



TMTA September 2017 Membership Meeting

September 26, 2017
Town Point Club

Meeting called to order at 6:15pm

Pledge of Allegiance – Marilynn Ryan (MR)

Marilynn opened meeting with some general announcements including TMTA nominations upcoming process. Frank Borum opened nominations to the floor and asked folks to email him recommendations. Marilynn went over the open board positions. Dinner service began.

Meeting resumed and Marilynn introduced Director, John Reinhart from POV to the podium. John introduced our speaker, Virginia's Secretary of Transportation Aubrey Layne.

Mr. Layne discussed transportation in Hampton Roads.

- POV one of the most significant assets the state of VA owns. 8 out of 10 jobs in VA have a direct impact from the Port.
- Dulles Airport is another important gateway to the Commonwealth of VA. The port and Dulles airport are two of the most important gateways that transportation needs to keep in mind when planning projects and approving budgets.
- Leadership at the Port has helped us move the needle on transportation issues in this state.
- Success of the port over the last few years has allowed us to go back to general assembly and get additional revenue to work on infrastructure around the port and make necessary improvements.
- In HR we have some projects that didn't work as planned, such as ERT. Need to be good stewards and it paid off on increases in budgets to work on infrastructure. Regional taxes and tolls have given us funds to work with.
- Expansion of I-64-widening done by 2021
- High rise bridge-reduced cost by not tearing down old bridge. Cut price in half.
- Expansion of the Hampton Roads Bridge Tunnel-reduce congestion, add hot lanes to existing HOV lanes. Not a fixed toll and only for rush hour. Should give us more space in the free lanes.
- Third crossing
- Public/Private partnerships to solve transportation issues in our region.
- Limited resources have consequences. Don't have enough resources for everyone in the state. Have to come up with alternates using current infrastructure to move freight and citizens. We can't add extra roads, we must find ways to use our current roads "smarter". Hot lanes allow us to do that. Planners tell us if we can free up 17% of the lanes we can eliminate congestion in HR. In NOVA the hot lanes have freed up 20% of space.

- \$700M went into the POV. Port now controls its own destiny, no competitor will be purchasing POV, no longer a concern.
- 40% of freight moves by rail. Working to add passenger rail to HR through the 95 Gateway project. Largest grant in country received to assist with this.
- Transportation issues are regional and that's how we are addressing them.
- He is very proud of the transparency in project developments and has worked hard to accomplish that for our citizens. We score each project and put it online for all citizens to see. This was put into VA code to allow future administrations ease and accountability to citizens in transportation matters.

Opened up for questions from the floor.

Marco DiFlorio – Question thoughts on transitioning roadways to accommodate driverless cars/trucks? Trying not to regulate them just yet, until we know more about what regulations we need. Technology is developing rapidly. There are privacy issues, cyber security issues, policy issues to industries, it's a disruptive industry. Hot lanes in NOVA allow driverless vehicles as a test. Biggest element is safety. What is the default, protect the vehicle or protect the crash victim? Who is the software designed to protect? Those questions need addressed before legislation can come.

Frank Borum – How do we move rail without impacting traffic, emergency services, etc.? These longer trains will tie up intersections, etc. CSX and NS will have to work to resolve these issues. CSX in the 95 Corridor (most congested corridor with vehicle and rail “Gateway”) Additional lanes will allow faster trains to bypass the slower trains. Biggest impediment – long bridge – old railroad bridge in DC. Every train in the Commonwealth must go over that bridge and it needs to be expanded at a price tag of about \$1Billion. DC controls river and bridge owned by CSX. Need to find a revenue source to pay for this expansion. 68 Corridor will be developed more for rail and highway needs.

Marilynn Ryan – Expound on that...State of NC and VA are interested in direct rail initiatives from the port to outlying areas such as Suffolk, rather than using trucks to move this freight. AL – Do you mean towards another distribution center? MR – is that correct? AL - that is driven by demand. It will help our port. Key is efficiencies for railroad, they will only participate if there is a benefit for them. Anything we can do to take the trucks and rail congestion out of Hampton Roads is a good thing, including using barges to deliver freight to Richmond. The answer to your question is driven by our rail partners. They need to be as invested in this and we would have to be also in order for it to work. Very interested in doing whatever they can to move freight and reduce congestion where possible. The Rocky Mount distribution center will help the POV even though it is in NC.

Ed O'Callaghan – I have been approached about having conferences here and after discussions ensued we get shot down due to airport constraints. We hear about Dulles, but we don't hear about Norfolk. What can you do in your position to deliver us an airport that meets our needs for growth and expansion? Short term – best we can do is to get better connections out of here. Lot of talk about a mega-regional airport. Where would it go and what infrastructure is needed around it? Feds won't pay for it. We can't afford to get all the infrastructure in place. That leads us to using the assets we have...\$24M to airports. Carriers have all the leverage. They divide the state up into NE VA, SE VA and SW VA. Our airport competes with NN Airport for carriers. Allegiant is one of the airlines that goes where the guarantee is. It's in Norfolk now, but as soon as the incentives stop, it will move elsewhere. That is the game the carriers can play around the state. Only way to combat that is for airports to work together to leverage their power to

negotiate with carriers. NOVA is doing it because both airports are run by same company. The only way to win this game is for NN and Norfolk to work together in allocating slots for airlines. That is a parochial issue that likely won't be resolved. Each city believes that is their key to economic development. Both airports will not last to the future, eventually one will close. Maybe it's time for HR Aviation Commission to be looking at forcing our airports to work together. EOC we continue to give incentives to distribution centers and manufacturing, but we will never get these companies until we solve this issue with the airports. State doesn't give incentives for anything but air service coming to VA. We don't give incentives to come to one airport. We did put an investment into Dulles because we were going to lose a hub, costing us service to Norfolk, Richmond and other areas.

Art Moye – “Secretary - Thank you for your hard work, thank you for those transportation accomplishments in our region and more importantly thanks for being a Secretary of Transportation that we can trust.”

Meeting adjourned at 8:00pm after the 50/50 raffle.