

AGENDA ITEM #5: MINUTES

SUBJECT:

Minutes of previous TTAC meeting.

BACKGROUND:

Minutes of the TTAC meeting held on January 4, 2012.

Attachment 5

RECOMMENDED ACTION:

Approve the minutes.

**Summary Minutes of the
HRTPO Transportation Technical
Advisory Committee (TTAC) Meeting
January 4, 2012**

The HRTPO Transportation Technical Advisory Committee (TTAC) Meeting was called to order at 9:32 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

TTAC Voting Members in Attendance:

Earl Sorey (Chair, CH)	Susan Wilson (PO)
Michael King (Vice-Chair, NN)	Kevin Wyne (PQ)
Mark Shea (CH)	Sherry Earley (SU)
Gary Walton (CH)	Scott Mills (SU)
Anne Ducey-Ortiz (GL)	Robert Gey (VB)
Lynn Allsbrook (HA)	Phil Pullen (VB)
Keith Cannady (HA)	Mark Schnauffer (VB)
John Yorks (HA)	Reed Nester (WM)
Jamie Oliver (IW)	Tim Cross (YK)
Michael Stallings (IW)	Steven Hennessee (DRPT)
Allen J. Murphy, Jr. (JC)	Karen Waterman (HRT)
Jackie Kassel (NN)	Jim Ponticello (VDOT)
Tom Slaughter (NN)	Stephen Rowan (VDOT)
Robert Brown (NO)	Eric Stringfield (VDOT)
Jeff Raliski (NO)	Kevin Abt (VPA)
David Scott (NO)	Kevan Danker (WATA)
Richard Hartman (PO)	

TTAC Voting Members Absent:

Emily Gibson (GL)	Debbie Vest (PQ)
Christopher Perez (GL)	Robert Lewis (SU)
Peter Stephenson (IW)	Daniel Clayton (WM)
Ellen Cook (JC)	Steve Martin (WM)
Luke Vinciguerra (JC)	J. Mark Carter (YK)
Ellen Roberts (PQ)	Al Maddalena (YK)

TTAC Nonvoting Members in Attendance

Ivan Rucker (FHWA)
Wendy Vachet (Navy)

TTAC Nonvoting Members Absent:

Randy Brown (Army)	Clifford Burnette (VDOA)
Tony Cho (FTA)	LtCmdr Chris O'Neal (USCG)

HRTPO Staff:

Jessica Banks
Sam Belfield
Rob Case
Brian Chenault
Kathlene Grauberger
Mike Kimbrel
Kendall Miller

Keith Nichols
Pavithra Parthasarathi
Joe Paulus
Benito Pérez
Camelia Ravanbakht
Stephanie Shealey
Dale Stith

Others Recorded Attending:

Frank Haltom, Richard Rudnicki (IW); Heather Robinson (NO); Karen McPherson (Kimley-Horn); Rich Clifton (RK&K); John Herzke (Clark Nexsen); Debbie Messina (Virginian-Pilot); Nora Chivers, Frank Fabian, Tony Gibson, Stephany Hanshaw, Adam Jack, Carl Jackson, Koustubh Jain, Alex Pawlowski, Bryant Porter, Kim Pryor, Jonathan Robbins (VDOT); Rick Case, Chris Vaigneur (HRPDC Staff)

Public Comment Period

There was no public comment.

Submitted Public Comments

Chair Sorey noted there were no submitted public comments.

Approval of Agenda

Chair Sorey asked for additions or deletions to the TTAC Agenda. Mr. Raliski asked to add one item under New Business. Mr. Raliski Moved to approve the agenda with the one amendment; seconded by Mr. Brown. The Motion Carried.

Summary Minutes

Chair Sorey indicated the TTAC Summary Minutes of December 7, 2011 were included in the January TTAC Agenda. He asked for corrections or amendments to the minutes. Hearing none, Mr. King Moved to approve the minutes as written; seconded by Ms. Kassel. The Motion Carried.

