



# City of Hampton

22 Lincoln Street  
Hampton, VA 23669  
www.hampton.gov

## Council Approved Minutes - Final City Council Work Session

*Mayor Donnie R. Tuck*  
*Vice Mayor Linda D. Curtis*  
*Councilmember Jimmy Gray*  
*Councilmember W.H. "Billy" Hobbs*  
*Councilmember Will Moffett*  
*Councilmember Teresa V. Schmidt*  
*Councilmember Chris Snead*

*STAFF: Mary Bunting, City Manager*  
*Vanessa T. Valldejuli, City Attorney*  
*Katherine K. Glass, CMC, Clerk of Council*

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**Wednesday, August 10, 2016**

**1:00 PM**

**Council Chambers**

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### CALL TO ORDER

Mayor Tuck called the meeting to order at 1:09 p.m. All members of the City Council were present except for Councilwoman Snead who was not present due to a previously scheduled commitment.

**Present** 6 - Vice Mayor Linda D. Curtis, Councilmember Jimmy Gray, Councilmember Billy Hobbs, Councilmember Will Moffett, Councilmember Teresa V. Schmidt, and Mayor Donnie R. Tuck

**Excused** 1 - Councilmember Chris Snead

### DONNIE R. TUCK PRESIDED

### AGENDA

1. [16-0264](#) Hampton Roads Crossing Study (HRCS) Draft SEIS Update and Hampton Roads Transportation Accountability Commission (HRTAC) Update

**Attachments:** [HRTPO Presentation](#)  
[VDOT Presentation](#)  
[HRTAC Presentation](#)

City Manager Mary Bunting stated that since the summer of 2015, the Virginia Department of Transportation (VDOT) has been the leading the Hampton Roads Crossing Study (HRCS) Supplemental Environmental Impact Statement (SEIS) update. The draft study is now out for public comment. She introduced Mr. Scott

Smizik, VDOT Project Manager, Mr. Bob Crum, Hampton Roads Transportation Planning Organization (HRTPO) and Hampton Roads Planning District Commission (HRPDC) Executive Director, and Mr. Kevin Page, Hampton Roads Transportation Accountability Commission (HRTAC) Executive Director, who would each be leading portions of the presentation.

Mr. Smizik provided a presentation on the HRCS draft SEIS and ongoing public involvement opportunities. He noted that there are four build-alternatives that are available for analysis, describing each in detail.

Mr. Smizik noted that there is an option for any of the alternatives called the 3-4-3 option. There would be three lanes landside on each side of the bridge, opening to four lanes over the water for additional capacity. This is not applied specifically to any alternative, but is introduced in the document as an option that could be applied as part of a Preferred Alternative. He noted that the document also provides a summary on how transit could be included on any alternative.

Mr. Smizik indicated that Alternative A is largely confined to existing right-of-ways, so there is no room for an additional transit-only lane as seen in other alternatives. The document provides the maximum bus routes that currently run along Interstate 64 (I-64) over the water, how the expanded capacity could improve travel time for those bus routes, and how the application of a management option, either a High Occupancy Vehicle (HOV) or a High Occupancy Toll (HOT) lane, would allow buses to operate more effectively in those lanes.

Mr. Smizik explained that the colors and numbers shown on the maps in the presentation are engineering sections. In the document, each of those sections is broken down to provide the cost and impact associated with it. Most of the sections form operationally independent sections, or separate projects. While there will be a single Preferred Alternative identified from the study, most of the alternatives can be broken down into individual projects to be implemented on their own with individual records of decision from the Federal Highway Administration (FHWA) and individual permits from regulatory partners.

Mr. Smizik stated that Alternative B is consistent with the original study in 2001 and the inclusion of Route 164 (164) in this alternative is based on public comment received during the initial citizen information meetings last summer.

Mr. Smizik stated that Alternative C represents the original Preferred Alternative from 2001. This designation has been set aside and all alternatives are being compared equally. He noted that this is the only alternative that includes transit-only lanes. The inclusion of those lanes is not to preclude them from other options that include the

improvement segments, but to provide a comparison of cost, impact, and operation between different alternatives using the operationally independent section strategy. It would be possible for a hybrid alternative to be identified as the Preferred Alternative.

