

Summary Minutes of the HRTPO Transportation Technical Advisory Committee (TTAC) Meeting January 9, 2019

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

TTAC Voting Members in Attendance:

Robert Lewis (Chair, SU)	Christine Armstrong (NO)	Rick Lowman (VB)
Bryan Stilley (NN)	Amy Inman (NO)	Carolyn Murphy (WM)
Benjamin Camras (CH)	Jackie Kassel (NN)	Tim Cross (YK)
Troy Eisenberger (CH)	Bridjette Parker (NN)	Tiffany Dubinski (DRPT)
Earl Sorey (CH)	Frank Brown (PO)	Jamie Jackson (HRT)
Carol Rizzio (GL)	Carl Jackson (PO)	Sonya Hallums-Ponton (VDOT)
Angela Rico (Alternate, HA)	Dannan O'Connell (PQ)	Dawn Odom (VDOT)
Mike Hayes (HA)	LJ Hansen (SU)	Eric Stringfield (VDOT)
Jamie Oliver (IW)	Jason Souders (SU)	Barbara Nelson (VPA)
Richard Rudnicki (IW)	Phil Pullen (VB)	Josh Moore (WATA)
Robert Brown (NO)	Brian Solis (VB)	

TTAC Voting Members Absent:

Donald Goodwin (FR)	Tammy Rosario (JCC)	Michael Johnson (SH)
Benjamin Sullivan (IW)	Ellen Roberts (PQ)	Beth Lewis (SH)
Paul Holt (JCC)	Debbie Vest (PQ)	Lynette Lowe (SH)

TTAC Nonvoting Members in Attendance:

Michael King (NAVY)

TTAC Nonvoting Members Absent:

Melissa McGill (FTA)	Ivan Rucker (FHWA)
----------------------	--------------------

HRTPO Staff:

Sam Belfield	Uros Jovanovic	Leonardo Pineda
Rob Case	Mike Kimbrel	Joe Paulus
Shirley Core	John Mihaly	Jeff Raliski
Kathlene Grauberger	Keith Nichols	Dale Stith

Others Recorded Attending:

John Alcaide, Darryll Lewis, Robin Grier, Sharonda Hawkins, Bryant Porter, Pete Reilly, Tim Haynam, Caleb Brooks, Isabella Young, Angela Biney, Bruce Duvall (VDOT); Jim Long, Patrick Allen (RK&K); Sandon Rogers (SU); Amanda Baxter (Kimley-Horn); Katie Shannon (VB); Karen McPherson (McPherson Consulting); Mike Long, Chris Vaigneur (HRPDC Staff).

Introductions

Mr. Michael King, US Navy, announced that Ms. Rhonda Murray had accepted a position in North Carolina and he would be representing the US Navy on the TTAC committee.

Public Comment Period

There were no public comments.

Submitted Public Comments

There were no submitted public comments in the agenda packet.

Comments and Updates from State and Federal Agencies and the Military

There were no comments from the Federal Highway Administration.

Mr. Michael King, US Navy, reported the Navy is currently working with Mr. James Utterback (VDOT) regarding the widening of the HRBT tunnel. The Navy's property on the Southside landing area will be impacted by the widening. He stated that an agreement had been reached through letter of concurrence regarding right of way and conceptual right of way.

Ms. Barb Nelson announced the Port is celebrating the 10th anniversary of the barges sailing from Norfolk to Richmond. The barges have moved thirty thousand containers and saved sixty thousand truck trips in 2018. She reported the reservation system is a key component in reducing wait times at the gate. Ms. Nelson stated the Port is engaged on a task force with the City of Norfolk regarding Hampton Boulevard. She also announced the Freight Advisory Committee will reconvene with six meetings scheduled in 2019. The first meeting will be held Wednesday, January 30, 2019. Ms. Nelson stated the Port would support INFRA grant applications as requested.

