traffic in the HOV lanes and the general purpose lanes would function at level of service D, or similar to what's experienced today.

- A HOT (High Occupancy Toll) scenario would have all new capacity operate as HOT lanes, with an estimated service level increase of 2 letter grades to a "B" as compared to current service level. The general purpose lanes would then function at an estimated level "E". The HOT scenario includes a wider footprint than the other scenarios.
- An All Tolled scenario where both existing and new capacity would be tolled. A projected level of service grade "C" is expected throughout the corridor. A 20-30 percent decrease in traffic is expected due to toll avoidance.

Mr. Smizik discussed bridge heights of 95 and 135 feet, noting that the 135 foot version would cost an estimated \$200 Million more than the 95 foot height. He noted preference for CBA-1 from the general public via feedback and comments obtained at public hearings. He noted support for the 95 foot bridge height from the City of Chesapeake via a City Council resolution. The City of Chesapeake passed a second resolution supporting CBA-1 and reiterating support for the 95 foot bridge height. He also spoke of an ongoing Army Corps of Engineers navigation study regarding channel depth. He specifically mentioned the cooperation between the US Coast Guard and VDOT and the continued cooperation allowing for identification of a preliminary bridge height for permitting and design.

Mr. Smizik closed his presentation by noting that it was his understanding that HRTAC and HRTPO would consider the alternatives at their respective March meetings and endorse a preferred alternative. He said the next step in the process would be to return to the CTB in April for identification of the preferred alternative, and then VDOT would prepare a revised EA. Mr. Smizik said at that point, VDOT and HRTPO would have to commit funding to allow VDOT to request a NEPA decision and complete the NEPA process.

Mr. Charlie Kilpatrick spoke and gave clarification to some of the acronyms and terms being used in Mr. Smizik's presentation. He gave greater explanation of the CBA-1 and CBA-2 models, defined HOV and HOT acronyms explaining the meanings of both "High Occupancy Vehicle" and "High Occupancy Toll", and gave the I-95 express lanes in Northern Virginia as an example of the use of HOT lanes.

Mr. Rex Alphin asked if the level of service through the corridor was "E" currently. Mr. Smizik replied that the level of service was "D" with an "E" and "F" rating over the bridge. Mr. Alphin then asked how many public comments had been received for this project, to which Mr. Smizik replied 30 or 40 comments had been received. Mr. Kilpatrick noted that the amount of response received was low compared to the amount of traffic flow in the corridor. Mr. Alphin then asked how well the HOT lanes were working in the Northern Virginia region. Mr. Kilpatrick stated that the project was only completed very recently, and that the lanes had only been open about a month. He said that the additional capacity was working and they can see a general improvement.

Mr. Tom Shepperd asked if VDOT was looking for comment from the Commission, or presenting options to the Commission that VDOT had determined to be the most reasonable. Mr. Kilpatrick stated that these were the options available that presented a reasonable level of service through the design year. Mr. Shepperd then asked if all of the project options were 8 lanes, and Mr. Kilpatrick confirmed that they are. Mr. Shepperd asked if the options presented were chosen because they cover the largest potential project. Mr. Kilpatrick responded that no matter what, an 8 lane facility was required, and that simply adding one lane in each direction would not be effective. Mr. Shepperd remarked that his comments were based on experiences with I-64.

Mr. Kilpatrick stated the fundamental difference between the projects was the existence of a bridge. He continued that while it might be possible to build a 6 lane facility and then later expand it to an 8 lane facility, it was not practical.

Mr. Shepperd then asked if level of service "E" was the worst grade. Mr. Smizik responded that level "F" was the worst. Mr. Shepperd asked if the current level was an "E". Mr. Smizik responded that the service level was a "D" through most of the corridor, and an "E" or "F" over the bridge. Mr. Shepperd then asked if the goal was a "C". Mr. Smizik responded that interstate level of service should be a "C". After a brief discussion, Mr. Kilpatrick added that they were designing a 25 year horizon for the project (to the year 2040.)

Mayor Linda Johnson asked for the current height of the bridge. Mr. Kilpatrick responded that it was 65 feet. Mr. Smizik added that the current bridge is a draw span and has unlimited clearance for vessels.

Chair Krasnoff noted that there are times when traffic is stopped on the bridge, and he was certain that the level of service was worse than an "F" at those times. He then commended all parties involved for bringing this project forward so quickly. He then asked if the timeframe for completion of this project was three to five years. Mr. Kilpatrick confirmed that timeframe, noting that the challenging piece of the project would be how to pay for it.

Beyond Traffic – Trends and Choices in 2045: USDOT

Chair Krasnoff remarked about the relationship between ports and surface traffic highlighted in the 322 page report by the Department of Transportation. He then introduced Mr. Vinn White and Mr. Darren Timothy from the Innovative Project Delivery program of the Federal Highway program to discuss the report.

Mr. Vinn White began his video/teleconference presentation by giving a history of similar report efforts by other Secretaries of Transportation over the years going back to the 1970's. He noted that the most recent report was constructed by a group of 90 staff members, garnered input from more than 1300 individuals via public webinars, and took 15 months to complete.

Mr. White described the report as being divisible into three topic sections, the first being "Trends". The first trend he described was that the country is growing, and that there are expected to be an additional 70 million people added to the U.S. population by 2045, essentially adding to the U.S. population a number of citizens equal to the combined current populations of Florida, New York, and Texas.

Mr. White stated that Hampton Roads Port currently transports \$57 Billion in goods. He gave metrics on added expenses from wasted fuel and time. He noted expectations that freight volume by 2045 will increase by 45%. He discussed new technologies and how they are going to change things, noting specifically 3-D printing and the unforeseen impact it will have on the economy and transportation. He did note the increased use of automated delivery systems too.

They touched on transportation automation, not just cars but also ports and container facilities. He made note that climate change and rising sea levels were something to take into consideration using the "100-year-storm" as an example of old thinking noting that Hurricane Sandy and Hurricane Irene (both 100-year-storms) occurred within 18 months of each other.

He stressed the most pressing problem is where to find the money to pay for the projects. He noted that gas tax revenues weren't where they expected or needed them to be. He noted that transportation funding projects need not be just for highways, but also for rail, ports, and maritime avenues. He noted that an estimated \$77 Billion was needed to bring the federal system up to a state of repair. He stressed the importance of making good choices and sound investments.

He summarized the current projections of growth, when considered with an aging infrastructure not designed to carry the load that will be expected of it in a few years, leads to a bottleneck where we will realize that the situation is not sustainable from a transportation perspective.

He concluded his presentation by noting that they are communicating with organizations at the local and state level all over the country. They are collecting ideas and suggestions. He offered a website for anyone to leave a message/suggestion/history of their project. He also asked for reviews of the report especially if a correction is needed.

Chair Krasnoff thanked Mr. White and Mr. Timothy for their time and the presentation. He then summarized the VDOT presentation of the High Rise Bridge project. He then invited Mr. Tom Inglima to give an update on the Attorney General's opinion.

Update on AG Opinion: Counsel

Mr. Tom Inglima noted that the Attorney General issued an opinion on February 6th regarding general issues. He also noted that other Commission members are waiting on opinions from the Attorney General as well. He noted that those opinions should be issued in the next few weeks and the Board should be able to act on the RFP by the March meeting.