HRTPO CMAQ/RSTP Projects and Allocations: Final Report

Mr. Kimbrel reported that as the metropolitan planning organization (MPO) for the Hampton Roads area, the HRTPO is responsible for project selection and allocation of funds under two federal funding programs – the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and the Regional Surface Transportation Program (RSTP). The process used by the HRTPO to select projects to receive funds from these two programs is referred to as the CMAQ/RSTP Project Selection Process. Beginning this year, the project selection process will be conducted annually, normally beginning in July and running through December.

Mr. Kimbrel indicated the report summarizes the work of selecting CMAQ and RSTP projects during the 2011 CMAQ/RSTP Project Selection Process. Selected projects received allocations of CMAQ or RSTP funds through Fiscal Year (FY) 2018. RSTP projects and allocations were approved by the HRTPO Board on November 17, 2011. CMAQ projects and allocations were approved by the Board on December 15, 2011.

Mr. Cross Moved to recommend HRTPO Board approval of the HRTPO CMAQ/RSTP Projects and Allocations 2011: Final Report; seconded by Mr. Pullen. The Motion Carried.

FY 2012-2015 Transportation Improvement Program (TIP) Amendment: HRTPO

Mr. Kimbrel explained that during a review of the VDOT project databases, HRTPO staff identified 13 projects that should be included in the FY 2012-2015 TIP.

The proposed TIP Amendment has been made available for public review and comment. The public review and comment period for this TIP amendment request began on December 28, 2011 and runs through January 11, 2012.

Mr. Rowan stated it was his understanding that HRTPO staff wished to ungroup several projects in order to maintain a better tracking system for the projects. He indicated it was VDOT's desire to have grouped projects remain together. He noted the Warwick Road Bridge Replacement over Lake Maury project (UPC #101279) did not need to be included in the TIP as revenue sharing funds were being utilized for the project. Mr. Kimbrel replied it was listed in the VDOT database as being a regionally significant project and as such, it would automatically be listed in the TIP. Mr. Kimbrel asked to discuss the grouped projects with Mr. Rowan after the meeting.

Mr. Rucker expressed his concern that the 13 projects were included in the Statewide Transportation Improvement Program (STIP), but not in the TIP. Since the STIP was a combination of all state-wide MPO TIPs, he was unclear of why the projects were not already in the TIP. Mr. Stringfield replied that when handling smaller projects that are grouped together, the smaller projects sometimes are lost in the shuffle.

Mr. Rucker asked for an explanation regarding the Third Crossing PE only project in the 2034 LRTP. Ms. Ravanbakht replied that when the 2030 LRTP was amended, the Third Crossing construction project was changed to a PE only project because of the loss of HRTA funds. She noted this information was consistent with the data today.

Mr. Rucker indicated that the law states that both projects and phases of projects in the TIP must be consistent with the LRTP and the Third Crossing data did not carry over into the 2034 LRTP. Ms. Ravanbakht noted that for the 2034 LRTP, one segment of the Third Crossing, the Patriots Crossing, was included as a study.

Mr. Stringfield commented that VDOT is advancing Patriots Crossing as a separate project from the Third Crossing with a different UPC project number in the 2034 LRTP.

Chair Sorey suggested deferring the agenda item for the 30 days in order to further discuss the issue. Mr. Rowan Moved to defer the agenda item for 30 days; seconded by Mr. Allsbrook.

Mr. Stringfield asked Mr. Rucker if he was concerned with all of the projects or only the Third Crossing. Mr. Rucker replied the Third Crossing caught his attention; however, he did have concern regarding all the projects.

Regarding the motion on the floor, The Motion Carried.

FY 2012-2015 Transportation Improvement Program (TIP) Amendment: VDOT

Mr. Rowan explained VDOT was seeking to amend the FY 2012-2015 Transportation Improvement Program (TIP) to revise information on three current projects and to add four new projects associated with the Downtown Tunnel/Midtown Tunnel/Martin Luther King Freeway Extension work.

The proposed TIP Amendment has been made available for public review and comment. The public review and comment period for this TIP amendment request began on December 28, 2011 and runs through January 11, 2012.

