

**MINUTES
OF
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD**

Central Office Auditorium
1221 East Broad Street
Richmond, Virginia

February 17, 2005
9:00 a.m.

The meeting of the Commonwealth Transportation Board was held in the Central Auditorium of the Department of Transportation in Richmond, Virginia on February 17, 2005. The Chairman, Whittington W. Clement presided and called the meeting to order at 9:04 a.m.

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Present: Messrs. Bailey, Bowie, Davies, Keen, Lester, Martin, McCarthy, Mitchel, Stone, White and Ms. Connally, Ms. Dragas and Ms. Hanley; Vice Chairman Shucet, Ms. Rae, ex officio, Director of the Department of Rail and Public Transportation.

Absent: Mr. Watson

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Public Comment Period:

Mr. Bob Chase of the Northern Virginia Transportation Alliance, spoke regarding the Western Transportation Corridor. Mr. Chase urged the Commonwealth Transportation Board to direct VDOT to complete the final EIS on Western Transportation Corridor.

Mr. Chase then commented on the Dulles Toll Road Resolution before the Commonwealth Transportation Board. Mr. Chase indicated that his association had always been a proponent for public transportation, but that his association did not feel this resolution was presented to the public in a timely manner. Mr. Chase feels that there should be at least a thirty day public comment period and urged the Board to consider that before voting on the resolution currently before them.

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Approval of Minutes of Prior Meeting:

Action on Approval of the Minutes of the Meeting of January 20, 2005. Copy of approved minutes on file with the Virginia Department of Transportation (VDOT) Commissioner's Office and posted on the VDOT Internet website: www.virginiadot.org and the Virginia Regulatory Town Hall.

Moved by Mr. Bowie, seconded by Ms. Connally, with Mr. Mitchel, and Ms. Dragas abstaining due to their absence from the January 2005 meeting. Motion Carried, Minutes approved

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RIGHT OF WAY AND UTILITIES DIVISION:

Agenda Item 1: Action (by single motion) on Abandonments and Discontinuances, changes in the Primary System due to Relocation and Construction, specifically (A) Route 250- Augusta County, Project No.: 596-D2; (B) Routes 3 and 607 - Stafford County, Project Nos.: 0003-089-102 7 0607-089-122; (C) Route 691 - Shenandoah County; Project No.: 0691-085-243, C-501; (D) Route 264, formerly Route 44, - City of Virginia Beach Project No.: 0044-134-104, RW-202; (E) Route 64 - Henrico County Project No.: 0064-043-001, RW-201; (F) Route 64, Cox Road - Henrico County, Project No.: 0064-043-001, RW-201. Referenced by attachment of Resolution and Decision Brief.

Moved by Mr. McCarthy, seconded by Mr. White. Motion carried, resolutions approved.

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LOCAL ASSISTANCE DIVISION:

Agenda Item 2: Action on Revenue Sharing Re-Allocation from the County Primary and Secondary Road Fund, specifically Spotsylvania County, Reallocation of funds from Fiscal Years, 1999-00, 2000-01, 2001-02, Original Project No.: 0673-088-254, C501 (UPC 00017931), New Project No.: 0674-088-XXX, C501 (UPC 75918). Referenced by attachment of Resolution and Decision Brief

Moved by Mr. Bowie, seconded by Ms. Connally. Motion carried, resolution approved.

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Agenda Item 3: Action on Industrial Access Projects specifically, Route 645 Greenville County. Toll Integrated Systems is a national developer of luxury homes. It currently produces components of these homes at a facility in Emporia and ships them to construction sites. The company purchased approximately 30 acres within the Greenville County Industrial Park.

Route 645, which serves other parcels within the industrial park, was constructed as an industrial access project in 1997. It does not extend to the Toll Integrated Systems property. The new industrial facility, will serve as the company's mid-Atlantic regional distribution center for windows, doors and interior trim. The Department of Business Assistance has determined that this is an eligible industry and recommended the use of Industrial Access Funds. As part of an overall expansion, Toll Integrated Systems will add 55 new employees and invest approximately \$4 million at the Greenville County site. The County will administer project design and construction of the proposed access road. Referenced by attachment of Resolution, Decision Brief and Map.

Moved by Mr. Lester, seconded by Ms. Dragas, with Mr. Mitchel abstaining due to a prior business relationship with the developer approximately five years ago. Motion carried, resolutions approved.