Update on the HRTAC Director and Officer Liability Insurance: Counsel and Staff

Chair Krasnoff offered the next item for discussion as the updated HRTAC director and officer liability insurance issues.

Dr. Camelia Ravanbakht stated that they had contacted the Virginia Municipal League. She noted that they have an agreement for the insurance program ready. She went on to say that the Agreement would be shared for informational purposes.

HRTF Financial Report and Project Update from VDOT

Chair Krasnoff invited Mr. James Utterback and Mr. Charlie Kilpatrick to share some good news they had recently received.

Mr. Kilpatrick stated that the CTB awarded the contract for improvements to I-64 (Phase 1). He noted that it is the first project awarded that is supported by HRTAC funds. He added that they received excellent competition during the bidding process.

Mr. James Utterback explained that the contract was awarded for \$84 Million, and that the budget for the project was \$144 Million. He noted that after contingency, engineering, and Right of Way are added, that the total will be around \$122 Million. He noted that the original project funding was made of \$100 Million of State money, and \$44 Million of HRTAC money. He ran through the math noting that the State money is spent first, and that it is anticipated that the \$22 Million of unspent HRTAC funds would be available to HRTAC or another project.

Mr. Kilpatrick added that this is still the very early stage of this project. He went on that VDOT is not yet prepared to recommend to the Board reallocation of the funds. He said VDOT would come back and recommend reallocation when the time was right, and that his vision would be to apply the funds to the next project in line, and so on. He also noted that this project is going to have full width reinforced shoulders that will allow shoulder lane use for emergency situations and evacuations.

Mr. Shepperd asked when construction was going to start. Mr. Utterback stated that the contract was awarded yesterday, and they haven't even had their first meeting with the contractor yet. Mr. Kilpatrick added that they were a number of months out still. He added that the contract was awarded to Shirley Contracting, whose past experience includes working in high traffic areas, the beltway, I-95, and the Woodrow Wilson Bridge.

Mr. Utterback gave some discussion about Phase 2, and noted that they were planning on having a Design Public Hearing in April, with the RFP going out in July, with contract award sometime about this time next year.

Mr. Shepperd asked for clarification of the phases and segments. Mr. Utterback explained where the phases and segments started and stopped.

Chairman Krasnoff noted that he had asked the staff to create an orientation for the new members. He asked members to let him know when he can send an email to poll them members for the best time for an orientation.

Mr. Rex Alphin publicly thanked Mr. Charlie Kilpatrick and Mr. James Utterback from VDOT for their graciousness in working with his county.

Mayor Linda Johnson publicly thanked them as well.

Next Meeting

The next HRTAC meeting will be held on March 19, 2015 at 12:30 PM.

Adjournment

With no further business to come before the Hampton Roads Transportation Accountability Commission (HRTAC), the meeting adjourned at 1:53 PM.

Alan P. Krasnoff
HRTAC Chair



www.VirginiaDOT.org

Location Public Hearing

Interstate 64 / High Rise Bridge Corridor Study

Thursday, November 6, 2014
Tidewater Community College
120 Campus Drive
Portsmouth, VA 23701
4:30 p.m. - 7:30 p.m.

Welcome

As part of the Interstate 64 / High Rise Bridge Corridor Study, the Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) as the lead federal agency, and the United States Coast Guard as a cooperating agency, have evaluated alternatives to improve transportation conditions along the Interstate 64 (I-64) corridor between the Interstate 464 (I-464) interchange and the Interstate 664 (I-664) and Interstate 264 (I-264) interchanges at Bowers Hill in the City of Chesapeake, Virginia. Pursuant to the National Environmental Policy Act of 1969, as amended, (NEPA) and in accordance with FHWA regulations, an Environmental Assessment (EA) has been prepared to analyze the potential social, economic, and environmental effects associated with the retained alternatives.

The purpose of this hearing is to provide a public opportunity for any person, acting on his/her own behalf or representing a group or governing body, to offer comments or submit written material concerning the proposed alternatives. We invite you to review the findings of the study and discuss the project with VDOT representatives who are here to answer your questions.

To view the meeting materials, comment online, or for future updates, please visit the study website at:
www.64highrise.org

Project Overview



Purpose – Based on the existing and future transportation conditions, the purpose of the study is to develop alternatives to address transportation capacity and improve roadway and bridge conditions throughout the corridor. To meet this purpose, the following needs are being considered:

- Improve capacity;
- Enhance corridor safety;
- Address the High Rise Bridge improvements; and,
- Improve the ability of the corridor to function as a key emergency evacuation route.

From: I-64/I-464 interchange

To: I-64/I-264 interchange at Bowers Hill

Total length: Approximately 8 miles

Alternatives Retained for Detailed Study

The alternatives retained for detailed analysis in the EA include a No Build Alternative and two mainline build alternatives with two fixed bridge options.

No Build Alternative

In accordance with the regulations implementing NEPA, the No Build Alternative has been retained for evaluation in the EA to serve as a benchmark for the comparison of future conditions and impacts. The No Build Alternative would retain the existing I-64 interstate, associated interchanges, and the High Rise Bridge in their present configurations and allow for routine maintenance and safety upgrades.

Eight Lane Build Alternative

The Eight Lane Build Alternative would include construction of four additional lanes of capacity (two lanes in each direction) on I-64 within the study limits. Wherever possible, the additional lanes would be constructed towards the existing median. The widening of I-64 to eight lanes also would require the reconstruction of ramps, bridges, interchanges, and culverts along the retained alternative corridor. Preliminary costs range from \$1.86 billion for the 95-foot bridge to \$2.22 billion for the 135 foot bridge.

Eight Lane Build – Managed Alternative

The Eight Lane Build – Managed Alternative would be similar to the Eight Lane Build Alternative; however, some or all of the travel lanes would be managed using tolls and/or vehicle occupancy. Additionally, expanded local/express bus service or bus rapid transit could be accommodated with this alternative in the general purpose or the managed lanes. Preliminary costs range from \$1.92 billion for the 95

foot bridge to \$2.30 billion for the 135 foot bridge. The increased cost compared to the Eight Lane Build Alternative is based on the additional pavement necessary to separate the managed and general purpose lanes.

