

MINUTES
JAMES CITY COUNTY BOARD OF SUPERVISORS
WORK SESSION
County Government Center Board Room
101 Mounts Bay Road, Williamsburg, VA 23185
June 27, 2017
4:00 PM

ADOPTED

SEP 12 2017

A. CALL TO ORDER

Board of Supervisors
James City County, VA

B. ROLL CALL

Ruth M. Larson, Vice Chairman, Berkeley District
Michael J. Hipple, Powhatan District
P. Sue Sadler, Stonehouse District
John J. McGlennon, Roberts District
Kevin D. Onizuk, Chairman, Jamestown District – Absent

Jason Purse, Assistant County Administrator

C. BOARD DISCUSSIONS

1. Transportation Update

Mr. Robert Crum, Executive Director of the Hampton Roads Planning District Commission (HRPDC) and Executive Director of the Hampton Roads Transportation Planning Organization (HRTPO), gave a presentation to the Board on HRPDC, which represents 17 local governments, and the Hampton Roads Transportation Accountability Commission (HRTAC). He described HRPDC's core programs, including economic benchmarking, emergency management, environmental education, housing and human services, regional planning and water resources, giving specific examples of recent successes in advocacy and outlining ongoing projects as well as future projects. He defined HRTPO's responsibilities in identifying and prioritizing transportation projects, which are then handed over to the Hampton Roads Transportation Accountability Commission (HRTAC).

Mr. Kevin Page, Executive Director of HRTAC, addressed the Board with a description of HRTAC's membership that includes 10 cities and four counties. He recognized Mr. Hipple's contributions as chair of HRTAC. He explained that HRTAC is a regional transportation funding body responsible for procuring finance and then building and operating regional tunnel and highway systems. He delineated the roles of HRTPO and HRTAC in the evolution of projects as well as HRTAC's project list and FY 2018 – FY 2023 funding plan.

Ms. Sadler inquired if after Segment 3 of the Interstate 64 widening project

ends near Route 199 and Pierce's Pitt Bar-B-Que would there be a situation of traffic congestion similar to where the highway currently goes from three lanes to two lanes near Jefferson Avenue in Newport News.

Mr. Page confirmed it will be similar in that it will go from three lanes to two lanes.

Ms. Sadler asked if the project would continue on to Bottom's Bridge soon after Segment 3 is completed to minimize the traffic congestion issue that comes with compressing from three lanes to two lanes.

Mr. Page affirmed that HRTPO plans to keep the project moving forward and is working with New Kent County and Charles City County.

Mr. Crum followed up by explaining that one of the challenges to this is that only a couple of miles past Segment 3 are included in the region represented by HRPDC, HRTAC and HRTPO. The rest falls in the Richmond region, and in Mr. Crum's experience, Richmond's priorities are to the west where congestion is heaviest near Short Pump and where Interstate 95 and Interstate 64 overlap. He related that HRPDC is really pushing and lobbying for the Commonwealth Transportation Board to consider submitting a Request for Funding to finish the Interstate 64 gap between the end of Segment 3 and Bottoms Bridge.

Ms. Sadler pointed out the complicated situation at some interstate exits such as the Lightfoot Exit where traffic is exiting and entering at the same time and asked if exits like these are going to stay the same.

Mr. Crum indicated that he could work with staff and come back with some large diagrams to illustrate what they might look like.

Mr. Purse added that the Virginia Department of Transportation (VDOT) has design standards it has to adhere to as far as the typical interchange design, but thinks they try to address these kinds of concerns.

Ms. Sadler asked what the Fort Eustis interchange will actually look like when it is finished.

Mr. Page answered that it is going to remain somewhat complicated until the eight-lane section is introduced. He mentioned that there is some bridgework underway to do some widening and eventually the shoulders will become fourth lanes during peak hours such as found in Virginia Beach. He indicated that there are plans to accomplish this for Segment 1 and maybe Segment 2. However, there will probably still be issues at Fort Eustis until the Fort Eustis Boulevard Interchange Project gets underway, which is part of the long-range plan.

Mr. Crum related that one of HRPDC's regional legislative priorities is flooring the Regional Gas Tax. He explained that because this tax is not floored, \$20 million to \$35 million is lost every year and the reason the Fort Eustis interchange will not be delivered until 2036-2038 is because of a money issue.

Mr. Hipple detailed the daily traffic numbers for the Hampton Roads Bridge Tunnel, Monitor-Merrimac Memorial Bridge Tunnel and James River Bridge and explained that HRTAC is looking at all available options to keep things flowing while building.

Mr. McGlennon inquired about mass transit solutions and indicated it would be nice to see a greater emphasis on mass transit projects, which could have a positive effect on things like the Fort Eustis situation by reducing traffic.

Mr. Crum revealed that at the last HRTPO meeting there was discussion about re-invigorating a public transit planning committee. Each local body was asked to appoint its highest level elected official available to serve on the committee to determine the vision for what transit could become in Hampton Roads. He explained that if a passion around these opportunities can be developed, funding will follow; however, there first has to be a clear vision.

Ms. Larson brought up Mr. Page's previous comments on working with VDOT on saving money and staying on budget and asked how this is done.

Mr. Page explained that HRTAC and VDOT worked out Standard Project Agreements where any cost savings or money that is not used comes back 100% to HRTAC. HRTAC closely scrutinizes charge codes in the invoice process to ensure there are no unnecessary uses of materials and equipment, makes sure right-of-ways are negotiated appropriately, works very closely with project managers and closely monitors contracts.

Mr. Hipple thanked Mr. Crum and Mr. Page for their efforts.

Mr. Rossie Carroll, Residency Administrator, VDOT, addressed the Board with an update on James City County transportation. He talked about maintaining the roads and with around 2,000 work orders a year just for maintenance issues, VDOT was able to accomplish 92% completion last fiscal year in James City County. He then outlined some notable future projects for James City County followed by a description of completed projects over the past year.

Ms. Larson thanked Mr. Carroll for his update and asked Mr. Zach Trogdon, the new Williamsburg Area Transportation Authority (WATA) Director, if he would like to introduce himself to the audience.

Mr. Trogdon introduced himself and said he regretted that WATA is not really in a position right now to be an integral part of today's discussion, but looks forward to the opportunity to become more involved in the future.

2. Jamestown Jams

Mr. Purse presented a one-minute video advertising Jamestown Jams, which will begin July 7 with a performance by Affirmative Groove featuring music from the '70s.

3. Fireworks Safety

Ms. Larson commented on a video featuring Mr. Kenny Driscoll, Fire Marshal, asking people to leave fireworks to the professionals.

Mr. Purse explained this was part of a regional effort working with fire departments from all around the region to produce videos about fireworks safety. He encouraged everyone to go online to the James City County Social Media page to view all of the videos.

D. CLOSED SESSION

None.

E. ADJOURNMENT

1. Adjourn until 5 pm on July 11, 2017 for the Regular Meeting

A motion to Adjourn was made by Michael Hipple and the motion result was Passed.

AYES: 4 NAYS: 0 ABSTAIN: 0 ABSENT: 1

Ayes: Hipple, Larson, McGlennon, Sadler

Absent: Onizuk

At 5:30 p.m., Ms. Larson adjourned the Board.



Bryan J. Hill, County Administrator