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Agenda Item 4: Action on Airport Access Project specifically, Essex County Tappahannock Essex County Airport Access Road Project Length: 0.28 mile, Pavement Width: 22 feet, R/W Width: 60 feet, Estimated Cost: \$720,000, Proposed Allocation: \$450,000 (\$300,000 unmatched, \$150,000 matched), Project 0730-028-175, N501. Referenced by attachment of Resolution, Decision Brief and Map

Moved by Ms. Bailey, seconded by Mr. Davies. Motion carried, resolution approved.

Prior to approval Dr. Stone asked if VDOT contributed to maintenance on airport access routes. Mr. Estes responded that any project VDOT built must be incorporated into the Secondary system, which would make VDOT responsible for maintenance cost. Dr. Stone then asked if that meant there was always a trailing cost, Mr. Estes responded yes

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Agenda Item 5: Action on Enhancement Grant Project Cancellation specifically, the Richmond District - Richmond International Airport Aviation Museum Access Road Improvements Project .The Richmond International Airport Aviation Museum Access Road Improvements Project as managed by the Capital Region Airport Commission (CRAC) failed to initiate project development within the four-year timeframe as recommended for Enhancement Program projects. In response to VDOT's letter dated February 11, 2004 the Capital Region Airport Commission requested that an extension of time be granted in order to expend the Transportation Enhancement Program funds. The original project scope was for construction of a cart path with a small amount of landscaping. CRAC has also requested that the scope of work be revised for landscaping improvements only. The Commonwealth Transportation Board member for the Richmond District has considered this request and determined that the request

should be denied, the project cancelled, and the CRAC should submit a new application for future consideration. Referenced by attachment of Resolution and Decision Brief.

Moved by Mr. McCarthy, seconded by Ms. Connally. Motion carried, resolution approved.

Prior to approval Mr. Mitchel asked if VDOT had other projects in the state that have similar aspects as this one, which should also be cancelled. Mr. Estes indicated yes and that last fall his division started to issue letters to the affected projects informing them of the need to move forward to risk the loss of funding. Mr. Estes further indicated that he intends to more aggressively pursue these projects. Mr. Mitchel asked if the problem was that the locality could not match the funds to complete the project. Mr. Estes indicated that for most of the projects the locality could not make a decision on how they wanted to proceed.

Ms. Hanley asked if there was a four year time frame regarding completion of these projects, Mr. Estes indicated yes. Ms. Hanley then asked if there is a Federal time limit requirement, Mr. Estes did not know, but did say that the Federal Government monitor's VDOT's progress closely. Ms. Hanley asked if the money would go back to the Federal Government or the state. Mr. Estes said the Federal Government did not take the money back; specifically in this case the money goes back towards the Richmond District as outlined in the resolution.

Mr. McCarthy indicated VDOT was criticized unfairly for not spending T-21 money. When in fact VDOT had allocated the money, but a lot of projects never really got going. VDOT has since agreed in the past two or three years, to start cleaning up those projects were no work has been done

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CHIEF ENGINEER'S DIRECTORATE:

Agenda Item 6: Action on the Hampton Roads Third Crossing PPTA. The purpose of these proposals is to improve accessibility, mobility, and goods movement in the Hampton Roads metropolitan area to help relieve the congestion that occurs at the existing I-64 Hampton Roads Bridge Tunnel. The alternative, candidate build alternative 9 selected by the Commonwealth Transportation Board, is divided into five segments, each aiding in the reduction of regional traffic congestion. The project is envisioned to carry cars, light and heavy passenger rail across Hampton Roads, thereby relieving congestion while improving accessibility, mobility and goods movement in the region. Another important benefit is that by carrying rail across Hampton Roads, Southside Virginia is directly connected to the High-speed Rail Corridor via Newport News to Richmond to Washington, D. C. The Hampton Roads Third Crossing is identified by the MPO as one of the six projects critical to the region for economic vitality, but due to financial constraints the Hampton Roads 2026 Regional Transportation Plan only includes Segment 1 of the project and does not contain any funding sources outside of toll revenues. Referenced by attachment of Resolution and Decision Brief

Moved by Mr. Bowie, seconded by Mr. Lester. Motion carried, resolution approved.

Prior to approval Dr. Stone urged the Commissioner to bring the project back to the Board before making any final decisions if the Board approved the resolution before it.

Mr. Shucet indicated his advisory panel would do that.