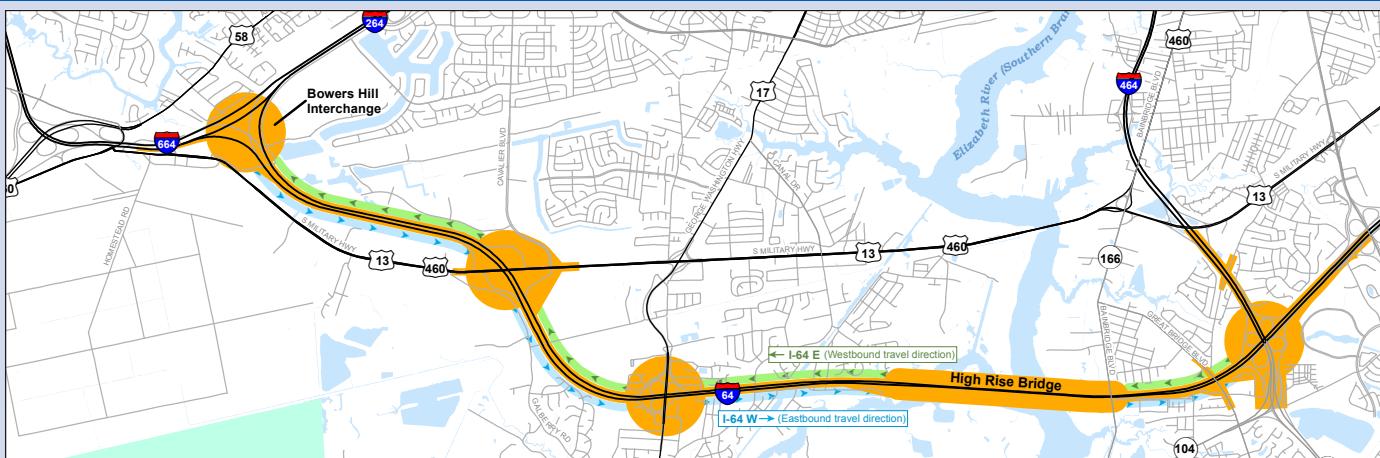
There have been no specific operational scenarios identified at this stage of the study. Accordingly, the following three operational scenarios were developed to establish a sample range of travel demand conditions: High Occupancy Vehicle (HOV), High Occupancy Toll (HOT) and All Tolled.

For the purpose of this study, potential impacts associated with the Eight Lane Build - Managed Alternative assume the same footprint as the Eight Lane Build Alternative. The HOV and All Tolled lane scenarios would fit within the area of impact. If a specific managed lane scenario is identified as the Preferred Alternative, impact estimates could be updated in the Revised EA and associated technical reports.

Bridge Options

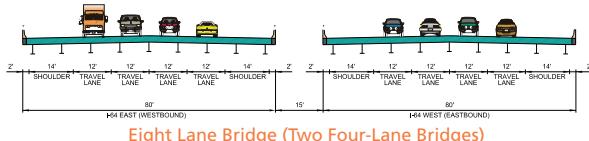
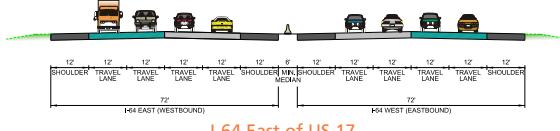
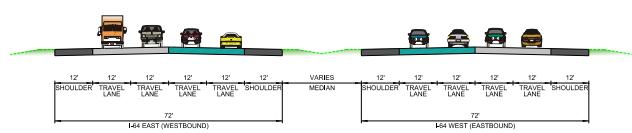
Two fixed-span bridge options, measuring 95 feet and 135 feet at mean high water, are under consideration. Both options would include two new bridges, one built on existing alignment and one built south of the existing bridge alignment. These options include consideration of widening the horizontal clearance from 125 feet to 135 feet. The Eight Lane Build Alternative planning level bridge cost is \$405 million for the 95 foot bridge and \$635 million for the 135 foot bridge. The Eight Lane Build - Managed Alternative planning level bridge cost is \$425 million for the 95 foot bridge and \$670 million for the 135 foot bridge.

Study Area

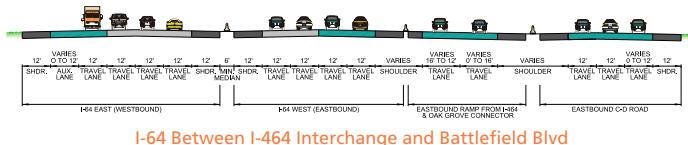


*The study area is a buffer around the road corridor that includes all natural, cultural and physical resources that must be analyzed in the NEPA document. It does not imply right-of-way take or construction impact.

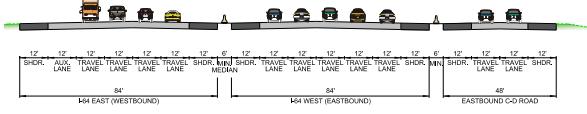
Typical Sections: Eight Lane Build Alternative



Eight Lane Bridge (Two Four-Lane Bridges)

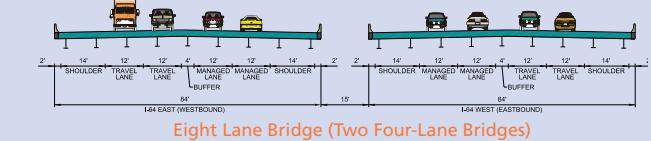
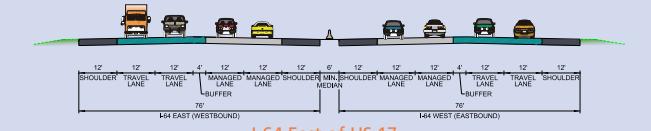
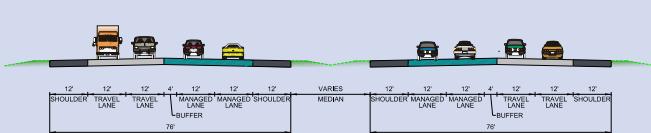


I-64 Between I-464 Interchange and Battlefield Blvd

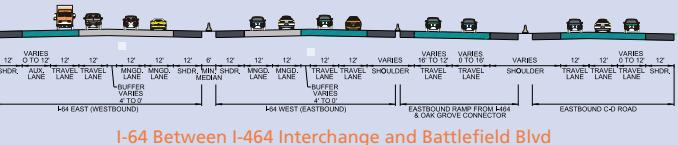


I-64 at Battlefield Blvd

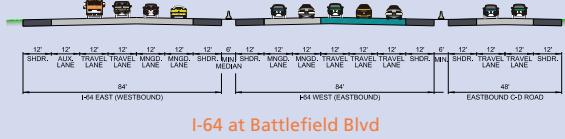
Typical Sections: Eight Lane Build – Managed Alternative



Eight Lane Bridge (Two Four-Lane Bridges)



I-64 Between I-464 Interchange and Battlefield Blvd



I-64 at Battlefield Blvd

Legend
 Existing Lanes
 Proposed Lanes

Schedule



Summary of Potential Impact

For additional information on potential impacts, see Section 3.0 (Environmental Consequences) of the EA and associated technical reports and memorandums.

Category	Eight Lane Build Alternative		Eight Lane Build – Managed Alternative	
	Bridge Height		Bridge Height	
	95 ft.	135 ft.	95 ft.	135 ft.
Partial Acquisitions	163	157	163	157
Full Acquisitions	70	70	70	70
Displacements	69	69	69	69
Section 4(f) Properties (acres)	0.12	0.12	0.12	0.12
Non Tidal Streams (linear feet)	5,098.00	5,098.00	5,098.00	5,098.00
Tidal Streams (acres)	2.14	1.88	2.14	1.88
Wetlands (acres)	22.37	20.80	22.37	20.80
Floodplains (acres)	33.89	29.73	33.89	29.73
Forest and Vegetation (acres)	272.52	268.75	272.52	268.75
Planning Level Total Construction Cost	\$1.86 billion	\$2.22 billion	\$1.92 billion	\$2.30 billion

If project design advances, and right-of-way impacts are better understood, VDOT will develop a detailed relocation plan for all displaced residents, businesses, and non-profit organizations. Information about right-of-way purchase is discussed in VDOT's brochure, "Right-of-Way and Utilities: A Guide for Property Owners and Tenants." The document is available online at: http://www.vdot.virginia.gov/business/resources/Right_of_way/A_Guide_for_Property_Owners_and_Tenants.pdf

Provide Your Comments and Stay Informed

Tonight: Your questions and comments are important to us. Please fill out a comment form and drop it into the box before you leave.