When sharing a summary of the SEIS findings, Mr. Smizik noted that planning level estimates and final wetlands impacts would not be known until reaching the permitting stage. He also noted that the historic and architectural resources is an ongoing process and VDOT would not seek the Virginia Department of Historic Resources' input until a Preferred Alternative has been identified.

Mr. Smizik stated that the Final SEIS documents of the Preferred Alternative would include any additional analyses required and response to substantive comments on the draft SEIS. More detailed design would begin after the First Record of Decision from FHWA.

Mayor Tuck referenced Alternative A, noted that Mr. Smizik has mentioned a 3-4-3 option, and asked if this would create the same bottleneck that exists in other areas where this type of lane formation exists. Mr. Smizik stated that there is a technical report that supports the SEIS and one of the appendices has a memo that contains a high level evaluation of how the 3-4-3 option would operate. To determine how it would function, more detailed level design and traffic analysis would need to be done, but the memo points out some of the issues described by Mayor Tuck.

Mayor Tuck asked why VDOT would create a situation that might result in a problem. Mr. Smizik stated that the 3-4-3 option was a suggested recommendation made during the public comment, and VDOT agreed to see that research through and present high level results for additional public comment.

Councilwoman Schmidt asked why Alternative A suggested a consistent six lanes of traffic with the 3-4-3 option. Mr. Smizik stated that the 3-4-3 has not been applied to any of the alternatives but is a floating option that was analyzed. It can be included on any option.

Councilwoman Schmidt asked if the environmental study had been completed on all the scenarios. Mr. Smizik confirmed that the draft SEIS includes all the completed environmental studies.

Ms. Bunting stated that the next step is for the region to determine what alternative it wants to recommend. The Commonwealth Transportation Board (CTB) would be the final decision maker, and the region has to incorporate whatever decision is made in that process into the region's long range plan.

Mr. Crum provided a presentation on the regional work occurring in relation to the HRCS SEIS. He noted that a large part of this process will be the region coming to a consensus on which alternative will be endorsed by the regional board. While CTB makes the final decision, they will be taking the region's recommendation into consideration.

Mr. Crum noted that this is a supplemental study. A study was completed in 2001, but because the region never had the money to build the recommendations from that study, the Environmental Protection Agency (EPA) ruled that the environmental study was outdated. There is now regional funding that can advance some of the options. Approximately \$4 billion has been set aside to apply to the Preferred Alternative, which will probably not be enough funding.

Mr. Crum noted that the original study looked at an eight lane crossing, but it was found that the impacts on Hampton and Norfolk were significant, including concerns about the Emancipation Tree and a historical cemetery in Hampton, and the Willoughby Spit neighborhood in Norfolk.

Mr. Crum noted that with the population and employment growth expected by 2040, additional congestion will be created in new areas, but will not alleviate the Hampton Roads Bridge Tunnel (HRBT) traffic. It is not a matter of improving HRBT *or* doing something else, but improving HRBT *and* doing something else. The challenge is determining what joins HRBT to best meet the region's needs.

Ms. Bunting stated that Council is not expected to take any action at this time, but it is the intention of all the localities to have a consensus from their bodies prior to HRTPO action in October.

Mr. Page presented on the funding process for this project and others in the regional transportation plan. He noted that all involved groups are dedicated to unlocking the Hampton Roads region to enhance economic vitality and quality of life. This region has the ability to take planning, programming, project development, and actually have funding to move forward, which is not the case in many regions nationally. He stated that HRTAC is a political subdivision of the Commonwealth and has many powers and duties similar to VDOT, without quick-take or condemnation authority.

Mr. Page noted that HRTPO created a project sequencing process to submit projects to HRTAC for project readiness. HRTAC had a list of projects without a priority order, so this new process gives greater confidence to move forward with funding projects.

Mr. Page noted that all cost estimates listed are based on 2016. Construction escalation, bond financing, Hampton Roads Transportation Fund (HRTF) revenues all need to be considered for the future.