Ms. Tiffany Dubinski, DRPT reported the FY 2020 Grant Application period closes on February 1, 2019. The Section 5303 grant applications will be released in OLGA on February 1, 2019 with a submission deadline of May 1, 2019.

Mr. Eric Stringfield, VDOT noted fifty-seven SMART SCALE applications are in the validation process additionally two applications were not ready and did not move forward in the process. Next steps include scoring and rating of the applications. A draft will be sent to the CTB then the information will be made public. Ms. Odom noted during the January 15, 2019 CTB meeting there will be an

agenda item regarding SMART SCALE and the preliminary 2020-2025 six year program assumptions.

Approval of Agenda

Chair Lewis asked for additions or deletions to the TTAC Agenda. Ms. Jackie Kassel, City of Newport News requested to delete Item #11 FY 18-21 TIP Revision: Request to transfer RSTP funding UPC# 102734, 109075, 109076. Mr. John Mihaly, HRTPO, noted on agenda items #8, 9, 10, & 12 the public notice period had been extended to January 4, 2019 through January 18, 2019.

Mr. Stringfield Moved to approve the Agenda as amended; seconded by Mr. Jackson. The Motion Carried.

Summary Minutes

Chair Lewis reported that the TTAC summary minutes from the November 7, 2018 meeting were included in the January 9, 2019 TTAC Agenda Packet. Chair Lewis asked for any additions or corrections to the minutes. Chair Lewis noted that the job title for Mr. Eric Stringfield, VDOT, was listed incorrectly in the minutes.

Mr. Cross Moved to approve the amended minutes; seconded by Mr. Jackson. The Motion Carried.

FY 2018-2021 TIP AMENDMENT REQUEST: UPC 69050

Mr. Eric Stringfield, VDOT Hampton Roads Transportation Planning Director, requested to amend the Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for one project as described below:

- 69050 – Shoulders Hill Road/Route 17 Intersection Improvements
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): 2,875,779
 - Right of Way (RW): \$11,000,000
 - Construction (CN) Start: \$10,203,728
 - Total Cost Estimate: \$24,079,507
 - Revise Schedule as follows:
 - Preliminary Engineering (PE) Start: 9/24/2003; End: 4/1/2019
 - Right of Way (RW) Start: 4/1/2019; End: 12/15/2021
 - Construction (CN) Start: 12/15/2021; End: 10/2/2023
 - Revise Allocations as follows:
 - Revise FY 2018 District Grants Program-State Funds (DGP-STF) allocation to be \$4,629,919
 - Revise FY 2019 DGP-STF allocation to be \$4,497,299, plus \$1,124,325 state match
 - Revise FY 2020 DGP-STF allocation to be \$881,423, plus \$220,356 state match
 - Revise FY 2021 DGP-STF allocation to be \$3,043,452
 - Remove FY Previous Bond Match (BOM) allocation of \$159,064

- Add FY 2018 BOM allocation of \$159,064
- Add FY 2019 BOM allocation of \$7,000,631
- Revise Obligations as follows:
 - Remove FY Previous PE Phase Other obligation of \$6,061
 - Remove FY Previous PE Phase Surface Transportation Program/Surface Transportation Block Grant (STP/STBG) obligation of \$402,334
 - Revise FY Previous PE Phase Equity Bonus (EB) obligation to be \$11,485, plus \$2,871 match
 - Add FY Previous PE Phase STP obligation of \$792,873, plus \$158,205 match
 - Add FY Previous PE Phase Minimum Guarantee (MG) obligation of \$42,326, plus \$10,582 match
 - Add FY Previous PE Phase Advanced Construction (AC)-Other obligation of \$1,857,437
 - Add FY 2019 RW Phase Highway Infrastructure Program (HIP) obligation of \$3,764,187
 - Add FY 2019 RW Phase National Highway System/Nation Highway Performance Program (NHS/NHPP) obligation of \$1,101,779
 - Add FY 2019 RW Phase AC-Other obligation of \$6,134,034

Mr. Hansen Moved to recommend HRTPO Board approval of the TIP Amendment; seconded by Mr. Moore. The Motion Carried.