Mail: If you are not ready to submit your comments tonight, you may submit them by November 21, 2014 to:

Scott Smizik
Virginia Department of Transportation
Environmental Division
1401 E. Broad Street
Richmond, VA 23219

E-Mail: You can email your comments to
I64HighRise@vdot.virginia.gov

Online: For more information or to comment online, please visit the study website: www.64highrise.org

Civil Rights

Representatives from VDOT are present to discuss the project and answer your questions. It is the responsibility of VDOT to ensure that all members of the community are afforded the opportunity to participate in public decisions on transportation projects and programs affecting them. VDOT ensures nondiscrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964.

If you need more information or special assistance for persons with disabilities or limited English proficiency, contacts VDOT's Civil Rights Office at 757-925-2519 (TTY/TDD users call 711).

**Levels of Service (LOS) from
"Interstate 64 / High Rise Bridge Corridor Study, Environmental Assessment" (EA)**

source: Traffic & Transportation Technical Report, VDOT, Oct. 2014

compiled by HRTPO Staff

February 2015

Abbreviations

"EA" = Environmental Assessment

"CBA" = Candidate Build Alternative

"GP" = General Purpose

"HOT" = High-Occupancy / Toll, i.e. restricted to (free) HOVs and toll payers

Alternatives	I-64 High-Rise Bridge LOS (in GP lanes), year 2040							
	Lanes			Toward Suffolk		Toward Va. Beach		
	GP	HOV	HOT	AM	PM	AM	PM	
1. No-Build	4	0	0	F	F	F	F	
2. CBA1 - Eight Lane Build- No Toll	8	0	0	C	D	D	D	
3. CBA2 - Eight Lane Build Managed - HOV	6	2	0	D	D	E	D	
4. CBA2 - Eight Lane Build Managed - HOT*	4	0	4	F	E	E	E	
5. CBA2 - Eight Lane Build Managed - All Tolled*	8	0	0	C	C	C	C	

*Tolled Lanes: "Low Toll" scenario: \$1.44 for passenger vehicles, off-peak (see EA for truck and peak rates).

HAMPTON ROADS TRANSPORTATION FUND FINANCIAL REPORT

VDOT provides the HRTPO staff with monthly financial reports relating to the HRTF including the following information:

- Revenue from sources as detailed by the collecting agency
- Interest earnings
- Expenditures reflecting both the program total as well as project totals
- The current cash position/balance in the HRTF as well as forecasted cash position/balance

Attached are the January 2015 financial reports. Based on the financial reports received to date from VDOT, the HRTPO staff has analyzed the data and prepared the attached reports and summaries:

Revenues

Total Gross Revenues (as of January 31, 2015): \$246,885,342

- State Sales and Use Tax : \$181,626,003
- Local Fuels Tax : \$64,219,781
- Interest : \$1,039,558

Expenditures

Total Expenditures: \$2,161,605

- I-64 Peninsula Widening – Segment 1: \$1,559,424
- Total Dept. of Tax Administrative Fees: \$503,487
- Total DMV Administrative Fees: \$98,695

Cash Balance

Ending Cash Balance: \$244,723,737

Encumbered Balance

Balance of Encumbered: \$137,104,215

- Allocation: \$138,663,639
- Less Construction Expenditures: \$1,559,424

Net Available Cash

Ending Available Cash Balance: \$107,619,521

Hampton Roads Transportation Fund (HRTF)
Total of Sales & Use and Fuels Taxes
Summary

	Gross Revenue				Expenditures				Cummulative Balance 7/1/13 - 1/31/15	
	Sales & Use Tax	Fuel Tax	Interest	Total	Construction	Dept of Tax Admin Fee	DMV Admin Fee	Total		
July 2013 - January 2014	\$ 59,843,292	\$ 18,497,860	\$ 57,889	\$ 78,399,041	\$ -	\$ 356,887	\$ -	\$ 356,887	\$ 60,210,339	
February 2014	8,243,251	4,103,197	-	12,346,448	490	21,429	-	21,919	90,366,684	
March 2014	9,016,259	3,303,314	-	12,319,573	214,735	14,820	-	229,555	102,456,701	
April 2014	9,799,746	3,360,946	132,803	13,293,495	379,882	23,497	-	403,379	115,346,817	
May 2014	10,405,479	3,607,554	-	14,013,033	280,551	25,849	-	306,400	129,053,449	
June 2014	10,560,742	4,470,621	-	15,031,363	211,582	1,874	98,695	312,151	143,772,661	
July 2014	10,355,831	4,099,779	173,163	14,628,772	168,860	27,596	-	196,456	158,204,978	
August 2014	10,701,965	4,372,700	-	15,074,665	73,019	-	-	73,019	173,206,624	
September 2014	10,869,389	4,353,336	-	15,222,725	60,089	12,510	-	72,599	188,356,750	
October 2014	10,082,755	3,950,834	284,421	14,318,010	91,205	593	-	91,798	202,582,962	
November 2014	9,933,770	3,590,415	-	13,524,185	39,547	11,378	-	50,925	216,056,222	
December 2014	9,964,325	2,947,347	-	12,911,672	16,049	7,055	-	23,104	228,944,790	
January 2015	11,849,200	3,561,879	391,282	15,802,362	23,415	-	-	23,415	244,723,736	
Total 12 Months	\$ 121,782,711	\$ 45,721,921	\$ 981,669	\$ 168,486,301	\$ 1,559,424	\$ 146,600	\$ 98,695	\$ 1,804,719		
Grand Totals	\$ 181,626,003	\$ 64,219,781	\$ 1,039,558	\$ 246,885,342	\$ 1,559,424	\$ 503,487	\$ 98,695	\$ 2,161,606		
Less Balance of Encumbered									\$ (137,104,215)	
Total Net Available									\$ 107,619,520	