Mr. Rowan Moved to recommend HRTPO Board approval of the TIP amendment; seconded by Mr. Yorks. The Motion Carried.

FY 2012-2015 Transportation Improvement Program (TIP) Amendment: VDOT

Mr. Rowan explained VDOT was seeking to amend the HRTPO FY 2012-2015 TIP to revise the following:

- Revise obligation information for the Dismal Swamp Canal Multi-Use Trail in Chesapeake (UPC# 77403)
- Add Croaker Road, Widen to 4 lanes from Library to Route 60 in James City County (UPC# 100920) as a new, Preliminary Engineering (PE) Only project

The proposed TIP Amendment has been made available for public review and comment. The public review and comment period for this TIP amendment request began on December 28, 2011 and runs through January 11, 2012.

Mr. Shea commented that the Dismal Swamp Canal Multi-Use Trail project was titled Dismal Swamp Creek Trail on the project TIP document.

Mr. Shea Moved to recommend HRTPO Board approval of the TIP amendment; seconded by Mr. Walton. The Motion Carried.

2034 Long Range Transportation Plan (LRTP): Final Report

Ms. Ravanbakht reported the LRTP draft report was presented to the TTAC last month by Ms. Parthasarathi. The LRTP, once adopted, will serve as the blueprint for the region's transportation development and identifies all regionally significant transportation projects for the Hampton Roads metropolitan planning area over a 20-year period.

The draft document was made available for public review and comment from November 8, 2011 through December 8, 2011. Ms. Ravanbakht indicated HRTPO staff had addressed all comments received on the LRTP and those comments, as well as HRTPO staff responses to the comments, were included in the appendix of the report. The final report and appendices may be accessed via the HRTPO website at: http://www.hrtpo.org/TPO_RTP.asp.

Mr. Abt asked if Mr. Rucker's concerns regarding project alignment between the TIP and the LRTP would present issues later if TTAC approved the 2034 LRTP final report. Ms. Ravanbakht replied that once the 2034 LRTP became an official document, amendments could be made to the TIP in order to ensure consistency with the LRTP.

Ms. Waterman asked how many times a year could LRTP amendments that trigger air quality conformity be processed. Ms. Ravanbakht replied that amendments to the LRTP can be processed quarterly; however, amendments that trigger an air quality conformity analysis cannot be processed in consecutive quarters.

Mr. Schnauffer Moved to recommend HRTPO Board approval of the 2034 LRTP: final report; seconded by Mr. Allsbrook. The Motion Carried.

FY 2013 Unified Planning Work Program: Planning Priorities

Mr. Kimbrel reported HRTPO staff has begun work on developing the FY 2013 Unified Planning Work Program (UPWP), which must include a discussion of the planning priorities facing the metropolitan planning area (MPA). It is in the determination of these planning priorities that the HRTPO Board ensures its vision and goals are carried forward in the UPWP.

He stated the FY 2012 planning priorities for the Hampton Roads MPA were:

- Transportation Funding
- Military Transportation Needs
- Passenger Rail

Ms. Vachet expressed her appreciation to the HRTPO for its efforts regarding military transportation needs and asked for the priority to be continued in the FY 2013 UPWP.

Mr. Kimbrel indicated HRTPO staff plans to have the draft UPWP available at the March 7, 2012 TTAC meeting.

Mr. Schnauer Moved to recommend HRTPO Board approval of the above three planning priorities for the FY 2013 UPWP; seconded by Mr. Gey. The Motion Carried.

FY 2013-2018 SYIP Development: Draft HRTPO Priorities

Ms. Ravanbakht reported that VDOT requested input from the Virginia metropolitan planning organizations (MPOs) on regional funding priorities for the Commonwealth Transportation Board's (CTB) FY 2013-2018 Six-Year Improvement Program (SYIP) and on identifying feasible candidate projects to advance under the Public-Private Transportation Act (PPTA).