FY 2018-2021 TIP AMENDMENT REQUEST: UPC 110577

Mr. Eric Stringfield, VDOT Hampton Roads Transportation Planning Director, requested to amend the Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for one project as described below:

- 110577 – HRCS Preferred Alternative Refinement
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$30,000,000
 - Right of Way (RW): N/A
 - Construction (CN): N/A
 - Total Cost Estimate: \$30,000,000
 - Revise Schedule as follows:
 - Preliminary Engineering (PE) Start: 1/3/2017; End: 2/4/2020
 - Right of Way (RW): N/A
 - Construction (CN): N/A
 - Revise Allocations as follows:
 - Add FY 2019 allocation of \$5,000,000 Hampton Roads Transportation Fund (HRTF)
 - Revise Obligations as follows:
 - Remove FY Previous PE Phase Advanced Construction (AC) obligation of \$25,000,000
 - Add FY Previous PE Other obligation of \$25,000,000
 - Add FY 2019 PE Phase Other obligation of \$5,000,000

Mr. Sorey Moved to recommend HRTPO Board approval of the TIP Amendment; seconded by Ms. Odom. The Motion Carried.

FY 2018-2021 TIP AMENDMENT REQUEST: UPC 100921

Mr. Eric Stringfield, VDOT Hampton Roads Transportation Planning Director, requested to amend the Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for one project as described below:

- 100921 – Longhill Road Widening
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$1,731,043
 - Right of Way (RW): \$6,466,583
 - Construction (CN): \$12,748,742
 - Total Cost Estimate: \$20,946,368
 - Revise Schedule as follows:
 - PE Start: 8/24/2016; End: 10/19/2017
 - RW Start: 10/19/2017; End: 4/9/2019
 - CN Start: 4/9/2019; End: 12/16/2021
 - Revise Allocations as follows:
 - Add FY 2018 District Grants Program (DGP) allocation of \$2,000,000
 - Add FY 2019 DGP allocation of \$2,071,824
 - Remove FY 2021 DGP allocation of \$5,408,756
 - Add FY 2018 Urban allocation of \$1,146,368
 - Add FY 2019 Federal Demonstration (DEMO) allocation of \$1,069,545
 - Add FY 2019 State Match (STM) Funds allocation of \$267,387
 - Revise Obligations as follows:
 - Add FY 2019 PE Phase DEMO obligation of \$203,795
 - Remove FY 2018 RW Phase Other obligation of \$2,333,027
 - Revise FY 2019 RW Phase DEMO obligation to be \$7,937,966
 - Add FY 2019 CN Phase DEMO obligation of \$1,267,588
 - Add FY 2019 CN Phase Advanced Construction (AC)-Other obligation of \$11,481,154

Mr. Moore Moved to recommend HRTPO Board approval of the TIP Amendment; seconded by Ms. Oliver. The Motion Carried.

REQUEST TO TRANSFER RSTP FUNDING: UPC 112318

Mr. Phil Pullen, Virginia Beach City Engineer, requested to transfer FY 2024 Regional Surface Transportation Program (RSTP) funds from Elbow Road Extended Phase II-B (UPC # 15828) to Elbow Road Extended Phase II-D (UPC #112318).

- 112318 – Elbow Road Extended Phase II-D (child project of UPC #15828)

- Receive \$9,081,732 in FY 2024 RSTP funds, including state match, from UPC #15828 – Elbow Road Extended Phase II-B.

Mr. Moore Moved to recommend HRTPO Board approval of the RSTP fund transfer; seconded by Mr. Solis. The Motion Carried.