HRTF Revenue

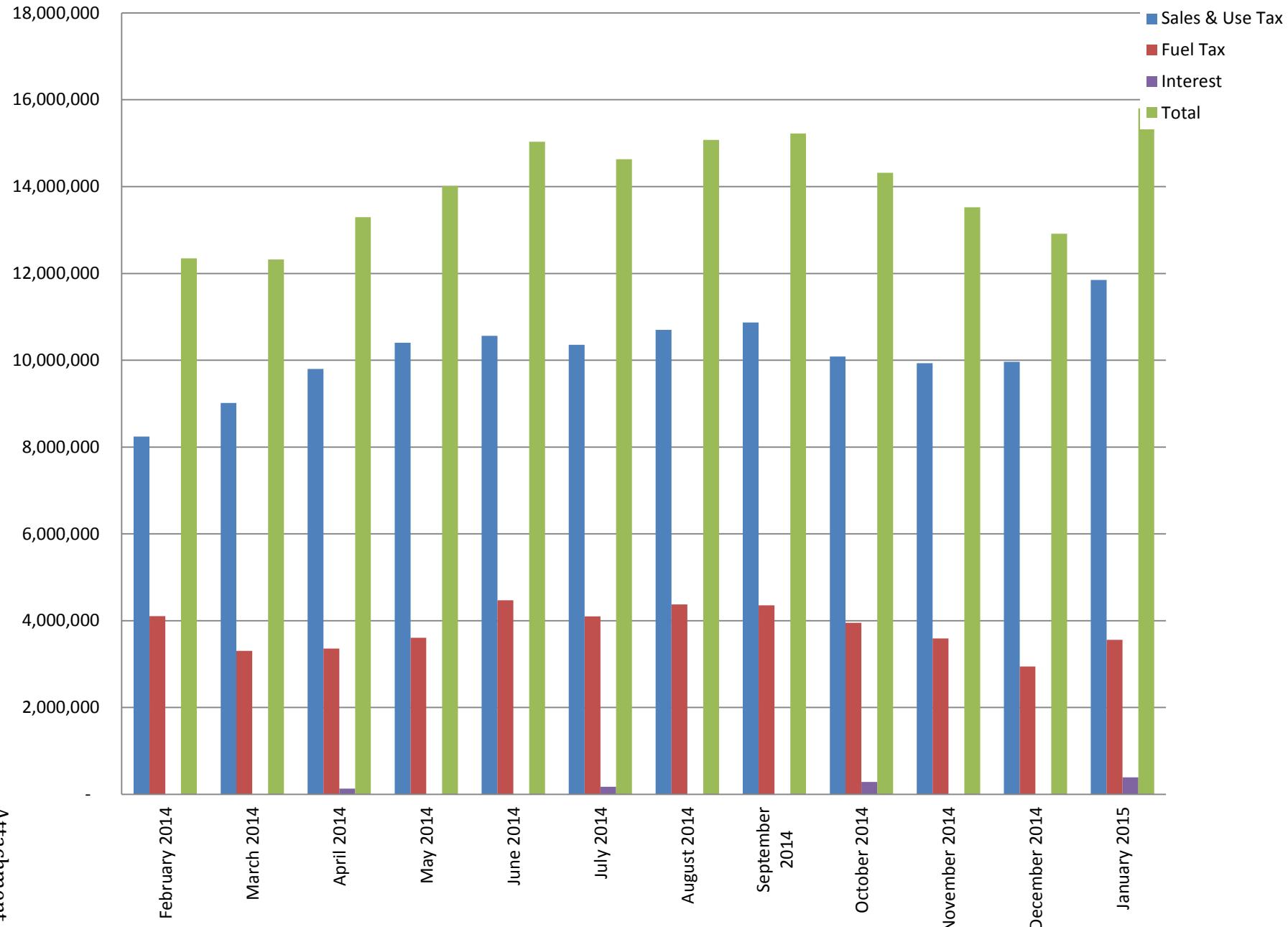


Table 1 - Total HRTF Revenues**Hampton Roads Transportation Fund (HRTF)****Total of Sales & Use and Fuels Taxes****Fiscal Year 2015**

Locality	Total YTD FY2014	Previous FY2015	January 2015	Total YTD FY2015	Total
<i>Chesapeake</i>	\$ 26,384,832	\$ 15,368,060	\$ 2,871,665	\$ 18,239,725	\$ 44,624,558
<i>Franklin</i>	1,301,603	787,706	134,775	922,481	2,224,084
<i>Hampton</i>	10,762,980	6,286,608	1,222,916	7,509,523	18,272,504
<i>Isle of Wight</i>	2,492,326	1,490,000	243,442	1,733,442	4,225,768
<i>James City</i>	6,470,044	3,715,374	734,240	4,449,614	10,919,658
<i>Newport News</i>	15,547,215	8,783,436	1,670,990	10,454,427	26,001,642
<i>Norfolk</i>	20,325,343	11,574,010	2,097,726	13,671,736	33,997,079
<i>Poquoson</i>	375,230	230,181	50,514	280,695	655,924
<i>Portsmouth</i>	5,194,137	2,992,073	497,301	3,489,374	8,683,511
<i>Southampton</i>	729,265	473,333	75,624	548,957	1,278,222
<i>Suffolk</i>	6,807,264	4,059,331	715,903	4,775,234	11,582,498
<i>Virginia Beach</i>	38,819,376	23,510,084	4,053,028	27,563,112	66,382,488
<i>Williamsburg</i>	3,245,330	1,932,187	349,294	2,281,481	5,526,812
<i>York</i>	6,757,314	4,020,063	693,662	4,713,724	11,471,038
Total	\$ 145,212,261	\$ 85,222,444	\$ 15,411,080	\$ 100,633,524	\$ 245,845,785
Interest	363,855	284,421	391,282	675,703	1,039,558
Total Revenues	\$ 145,576,116	\$ 85,506,865	\$ 15,802,362	\$ 101,309,227	\$ 246,885,343
Construction	(1,087,241)	(448,768)	(23,415)	(472,183)	(1,559,424)
Dept of Tax Admin Fees	(444,356)	(59,131)	-	(59,131)	(503,487)
DMV Admin Fees	(98,695)	-	-	-	(98,695)
Cash Balance	\$ 143,945,823	\$ 84,998,966	\$ 15,778,947	\$ 100,777,913	\$ 244,723,736
Less Balance of Encumbered					(137,104,215)
Net Available Cash					\$ 107,619,521
Forecast	157,892,682	85,242,568	17,736,344	102,978,912	260,871,594
Total Revenue - Forecast (under)/over	(12,316,566)	264,297	(1,933,982)	(1,669,685)	(13,986,251)

Table 1A - State Sales & Use Tax

Hampton Roads Transportation Fund (HRTF)

State Sales & Use Tax

Fiscal Year 2015

Locality	Total YTD FY2014	Previous FY2015	January 2015	Total YTD FY2015	Total
<i>Chesapeake</i>	\$ 19,315,636	\$ 10,935,197	\$ 2,119,595	\$ 13,054,791	\$ 32,370,427
<i>Franklin</i>	846,797	453,218	94,700	547,918	1,394,714
<i>Hampton</i>	7,985,894	4,478,555	904,903	5,383,458	13,369,352
<i>Isle of Wight</i>	1,218,689	674,793	142,870	817,663	2,036,351
<i>James City</i>	5,509,551	3,217,147	653,497	3,870,644	9,380,195
<i>Newport News</i>	11,915,523	6,536,452	1,332,972	7,869,425	19,784,948
<i>Norfolk</i>	16,077,088	9,022,341	1,708,561	10,730,902	26,807,990
<i>Poquoson</i>	245,914	147,446	29,343	176,790	422,703
<i>Portsmouth</i>	3,509,158	1,988,161	361,242	2,349,403	5,858,561
<i>Southampton</i>	289,155	168,559	29,582	198,141	487,296
<i>Suffolk</i>	4,215,063	2,430,730	486,408	2,917,138	7,132,201
<i>Virginia Beach</i>	29,412,313	17,535,300	3,163,687	20,698,987	50,111,300
<i>Williamsburg</i>	2,420,298	1,480,055	282,271	1,762,326	4,182,623
<i>York</i>	4,907,692	2,840,080	539,570	3,379,650	8,287,342
Total	107,868,770	\$ 61,908,034	\$ 11,849,200	\$ 73,757,234	\$ 181,626,004
Base Forecast	108,971,040	61,855,985	13,662,038	75,518,023	184,489,063
Diff(under)/over	(1,102,270)	52,049	(1,812,838)	(1,760,789)	(2,863,059)