Mr. Mitchel agreed with Mr. Lester's earlier comments at the workshop that VDOT should get a read from the legislature, as this proposal would require General Assembly action regarding tolls.

Mr. Shucet agreed with Mr. Mitchel, but pointed out the financial risk of moving forward remains on the shoulders of the private partners at this time.

Ms. Dragas asked how money that VDOT might invest in the project would be identified to the Board.

Mr. Shucet indicated VDOT allocated some money to study the proposal and it is properly identified as such.

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Agenda Item 7: Action on Dulles Toll Road Increase. Referenced by attachment of Resolution, Decision Brief and Map.

Moved by Dr. Stone, seconded by Mr. Bowie. Motion carried, resolution approved.

Prior to approval Ms. Hanley spoke in favor of the motion before the Board. For the record she addressed why the choice of Alternative 1 and why the CTB is asking for this decision today. The answer is to put financing in place for the Dulles Rail Project and this alternative does that as well as making it easier to finance Phase II of the project. Ms. Hanley indicated this is not a surprise in the corridor; there have been lots of public hearings. It is necessary to get the financing in place so the federal portion can move forward. There is some time sensitivity here.

Mr. Mitchel, spoke that he has always been in favor of the project but had concerns over the timetable of informing the project. Mr. Mitchel indicated that the CTB should look at a policy to inform the public on toll changes in the future which should be a minimum of 30 days. Mr. Mitchel mentioned Alternative 2 – but stated that from an economic standpoint, it would just overwhelm the capacity of the outside roads.

Mr. Mitchel then indicated he would like to discuss Alternative 6. Mr. Mitchel asked how the FastPass system and discounting FastPass would work in Alternative 6.

Ms. Reese reviewed the different rates and alternatives. Ms. Reese then indicated that the issue would be the lost of \$44 – 50 million dollars by 2015 for Phase II of the project. The question then becomes is that a strong enough commitment to construct the Phase II of the project. Because of this VDOT does not recommend Alternative 6.

Mr. Mitchel stated that the bonds on existing toll roads end is 2016, right now we are using 85% of the surplus to finance the transit already.

Ms. Reese agreed.

Mr. Mitchel used the map present at the meeting to display the different alternative routes. However, the broader issue is that of cash flow. Mr. Mitchel asked if using the FastPass System alternative was allowed to be discounted as assumed in Alternative 6. The answer was that it is doubtful but it would be looked into.

Ms. Connally stated her concern about Alternative 6 is that there may be a significant cost to occasional or low-income users to go from \$.60 to 1.00 is a big jump for some users.

Ms. Reese indicated that while electronic toll collection may look cheaper, there are other costs.

Ms. Hanley indicated the disadvantage of Alternative 6, is that there is a cash flow problem.

Ms. Reese indicated it was a significant difference amounting to about 20%.

Mr. Mitchel asked what the upfront shortfall of picking Alternative 6 would be on an annual basis.

Ms. Reese indicated that based on Alternative 6, in 2010, 2011, and 2012, there could be a shortfall of 7 millions dollars a year when compared to Alternative 1.

Ms. Hanley made a follow up motion that the CTB ask VDOT to investigate and report to the CTB opportunities of additional tollbooths at Route 123 and the Westbound lanes where there are none. Also, to improve the use of E-ZPass at the Main Toll Plaza so that there is always an E-ZPass opportunity to the right and adjust the ramp booths so that during rush hours there is an E-ZPass/Exact Change Only Lane at all times.

Moved by Ms. Hanley, seconded by Ms. Connally. Motion carried, resolution approved.

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SCHEDULING & CONTRACT DIVISION:

Agenda Item 8: Action (on all pages except page 12, Superior Paving) on Bids for Interstate, Primary, Secondary, Urban and Miscellaneous Projects Received in January 2005, for projects in excess of \$2 million for award and authorized execution of contracts by the Commissioner, or Chief Engineer, and for deferral, rejection, rescindment and authorized readvertisement, as indicated. Referenced by attachment of Bid Results Report.

Moved by Mr. White, seconded by Mr. Martin. Motion carried, report approved.

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NEW BUSINESS

None

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ADJOURNMENT

The meeting adjourned at 10:45. The next workshop and meeting will be held on Thursday, March 17, 2005, beginning at 9:00 a.m. in the VDOT Central Auditorium, 1221 East Broad Street, Richmond, VA

Approved:

Chairman

Attested:

Secretary