MAP-21/FAST ACT PERFORMANCE MEASURES AND TARGETS

Mr. Keith Nichols, HRTPO Principal Transportation Engineer, reported that in accordance with Federal regulations, MPOs establish performance measures for MPO plans and programs. He noted States and MPOs must also set targets and monitor progress for each of these measures. A performance measure working group was formed at the September 2017 TTAC meeting. HRTPO staff has worked in cooperation with the TTAC to produce these targets. Roadway safety and transit targets must be set on an annual basis by each region. For target setting, he stated the MPO may adopt VDOT statewide targets, select unique MPO-specific targets, or use a combination of statewide and unique targets. He noted there are no penalties to MPOs for not meeting performance targets, however, it can be addressed during the quadrennial certification review to ensure adequate performance based planning. He reported MPOs must include targets and report on progress in planning documents such as the LRTP and TIP. Last year the TPO did a combination of statewide targets as well as some regionally unique targets. He reviewed the measures established last year by the TTAC using the statewide annual reduction targets for serious injuries (-5%), serious injury rate (-8%), and bicycle/pedestrian fatalities and serious injuries (-4%). The TTAC previously voted to use Vision Zero (-3.6%), which would reduce the number of fatalities by a set amount each year to reach zero fatalities by 2045. MPOs must approve 2019 regional performance targets for roadway safety by February 27, 2019. There are five safety measures that MPOs are required to establish targets and monitor progress for they are:

- Fatalities
- Fatality rate
- Serious Injuries
- Serious Injury Rate
- Bike/Pedestrian Fatalities & Serious Injuries (combined)

Using the Vision Zero concept, the working group recommended the following 2019 targets for HRTPO Board approval:

Fatalities	137
Fatality Rate (per 100 Million VMT)	.93
Serious Injuries	1,522
Serious Injury Rate (per 100 Million VMT)	10.32
Number of Bike/Pedestrian Fatalities and Serious Injuries Combined	194

HAMPTON ROADS 2045 SOCIOECONOMIC FORECAST AND TRANSPORTATION ANALYSIS ZONE (TAZ) ALLOCATION: DRAFT REPORT

Mr. Leonardo Pineda II, HRTPO Transportation Planner II, stated that at the July 2017 HRTPO Board meeting the 2045 Socioeconomic Data Control totals were approved. The data will be used as input into the travel demand model and project prioritization tool. He reported staff has created tools to assist in the allocation process to include: an electronic spreadsheet, updated TAZ shapefiles, and maps by request. Localities were asked to allocate 2045 control totals (household and employment data) to their respective TAZs. From this information, HRTPO staff will calculate other model inputs such as population, vehicles, and workers.

Mr. Pineda requested localities review the draft report and provide comments to lpineda@hrtpo.org by Wednesday, January 23, 2019.

ECONOMIC IMPACT OF BICYCLE FACILITIES IN HAMPTON ROADS: PHASE ONE; DRAFT

Dr. Rob Case, HRTPO Chief Transportation Engineer, and Mr. Uros Jovanovic, HRTPO Transportation Engineer I, noted this study was conducted at the request of the City of Williamsburg. A project steering team was formed with the following members, Carolyn Murphy (WM), Amy Parker (YK), Alison Eubank (HA), and Tara Reel (VB). The steering committee assisted with choosing the competitor cities for the study. TPO staff read approximately thirty five studies noting all the studies use a combination of the same parameters such as employment, total value added, labor income, output impact, property, health impact, trail users expenditures, and trail revenue.

Dr. Case reported staff used Streetlight data to find home locations for people using certain paths. He noted Streetlight does not currently have a bike and pedestrian mode in their data. Staff was able to isolate trail users with paths that are separated from the highway. In order to get home locations trail users must be stationary long enough for Streetlight to determine the end of trip. HRTPO staff used gazebos at the South Beach Trail and Virginia Capital Trail to determine end of trip. He explained Streetlight data is determined by where your phone is, it is assumed that when your phone is stationary at night is your home and where it is stationary during the day is your workplace. Staff then mapped trail users home location via GIS. He stated fifty percent of people who use the trails are from outside of the region.