Table 1B - Local Fuels Tax

Hampton Roads Transportation Fund (HRTF)
Local Fuels Tax
Fiscal Year 2015

Locality	Total YTD FY2014	Previous FY2015	January 2015	Total YTD FY2015	Total
<i>Chesapeake</i>	\$ 7,069,197	\$ 4,432,863	\$ 752,071	\$ 5,184,934	\$ 12,254,131
<i>Franklin</i>	454,806	334,488	40,075	374,563	829,369
<i>Hampton</i>	2,777,086	1,808,052	318,013	2,126,066	4,903,152
<i>Isle of Wight</i>	1,273,638	815,207	100,572	915,779	2,189,417
<i>James City</i>	960,493	498,227	80,743	578,969	1,539,463
<i>Newport News</i>	3,631,692	2,246,984	338,018	2,585,002	6,216,694
<i>Norfolk</i>	4,248,256	2,551,669	389,165	2,940,834	7,189,090
<i>Poquoson</i>	129,316	82,735	21,170	103,905	233,221
<i>Portsmouth</i>	1,684,979	1,003,912	136,059	1,139,971	2,824,949
<i>Southampton</i>	440,110	304,773	46,043	350,816	790,926
<i>Suffolk</i>	2,592,201	1,628,602	229,495	1,858,096	4,450,298
<i>Virginia Beach</i>	9,407,063	5,974,785	889,341	6,864,125	16,271,188
<i>Williamsburg</i>	825,033	452,132	67,023	519,155	1,344,188
<i>York</i>	1,849,622	1,179,982	154,092	1,334,074	3,183,696
Total	37,343,491	\$ 23,314,411	\$ 3,561,879	\$ 26,876,290	\$ 64,219,781
Base Forecast	48,700,001	23,386,583	3,691,063	27,077,646	75,777,647
Diff(under)/over	(11,356,510)	(72,172)	(129,184)	(201,356)	(11,557,866)

Table 2A - Dept of Tax Administrative Fee

Hampton Roads Transportation Fund (HRTF)

Administrative Fee

Fiscal Year 2015

Locality	Total YTD FY2014	Previous FY2015	January 2015	Total YTD FY2015	Total
<i>Chesapeake</i>	79,134	\$ 10,468	\$ -	\$ 10,468	\$ 89,602
<i>Franklin</i>	3,411	437	-	437	3,848
<i>Hampton</i>	32,695	4,321	-	4,321	37,016
<i>Isle of Wight</i>	5,152	622	-	622	5,774
<i>James City</i>	24,315	3,074	-	3,074	27,388
<i>Newport News</i>	48,897	6,185	-	6,185	55,082
<i>Norfolk</i>	66,002	8,639	-	8,639	74,641
<i>Poquoson</i>	989	141	-	141	1,130
<i>Portsmouth</i>	14,012	1,896	-	1,896	15,908
<i>Southampton</i>	1,215	160	-	160	1,375
<i>Suffolk</i>	17,148	2,324	-	2,324	19,472
<i>Virginia Beach</i>	121,231	16,714	-	16,714	137,945
<i>Williamsburg</i>	10,083	1,433	-	1,433	11,516
<i>York</i>	20,071	2,719	-	2,719	22,790
Total	444,356	\$ 59,131	\$ -	\$ 59,131	\$ 503,487
% of Sales & Use Tax Revenue	0.41%	0.10%	0.00%	0.08%	0.28%

Table 2B - DMV Administrative Fee

Hampton Roads Transportation Fund (HRTF)

Administrative Fee

Fiscal Year 2015

Locality	Total YTD FY2014	Previous FY2015	January 2015	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	98,695	\$ -	\$ -	\$ -	\$ 98,695
% of Fuel Tax Revenues	0.26%	0.00%	0.00%	0.00%	0.15%

Table 3 - Allocations

Hampton Roads Transportation Fund (HRTF)
Allocations
Fiscal Year 2015

Project	Total YTD FY2014	Previous FY2015	January 2015	Total YTD FY2015	Total
<i>I-64 Peninsula Segment 1</i>	\$ 44,000,000	\$ -	-	-	44,000,000
<i>I-64/264 Interchange Improvements</i>		-	54,592,576	54,592,576	54,592,576
<i>(PE/ROW Acquistion)</i>		-	15,071,063	15,071,063	15,071,063
<i>Third Crossing (Environmental SEIS)</i>		-	5,000,000	5,000,000	5,000,000
<i>I-64 Southside/High-Rise Bridge (PE)</i>		-	20,000,000	20,000,000	20,000,000
		-	-	-	-
		-	-	-	-
		-	-	-	-
Total	\$ 44,000,000	\$ -	94,663,639	94,663,639	138,663,639

Table 4 - Expenditures

Hampton Roads Transportation Fund (HRTF)

Expenditures

Fiscal Year 2015



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House Bill 2 Update

Nick Donohue
Deputy Secretary of Transportation
February 17, 2015



House Bill 2 Update

- **February CTB – Recommended draft measures**
- **Late February/Early March –Meetings in each district over next 3 weeks**
- **March CTB – Draft process presented to Board**
- **March/April – Public Comment on draft process**
- **May CTB – Revised process presented**
- **June CTB – Final process considered by Board**

House Bill 2 Factors

- Law requires the following:
 - Quantifiable and objective measures
 - Analysis of a project's benefits relative to its cost – essentially a benefit-cost analysis using the HB2 factors
 - Board to consider all modes of transportation

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House Bill 2 Factors

- Factors required by law are:
 - Congestion mitigation
 - Economic development
 - Accessibility
 - Safety
 - Environmental quality
 - Regional transportation and land use (areas over 200K)

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Guiding Principles for Measures

- **Analyze what matters to people and has a meaningful impact**
- **Ensure fair and accurate benefit-cost analysis**
- **Transparent and understandable**
- **Must work for both urban and rural areas**
- **Must work for all modes of transportation**
- **Minimize overlap in measures**

Process Used to Develop Measures

- **Researched best practices from other state DOTs and MPOs**
- **Established sub-work group focused on measures**
- **Held peer exchange workshop**
- **Surveyed stakeholders**
- **Held outreach meetings with key stakeholders**
- **Additional outreach over coming months**

Measure Characteristics

- **Weight of measure in the factor (%)**
- **What (unit of measurement)**
- **When (time period of analysis – existing, 2025)**
- **Where (facility, corridor, region)**
- **How (model, manual calculation, GIS tools, information from project sponsor, other)**
- **How can a project impact the outcome of a measure**