Regarding the first task, the Transportation Programming Subcommittee (TPS) convened on December 21, 2011 to discuss the request, and utilizing the CTB priorities for SYIP development, the Subcommittee recommended several projects, included in Attachment 12-E in the agenda packet, for submittal as regional priorities to VDOT on February 8, 2012 for use in the development of the FY 2013-2018 SYIP.

Ms. Ravanbakht stated the regional priorities set forth by the TPS were divided into three sub-groups that addressed four CTB priorities:

- A. Funding deficient bridges
- B. Increasing funding for Preliminary Engineering
- C. Funding deficits on underway project phases, and/or accelerating existing projects using additional funds

Ms. Ravanbakht noted HRTPO staff received a request from the City of Suffolk after the December TPS meeting to add the Kings Highway Bridge project to the unfunded list of bridge projects in Group A.

Mr. Pullen asked to add two projects to Group C in the Highway Projects: Urban Roadway System category that are currently underway with funding deficits. He noted he had discussed the issue with HRTPO staff. The projects were:

- Indian River Road UPC# 15829
- Elbow Road UPC# 15828

Ms. Ravanbakht noted that both projects were in the TIP and it would be appropriate to add them to Group C.

Mr. Schnauer asked why the HRPTO Prioritization Tool was not utilized for Group A as in Groups B and C. Ms. Ravanbakht replied that bridges have separate funding which is based on sufficiency ratings.

Regarding the second task, the TPS, at its December 21, 2011 meeting, developed a draft list of candidate projects, included in Attachment 13-C of the agenda packet, to advance under the Public-Private Transportation Act (PPTA), following Virginia's transportation objectives and high-level screening criteria outlined in the PPTA Implementation Manual outlined in a November 29, 2011 VDOT letter.

She indicated there was some reservation among the TPS members as to whether a listing of candidate PPTA projects should be moved forward. After a long discussion, the TPS recommended the following projects as potential candidates to advance under the PPTA:

- Patriots Crossing
- Hampton Roads Bridge-Tunnel
- I-264 from I-64 to Birdneck Road

Ms. Waterman asked if the I-264 project was for improvements or widening purposes. Mr. Schnauffer replied the scope of the project had not been determined; however, there would not be extensive widening.

Ms. Vachet asked how the three candidate PPTA projects were chosen. Chair Sorey replied that TPS members chose the projects. Ms. Vachet inquired as to the implications of the HRTPO endorsing the tunnel projects as PPTA projects. Mr. Raliski remarked that any large project undertaken in the future would more than likely be a PPTA project due to funding realities. In addition, because of how Virginia law is written, it allows for unsolicited proposals at any time. Ms. Ravanbakht reiterated that the TPS members struggled with the subject of recommending candidate PPTA projects.

Mr. Gey stated the issue centers on the impacts of tolls in the region and what these impacts would have on travel. He indicated there is a need to conduct a regional toll study in Hampton Roads. He asked if it would be premature to recommend the candidate PPTA projects before the toll study was completed. Ms. Ravanbakht replied the regional toll study, which would include value pricing, had been discussed by HRTPO staff and VDOT. The HRTPO Board approved \$400,000 of RSTP funding to conduct a study with regard to the effects of tolls on freight movement.

After further discussion, Mr. Gey Moved to recommend for HRTPO Board approval the regional priority projects, including the two projects from Virginia Beach, to be submitted during the development of the FY 2013-2018 SYIP, and also the list of projects to submit as candidates for PPTA; seconded by Mr. Danker. The Motion Carried.

Downtown Tunnel/Midtown Tunnel/MLK (DTT-MTT-MLK) Extension Project: VDOT

Mr. Frank Fabian, Senior Project Manager for VDOT, reported the DTT-MTT-MLK Extension Project is a public-private partnership (P3) project that will add a second tube to the Midtown Tunnel, extend the MLK Expressway, and substantially upgrade the Downtown Tunnel and existing Midtown Tunnel. It will be located in Norfolk and Portsmouth and be instrumental in addressing the region's transportation needs. VDOT will retain ownership of the project.