Dr. Case explained that most of the reviewed studies used a survey. In phase two, beginning summer of 2019, HRTPO staff will conduct a survey of users of the Virginia Capital Trails (VCT). This survey will provide an estimate of annual money spent locally by visitors drawn to Hampton Roads via the VCT.

The draft report was available for public review and comment, from January 9, 2019 through January 23, 2019.

SPECIAL STUDIES FOR THE FY 2020 UNIFIED PLANNING WORK PROGRAM (UPWP)

Dr. Rob Case, HRTPO Chief Transportation Engineer, announced prior to preparing the FY 2020 Unified Planning Work Program (UPWP), HRTPO staff is requesting input on desired study topics from stakeholders. Past studies have included *Candidate Segments for Road Diets*, *Military Transportation Needs*, and *Moving the Economy*. He noted resources are available for a few special studies each year.

Dr. Case requested suggested topics for FY 2020 special studies be submitted by Wednesday, January 23, 2019.

LINKING HAMPTON ROADS: UPDATE

Dr. Rob Case, HRTPO Chief Transportation Engineer, delivered an update on the status of the Active Transportation Plan. Chapter 1 was reviewed by the Active Transportation Subcommittee (ATS) in May of 2018 and approved at the November 19, 2018 ATS meeting. The Chapter 2: Existing Updates, was presented at the August TTAC meeting and the review and public comment period was October 26, 2018 to November 9, 2018. Chapter 2 approval will be considered at the January 25, 2019 ATS meeting. Chapter 3: Needs Assessment, was reviewed October 26, 2018 through November 9, 2018. The draft will be made available for comments from January 25, 2019 to February 8, 2019 with approval in the spring of 2019. Next steps include: chapter four recommendations, public input, and chapter approval in the summer of 2019. Chapter five: prioritization collaboration between regional and sub regional active transportation facilities recommendations and sub-regional active transportation projects with approval in the fall of 2019. The next active transportation meeting will be held Friday, January 25, 2019 at 11a.m. following the PABAC meeting to be held at VMASC, 1030 University Boulevard, Suffolk, VA.

MILITARY HIGHWAY AND NORTHAMPTON BOULEVARD CONTINUOUS FLOW INTERSECTION (CFI): UPDATE

Ms. Christine Armstrong, VDOT Program Manager, City of Norfolk, provided an overview to the TTAC on the Military Highway Continuous Flow Intersection (CFI) and widening. She stated the project goals were to increase capacity and reduce congestion along the Military Highway corridor from Lowery Road to I-64, increase capacity at the Military Highway, Princess Anne Road and Northampton Boulevard intersections, enhance safety, improve pedestrian accessibility and maintain access to businesses. Ms. Armstrong delivered a brief history noting Military Highway was built to move military personnel and materials during World War II. The original road was fifteen miles long and cost \$2.6 million. The road opened to the Military in 1942 and to the public the following year. Ms. Armstrong noted in 2012 the CFI and widening project was fully funded at \$113 million and in 2014 the contract was awarded with construction starting in 2016. The benefits realized from this project include; congestion relief, improved safety (eliminating left turns from main intersection), and reducing stop and go conditions, improved pedestrian accessibility, supports disadvantages business with 12.4 per cent DBE participation, and maintained access to businesses.

HAMPTON ROADS EXPRESS LANES OPERATIONAL ANALYSIS

Mr. Tim Haynam, Senior Project Manager, VDOT, and Ms. Amanda Baxter, Kimley-Horn, provided a status report on the Hampton Roads Express Lanes Network Study. The purpose of the study is to analyze the addition of the current major projects into a Regional Express Lanes Network. The study will look at the impacts to the networks following the new capacity additions, identify travel time reliability improvements (resulting from a regional HOT lanes network), and inform regional leaders as they formulate and prioritize future network improvements. The study is a system wide operational analysis of the network based on the 2025 opening of the HRBT facility.