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Safety Factor

- **Recommend two measures**
 - **50% of score - Reduction in the number of fatalities and severe injuries**
 - **50% of score - Reduction in the rate of fatalities and severe injuries per 100 million vehicle miles traveled**

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Reduction in Number of Fatalities and Severe Injuries

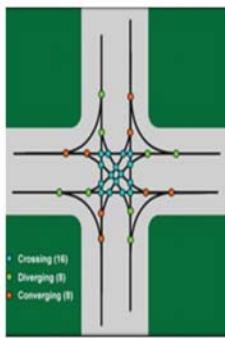
- **What** - Measure the expected change of fatalities and severe injuries due to project
- **When** - Analyze change from existing conditions
- **Where** - Expected change would be analyzed along a specific facility
- **How** - FHWA and state crash modification factors will be used to determine the expected change due to project
- **Impact** – A number of treatments such as medians, turn lanes, sidewalks, roundabouts, and other improvements

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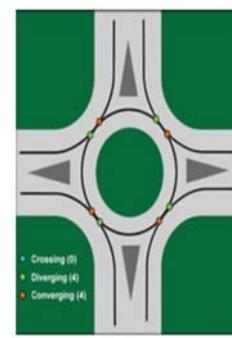
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Example 1 - Urban Two Way Stop to Roundabout Control (0.2 mi)

Before



After



Expected reduction in fatalities and severe injuries of 78% based on FHWA crash modification factors



Credit: FHWA

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Example 2 - Urban Corridor Adaptive Traffic Signal Control at Eight Intersections (2.5 mi)



Credit: Charlottesville Stock Photography

Expected reduction in fatalities and severe injuries of 8% based on FHWA crash modification factors

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Reduction in the rate of fatalities and severe injuries per 100M VMT

- **What** – Measure the expected change in the rate of fatalities and severe injuries per 100 million vehicle miles traveled due to project
- **When** – Analyze change from existing conditions
- **Where** – Facility level analysis
- **How** – FHWA and state crash modification factors will be used to determine the expected change due to project
- **Impact** – A number of treatments such as medians, turn lanes, sidewalks, roundabouts

Congestion Factor

- **Recommend two measures**
 - 50% of score - decrease in the person hours of delay in the corridor
 - 50% of score - increase in peak-period person throughput in the corridor

Person Hours of Delay

- **What** – Decrease in the number of person hours of delay in the corridor based on level of service E
- **When** – Analyze change between build and no-build in 2025
- **Where** – Corridor level analysis
- **How** – Highway capacity manual and regional models will be used to determine expected changes
- **Impact** – Capacity expansion, operational improvements, transit service, intersection improvements, and other improvements

Peak Period Person Throughput in Corridor

- **What** – Increase in the number of people expected to move through the corridor during the peak period
- **When** – Analyze change between build and no-build in 2025
- **Where** – Corridor level analysis – facility and related parallel facilities
- **How** – Regional models and statewide planning system would be used to determine expected change
- **Impact** – Capacity expansion, operational improvements, transit service, intersection improvements, and other improvements

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I-66 Inside the Beltway Study - Peak Period Person Throughput

MOE	CLRP+	Option A	Option B1	Option B2	Option C1
<i>Daily Person Throughput</i>					
Beltway					
Rail	31,058	31,026	30,640	31,161	28,688
Bus	6,050	6,073	5,908	6,056	10,087
Auto	288,446	292,788	296,401	303,269	259,807
West of Glebe					
Rail	100,559	100,528	100,004	101,809	98,287
Bus	9,807	9,830	9,275	9,653	15,332
Auto	369,249	387,380	404,339	380,675	331,465
Clarendon					
Rail	127,713	127,673	126,815	129,300	124,151
Bus	14,498	14,525	14,182	14,150	19,566
Auto	392,804	405,358	428,921	391,373	354,490
Potomac River					
Rail	161,419	161,386	160,964	160,333	158,976
Bus	11,580	11,605	11,497	11,385	16,890
Auto	346,938	346,509	356,630	347,738	302,939

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Congestion Factor



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Accessibility Factor

- **Recommend three measures**
 - **60% of score - Increase in the cumulative access to jobs accessible within 45 minutes in a region**
 - **20% of score - Increase in the cumulative access to essential destinations accessible within 30 minutes in a region**
 - **20% of score - Increase in the access to travel options in a corridor**

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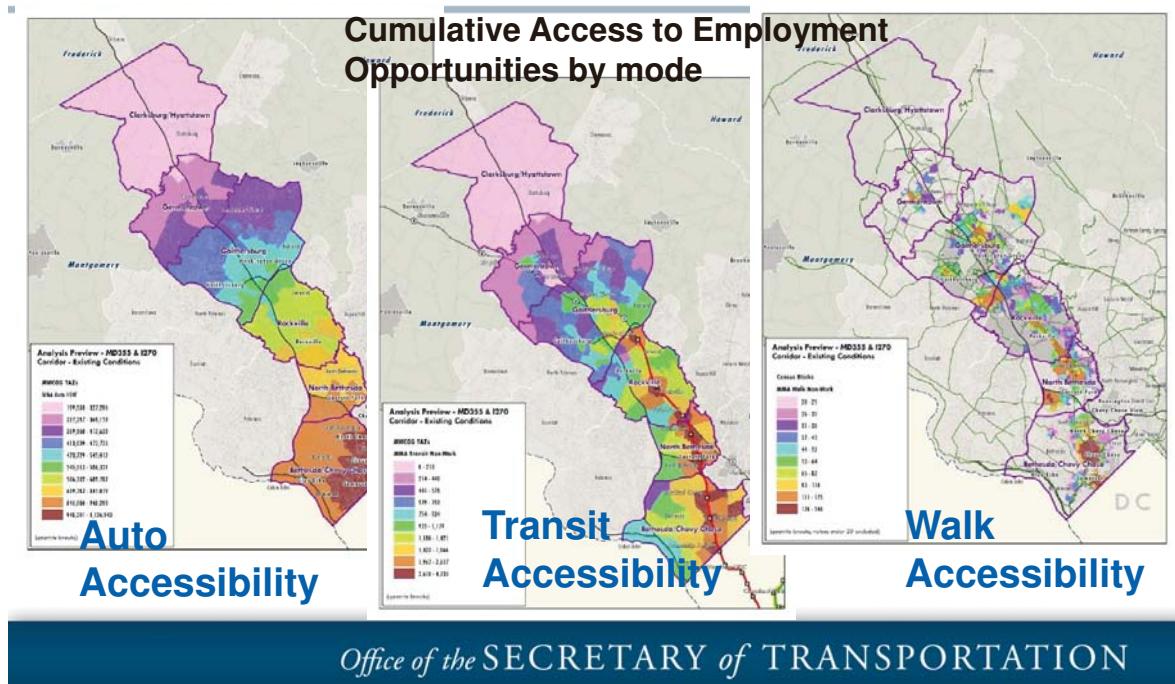
Increase Access to Jobs