There will be numerous benefits beyond the traditional traffic improvements associated with the project including:

- Direct economic stimulus
- Promotes economic development
- Local job creation

Mr. Fabian indicated VDOT and the MTT-DTT-MLK Extension Project Developer, Elizabeth River Crossings (ERC), had reached an agreement on several key business terms:

- ERC will be responsible for \$2.1 billion of construction, operations, and maintenance costs
- The Commonwealth will provide \$362 million specifically to lower tolls
- Tolls for automobiles will be \$1.59 off-peak and \$1.84 peak
- MLK Extension tolls will be \$0.50 for tunnel users and \$1.00 for non-tunnel uses
- The terms of the project are set at 58 years

The timeline for the project began in May 2008 with a request for conceptual proposals. The key business terms were agreed upon in July 2011 with the comprehensive agreement determined in December 2011. Financial close should take place in the first quarter of 2012, with construction beginning in the third or fourth quarter. Tolling will commence in 2012 and the project is scheduled to be completed in the year 2018.

Mr. Fabian explained tolls will be collected by E-ZPass® or by invoice. E-ZPass® is an automatic, electronic toll collection system that efficiently moves traffic through toll facilities and is used in 14 states, including Virginia. If a vehicle is invoiced, it will be mailed to the individual that owns the vehicle. By Virginia law, the charge invoiced will be capped at two times the base toll rate.

In conclusion, Mr. Fabian stated more information regarding the project could be accessed at www.MidtownTunnel.org.

Chair Sorey asked if there would be regional customer service centers in which the public could purchase and program the E-ZPass® transponders. Mr. Fabian replied that ERC will open a walk-in facility in Portsmouth and install kiosks on the Norfolk and Portsmouth sides where a credit card could be utilized.

Mr. Danker asked if a bill would be sent to each vehicle if it did not have an E-ZPass® transponder. Mr. Fabian replied affirmatively.

Ms. Vachet commented there needed to be a user friendly method due to the high volume of military personnel who move in and out of the area. Mr. Fabian stated there would be an extensive outreach plan for the military.

Mr. Rucker asked if there would be significant traffic delays during construction and if so, would the same toll amount be charged during peak hours. Mr. Fabian replied the project team has been risk-orientated since the beginning and were identifying issues on the project. He did not foresee any significant delays at either the Downtown or Midtown tunnels. Regarding the toll amounts, Mr. Fabian indicated the toll amount would be consistent during the peak hour periods regardless of construction delays.

Chair Sorey stated the South Norfolk Jordan Bridge will be opening to traffic in late Spring or early Summer which will benefit the region.

Ms. Kassel asked what the peak periods would be in the morning and afternoon. Mr. Fabian replied peak periods would be from 6:00 a.m. – 9:30 a.m. and 4:00 p.m. – 7:30 p.m.

Ms. Ravanbakht inquired as to the extent of the public outreach plan. Mr. Fabian replied the plan would involve speaking to local civic leagues, faith leaders of the communities, and placing newspaper ads.

Travel Time on Variable Message Signs: VDOT

Mr. Stephany Hanshaw, VDOT Regional Traffic Operations Manager, reported that VDOT is planning to implement a system of travel-time-based messages on regional variable message signs (VMS). He indicated that for many years VDOT has provided messages to Hampton Roads motorists via VMS. Standard message types have included lane closures, bridge lifts, accidents, and length of queue at tunnels.

In August 2012, VDOT will begin implementation of a system using a variety of real-time travel time data to calculate and display via VMS expected point-to-point travel times. The system will be employed in phases throughout Hampton Roads.

Mr. Hanshaw outlined the message format which will consist of the destination, distance, and time. He noted there will also be dual destination and alternate route message formats. Destinations will include:

- Interstates
- Major state routes
- Major cities
- Major landmarks

Mr. King asked if any thought had been given to using exit numbers as destinations to assist travelers. Mr. Hanshaw replied exit numbers would only be used for major route destinations.