The two scenarios presented are listed below:

Scenario 1

SEGMENTS	WESTBOUND	EASTBOUND
Segment 3 (HRBT)	Two (2) General Purpose One (1) full-time HOT-3 One (1) part-time shoulder HOT-3	Two (2) General Purpose One (1) full-time HOT-3 One (1) part-time shoulder HOT-3
Segment 1 (64 Express Lanes)	Three (3) General Purpose Two (2) HOT-2 Reversible – WB/AM only	Three (3) General Purpose Two (2) HOT-2 Reversible – EB/PM only
Segment 2b (Between I-264 & I-464)	Three (3) General Purpose One (1) HOV-2 6 - 8 a.m. Monday - Friday	Three (3) General Purpose One (1) HOV-2 4 - 6 p.m. Monday - Friday
Segment 2a (High Rise Bridge)	One (1) Auxiliary* Two (2) General Purpose One (1) HOT	One (1) Auxiliary* Two (2) General Purpose One (1) HOT

Scenario 2

SEGMENTS	WESTBOUND	EASTBOUND
Segment 3 (HRBT - transition for HOT lanes is shifted to just east of LaSalle Avenue)	Two (2) General Purpose One (1) full-time HOT-3 One (1) part-time shoulder HOT	Two (2) General Purpose One (1) full-time HOT-3 One (1) part-time shoulder HOT
Segment 1 (64 Express Lanes)	Three (3) General Purpose Two (2) HOT-2 Reversible – WB/AM only	Three (3) General Purpose Two (2) HOT-2 Reversible – EB/PM only
Segment 2b (Between I-264 & I-464)	Three (3) General Purpose One (1) HOT-2	Three (3) General Purpose One (1) HOT-2
Segment 2a (High Rise Bridge)	Two (2) General Purpose One (1) HOT-2	Two (2) General Purpose One (1) HOT-2

Next steps include:

- January 17, 2019 seek HRTPO Board Presentation for endorsement of Framework Document
- February 15, 2019 Draft Traffic Volumes (Future Horizon year – 2025)
- April 12, 2019 Traffic Volumes + Preliminary In-Progress Operational Analysis Results
- May 3, 2019 DRAFT Traffic Operational Analysis Results
- May 16, 2019 Presentation of Draft findings to Stakeholders at HRTPO Board Meeting
- June 20, 2019 Presentation of Draft findings to Stakeholders at HRTAC
- Late June Early July 2019 Follow up meeting with Stakeholders, FINAL Traffic Operational Analysis Results
- July 18, 2019 Presentation of Findings to Stakeholders at HRTPO Board meeting

THREE-MONTH TENTATIVE SCHEDULE

Chair Lewis outlined the Three-Month Tentative Schedule in the Agenda Packet.

FOR YOUR INFORMATION

Chair Lewis reviewed the items in the For Your Information section of the Agenda Packet.

ANNOUNCEMENTS

Chair Lewis reminded the committee the LRTP meeting had been cancelled. He also mentioned the following upcoming meetings:

- HRTPO Board Meeting, Thursday, January 17, 2019
- Active Transportation Subcommittee, Friday, January 25, 2019.
- TTAC Meeting, Wednesday, February 6, 2019
- TRAFFIX Subcommittee meeting will follow the TTAC meeting on February 6, 2019.

OLD/NEW BUSINESS

Ms. Dawn Odom reported there are no additional updates from FHWA regarding the Fast Act revision letter from Commissioner Brich in the TTAC agenda packet. From preliminary analysis the Transportation Alternatives (TA) Program and TA Set-Aside Projects appear to be at most risk.. She stated localities should get phases started and obligated.

Adjournment

With no further business to come before the Hampton Roads Transportation Technical Advisory Committee, the meeting adjourned at 11:33 a.m.