- **What** – Increase in the cumulative access to jobs that can be reached within 45 minutes in a region
- **When** – Analyze change between build and no-build in 2025
- **Where** – Regional level of analysis – aggregated from “zone” level information
- **How** – GIS tool developed by consultant with information from regional models and statewide planning system would analyze impact of projects
- **Impact** – Increase travel speeds and/or reduce distance between home and work

Increase in Access to Essential Destinations

- **What** – Increase in the cumulative access to essential destinations that can be reached within 30 minutes in a region
 - Education, health care and recreational facilities
- **When** – Analyze change between build and no-build in 2025
- **Where** – Regional level analysis
- **How** – GIS tool with information from regional models and statewide planning system
- **Impact** – Increase travel speeds and/or reduce distance between home and essential destinations

Example: Accessibility by Mode for Rockville Pike in Maryland



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Increase Access to Travel Options

- **What** – Degree to which project includes components to improve travel options
- **When** – Change compared to existing conditions
- **Where** – Corridor level analysis
- **How** – Project sponsors would include information to support award of points
 - GIS tools, regional models, the statewide planning system, and other tools may be used to verify sponsor information

Increase Access to Travel Options

- Project receives points based on whether it:
 - Provides connections between modes of transportation
 - Accommodates other modes of transportation'
 - Provides real-time traveler information regarding use of alternatives routes or other modes of transportation
 - Enhances transportation demand management options
- Project points will be scaled based on the projected number of users

Environmental Factor

- Focus on social and natural factors
- Four recommended measures
 - 50% of score – Degree to which a project is likely to improve air quality and reduce greenhouse gas emissions
 - 40% of score – Change in number of jobs accessible within 45 minutes for disadvantaged populations
 - 10% of score – Change in the number of essential destinations accessible within 30 minutes for disadvantaged populations

Air Quality and Greenhouse Gas Emissions

- **What** – Degree to which a project includes components that reduces emissions of PM, NOX, CO and CO2
- **When** – Change compared to existing conditions
- **Where** – Corridor level analysis
- **How** – Project sponsors would include information to support award of points
 - Regional models, the statewide planning system, and other tools may be used to verify sponsor information

Air Quality and Greenhouse Gas Emissions

- Project receives points based on whether it:
 - Increases rail transit and/or passenger rail use
 - Encourages more pedestrian and/or bicycle activity
 - Encourages ridesharing and bus transit
 - Reduces delay at bottlenecks with above average truck traffic
 - Encourages shift of goods movement to rail from truck
- Project points will be scaled based on the number of users

Non-Auto Access to Jobs for Disadvantaged Populations

- **What** – Increase in the cumulative access to jobs that can be reached by disadvantaged populations within 45 minutes in a region
- **When** – Analyze change between build and no-build in 2025
- **Where** – Regional level analysis – aggregated from “zone” level information
- **How** – GIS tool with information from regional models and statewide planning system
- **Impact** – Increase travel speeds and/or reduce distance between home and work

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Non-Auto Access to Essential Destinations for Disadvantaged Populations

- **What** – Increase in the cumulative access to essential destinations that can be reached by disadvantaged populations within 30 minutes in a region
- **When** – Analyze change between build and no-build in 2025
- **Where** – Regional level analysis
- **How** – GIS tool with information from regional models and statewide planning system
- **Impact** – Increase travel speeds and/or reduce distance between home and essential destinations

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Economic Development Factor

- **Recommend two measures**
 - 70% based on support for new economic activity within project area
 - 30% based on freight efficiency and intermodal access
- **First measures focus on new growth**
- **Second measures supports maintaining and enhancing existing economic growth**

Support for New Economic Activity

- **What** – Degree to which project supports local economic development strategies and projects
- **When** – Changes compared to existing conditions
- **Where** – Corridor level analysis
- **How** – Project sponsor would provide information regarding steps taken toward specific economic development actions
 - Documentation would be required to verify information provided by sponsor

Support for New Economic Activity

- Project receives points based on whether it:
 - VEDP enterprise zones
 - PDC has passed resolution demonstrating that project supports adopted Comprehensive Economic Development Strategy
 - Whether development plans have been submitted for review
 - Whether development plans have been approved
 - Whether utilities have been extended/are in place/are programmed for development
- Project points would be scaled using a criteria to be determined – square footage, value, etc

Freight Efficiency and Intermodal Access

- **What** – Degree to which project improves freight efficiency and intermodal access
- **When** – Changes compared to existing conditions
- **Where** – Facility level analysis
- **How** – Variable – sponsor provided information and GIS verification

Freight Reliability and Intermodal Access

- Project receives points based on:
 - Degree to which it enhances access to existing/planned distribution/intermodal/manufacturing facilities
 - Degree to which it improves a primary truck freight route designated in the “National Network”
 - Degree to which it enhances access or reduces congestion at or adjacent to a Virginia port or air carrier airport
- Project points are scaled based on tonnage and value of freight impacted

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Land Use Coordination Factor

- Required in areas over 200,000
 - NoVA, Hampton Roads, Richmond, Fredericksburg, Roanoke-Salem
- Links to HB3202 (2007) transportation-land use regional performance measures in Code:
 - Job-to-housing balance
 - Job and housing access to transit and pedestrian facilities
 - Transit and HOV usage
 - Per capita vehicle miles traveled

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Land Use Coordination Factor

- **Recommend two measures**
 - 50% of score – Degree to which project will support transportation efficient land use patterns and local policies
 - 50% of score – Degree to which the regionally adopted long-range transportation plan reduces or minimizes growth in per capita vehicle miles traveled

Transportation Efficient Land Use Plans and Policies

- **What** – Degree to which project supports local plans and policies on transportation efficient land use
- **When** – Compared to existing conditions
- **Where** – Regional or corridor level of analysis
- **How** – Project sponsor would provide information regarding project's impact on local plans and policies
 - Documentation would be required to verify information provided by sponsor

Transportation Efficient Land Use Plans and Policies

- Project receives points based on whether it:
 - Promotes walkable, mixed-use development
 - Promotes in-fill development
 - Supports development that will improve job-to-housing balance
 - Promotes locally designated urban development areas
 - Supports VDOT access management policies, where applicable
- Points would not be scaled

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Decreased per capita VMT in Regional Plans

- **What** – Degree to which the adopted constrained long-range plan is projected to reduce or minimize growth in per capita vehicle miles traveled
- **When** – Year of analysis would vary from region to region based on most recently adopted plan
- **Where** – Regional level analysis
 - VMT attributable to pass-through trips would be excluded
- **How** – Regional model would analyze projects and land use patterns to determine projected change in per capita vehicle miles traveled

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Next Steps

- Stakeholder outreach meetings being held in each district for feedback on draft measures
- Key issues for discussion with stakeholders
 - Do the proposed measures work for projects in your region?
 - How much should a measure be weighted in a factor areas?
 - Of the proposed weighting frameworks, does one work for your region? Why? Why not?
 - Are there measures that you believe should be re-considered?

March CTB Meeting

- Staff will provide a draft process for public comment, including:
 - Timeline for implementation
 - Application process, including information needed from sponsors
 - Weighting frameworks
 - Measures and how they will be calculated
- Public comment will be solicited at the spring Six-Year Improvement Program meetings