Councilwoman Schmidt asked if there was a possibility the Commonwealth could change the tax on the dollar value of gas to a flat fee per gallon in order to keep funding steady. Mr. Page stated that House Bill 2313 rescinded the flat charge proposal. A variable tax was also proposed, where the tax was highest when gas prices were low, and lowest when gas prices were high. There is a need to amass a large amount of funding at the beginning of projects, then move to a steady funding stream. There is hope that the General Assembly will move forward with a concept that will give stability to those revenues, but fossil fuels will not be sustainable as a future revenue source as technology advances. He noted that HRTAC is fortunate that the sales & use tax is the largest part of the revenue.

Mr. Page noted that the region is similar to where the nation was during the Eisenhower Administration. The elected leaders and staff of the FHWA had to make decisions about the development of an interstate highway system. Those decisions were made based on an unknown future, and they were making decisions for millennials. The region is at that crossroads as well.

Mayor Tuck noted that there is a need for roads across the Commonwealth, and it is unfortunate that each locality or region has to fund its roads. This region has funding, and had plans in place, and it is just a matter of moving forward now.

Presented by Scott Smizik, VDOT Locations Studies Project Manager; Bob Crum, Executive Director of Hampton Roads Planning District Commission/Hampton Roads Transportation Planning Organization; and Kevin Page, Executive Director of the Hampton Roads Transportation Accountability Commission.

2. [16-0209](#) Briefing on the Peninsula Corridor Transit Study

**Attachments:** [Presentation](#)

Ms. Bunting introduced Mr. William Harrell, President and CEO of Hampton Roads Transit (HRT), who would be leading a presentation on the Peninsula Corridor Transit Study. This study was initiated by Hampton, Newport News, and HRT to specifically look at alignments, preferred transit technology, potential funding, and an implementation phasing for high capacity transit on the Peninsula.

Mr. Harrell stated HRT's vision is to be the most efficient and customer-driven transit agency in the Commonwealth. He introduced Ms. Samantha Sink, HRT Transit

Development Planner, who will be providing the technical aspects of the study.

Mr. Harrell noted that HRT tried to get State funding to advance the study, but was unsuccessful. They went back to HRTPO and reprioritized to make sure the study is completed.

Mr. Harrell stated that in order for people to use transit, it has to have a benefit. It also has to be equitable and serve all members of the community. There are changes in driving patterns, with millennials being more interested in transit.

While sharing the transit options being considered, Mr. Harrell noted that the linear nature of the Peninsula makes Bus Rapid Transit a very viable option that is less costly in capital outlay and operating expenses, but offers many of the same advantages.

Ms. Sink noted that in order to get Federal funding, a project needs to have a defined purpose and need. She stated that HRT asked questions of the public that they then paired with various data sources to fully define the purpose and need.

Ms. Sink stated that HRT would pursue two avenues for Federal funding: New Starts and Small Starts, part of the Capital Investment Grant Program. The average cost of one of the New Starts projects is \$1 billion, and the program is currently way oversubscribed. HRT is trying to line up its evaluation criteria with that of the Federal government so that when it moves forward, it knows it will be competitive. This avoids wasting millions of dollars funding studies on a project that has no chance of getting built.

Ms. Sink stated that HRT hopes to come before Council next summer for suggested phasing and funding.

Mr. Harrell noted that HRT is working with HRTPO to address strategic issues as they relate to public transportation. He stated that HRT is funded using a cost allocation program, which has been a good instrument to bring different agencies together, but is not a great funding source when envisioning the future. Because of this, HRT is working on an initiative called Connect Hampton Roads, which will request that the Commonwealth dedicate funding sources for public transit for Hampton Roads. This will provide stability and help provide a consistent level of service.

Ms. Bunting thanked Mr. Harrell for the youth initiative that was recently unveiled, allowing young people to ride HRT for free for a period of time to learn about the system and hopefully become permanent riders. Mayor Tuck stated that he believes

young people are conditioned to use transit through school because of school buses, but after that they begin to use personal vehicles and no longer consider transit.