Ms. Kassel stated the Jefferson Avenue and Fort Eustis Boulevard exits were congestion points on the Peninsula and asked if messages would be used to alert motorists of these problem areas. Mr. Hanshaw replied that those two destinations were not currently in phase one.

Mr. Walton inquired if seasonal destinations such as the Outer Banks would be implemented into the message system. Mr. Hanshaw replied it could be incorporated into later phases.

Implementation of the National Ambient Air Quality Standard For Ozone: VDOT

Mr. Jim Ponticello, VDOT Air Quality Program Manager, stated the Environmental Protection Agency (EPA) has announced it will move forward with the implementation of the 2008 ozone standard of 75 parts per billion.

On March 12, 2008, the EPA lowered the National Ambient Air Quality Standard (NAAQS) for ground-level ozone to provide increased protection of public health and the environment. The 8-hour ozone standard was lowered from 84 parts per billion (ppb) to 75 ppb. As a first step in implementing the 2008 ozone standard, the EPA asked states to submit recommendations on the designation (nonattainment or attainment) of each area of the state, based on the new standard and the most recent three-year ozone monitor readings by March 12, 2009. However, in September 2009, EPA announced it was reconsidering the 2008 ozone standard and took steps to delay the designation process for the 2008 ozone standard pending the outcome of the reconsideration.

It was expected that the EPA would lower the ozone standard from 75 ppb to 70 ppb in July 2011. However, after a brief delay, on September 2, 2011, the Office of Management and Budget returned to the EPA the draft final rule addressing the reconsideration of the 2008 ozone standard. On September 22, 2011, the EPA restarted the implementation of the 2008 standard by issuing a memorandum stating that it would proceed with initial area designations.

Mr. Ponticello stated that on November 21, 2011, Virginia submitted updated designations based on the assessment of preliminary 2009-2011 air quality data. The ozone data from Hampton Roads was determined to be 71 ppb, qualifying it as an attainment area.

Mr. Ponticello concluded, stating the EPA will have a 30-day comment period in the near future. By Spring 2012, the EPA must issue an implementation guide. He indicated that the EPA is expected to issue a new ozone standard in 2013.

Ms. Ravanbakht asked what affect it would have on CMAQ funding if Hampton Roads was designated an attainment area. Mr. Ponticello replied that according to Virginia law, Hampton Roads would no longer be eligible for CMAQ funding.

HRTPO Freight Transportation Advisory Committee (FTAC) Outreach Video

Ms Ravanbakht stated the mission of FTAC is to advocate for the systematic needs of the transportation movement of freight and freight issues, and to bring awareness of those issues to the public and key stakeholders. She indicated that FTAC had produced a video, entitled "A Region United", magnifying the importance of freight to the average local citizen.

After the video was shown, Ms. Ravanbakht noted the video was shown to the HRTPO Board at its December 15, 2011 meeting and was distributed to the Board members.

Correspondence of Interest

Chair Sorey indicated there were several items in the Correspondence of Interest section of the agenda packet.

TTAC Action Items: Three-Month Tentative Schedule

Chair Sorey reviewed the three-month schedule with TTAC members.

For Your Information

Chair Sorey highlighted the items in the For Your Information section of the agenda packet.

Old/New Business

Mr. Raliski requested VDOT to research the Patriots Crossing project (UPC #99587) to determine if traffic and revenue studies will be accomplished as part of that work task. He indicated it was his belief that the same level of detail would be attained on both the Patriots Crossing and Hampton Roads Bridge Tunnel with regards to their Environmental Impact Statements.

Mr. Stringfield stated the VDOT Project Manager would give TTAC an update at the February or March meeting.

Ms. Ravanbakht indicated HRTPO staff recently received a joint, positive conformity finding from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regarding the 2034 LRTP.

Mr. Kimbrel stated the Transportation Programming Subcommittee (TPS) Meeting scheduled for next week would be cancelled.

Adjournment

With no further business to come before the Hampton Roads Transportation Technical Advisory Committee, the meeting adjourned at 11:37 a.m.