Presented by William E. Harrell, HRT President & CEO and Samantha Sink, HRT Transit Development Planner.

3. [16-0271](#) Resolution Requesting the Virginia Department of Transportation (VDOT) to Program into the 6-Year Improvement Plan to Authorize the City Manager or her Designee to Execute Agreements and Appropriation of Funds for the Following Nine (9) Projects

**Attachments:** [Presentation](#)

Ms. Bunting introduced Mr. Lynn Allsbrook, Public Works Director, who would be providing a presentation on the projects in the VDOT Six Year Improvement Plan that are on the evening agenda for approval by Council. She noted that Mr. Allsbrook has been aggressive in obtaining dwindling VDOT funding for projects.

Mr. Allsbrook noted that these nine projects will not require any matching City funds for completion. He reviewed each of the projects briefly.

Mayor Tuck asked how the retiming of traffic signals is done. Mr. Allsbrook stated that data is collected over a twelve hour period. Those numbers are run through a program to optimize timing, which is then implemented from the traffic control center.

Mayor Tuck stated that certain intersections that seem highly trafficked will have very short green lights. Mr. Allsbrook stated that this is why intersections are retimed. Sometimes, especially near fire stations, calls for service will disrupt traffic lights during their normal cycle. It then takes time to readjust back to the proper cycle, and the service vehicle will be long gone. He stated that sometimes it can be malfunctioning equipment.

Presented by Lynn Allsbrook, Director of Public Works. Action on this item is scheduled on the legislative consent agenda.

## REGIONAL ISSUES

Councilwoman Schmidt stated that during the Virginia Municipal League (VML) Environmental Policy meeting, there was discussion about initiatives to encourage citizens to place water barrels in their yards, reducing the Total Maximum Daily Limit (TMDL). One community takes \$5 off a citizen's sewage and water bill every time they put a rain barrel in. In addition to reducing the TMDL, it helps with flooding

issues, reducing the amount of water from a storm by 50 gallons per barrel. She would like to see what the cost of instituting a program like that in the City would be, noting that there are grants available for citizens who are interested in putting rain barrels in, but cannot afford to install one themselves.

**NEW BUSINESS****CLOSED SESSION**

4. [16-0218](#) Closed session pursuant to Virginia Code Sections 2.2-3711.A.1, .3 and .7 to discuss appointments as listed on the agenda and personnel matters pertaining to city council appointees' roles and expectations, to discuss or consider the acquisition of real property for a public purpose and/or the disposition of public property in the areas of Wythe, the Kecoughtan Road corridor, Willow Oaks and Downtown Hampton, where discussion in an open meeting would adversely affect the bargaining position or negotiating strategy of the city, and to consult with legal counsel employed or retained by the City regarding specific legal matters pertaining to the the Department of Housing and Urban Development and Hampton Redevelopment and Housing Authority requiring the provision of legal advice by such counsel. At 2:23 p.m., a motion was made by Vice Chair Curtis, seconded by Councilmember Hobbs that the closed session be convened. The motion carried by the following vote:

**Aye:** 6 - Vice Mayor Curtis, Councilmember Gray, Councilmember Hobbs, Councilmember Moffett, Councilmember Schmidt and Mayor Tuck

5. [16-0285](#) Consideration of an appointment to Hampton Employees Retirement System Board (HERS)
6. [16-0286](#) Consideration of an appointment to Cultural Alliance of Greater Hampton Roads

**CERTIFICATION**

7. [16-0219](#) Resolution Certifying Closed Session
- A motion was made by Councilmember Moffett, and was seconded by Vice Mayor Curtis, to adopt the resolution. The



motion carried by the following vote:

**Aye:** 6 - Vice Mayor Curtis, Councilmember Gray, Councilmember Hobbs, Councilmember Moffett, Councilmember Schmidt and Mayor Tuck

**ADJOURNMENT**

The meeting adjourned at 6:20 p.m.

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Donnie R. Tuck  
Mayor

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Katherine K. Glass, CMC  
Clerk of Council

Date approved by Council \_\_\_\_\_