

ITEM #21: MINUTES OF HRTPO ADVISORY COMMITTEE MEETINGS

A. CITIZEN TRANSPORTATION ADVISORY COMMITTEE (CTAC)

The summary minutes of the October 13, 2016 meeting of the Citizen Transportation Technical Advisory Committee are attached.

Attachment 21-A

B. TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)

The summary minutes of the November 1, 2016 meeting of the Transportation Technical Advisory Committee are attached.

Attachment 21-B

**Summary Minutes of the HRTPO Citizen Transportation
Advisory Committee (CTAC) Meeting
October 13, 2016**

The HRTPO Citizen Transportation Advisory Committee (CTAC) Meeting was called to order at 12:45 p.m. in the Regional Building Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

HRTPO CTAC Members in Attendance:

Greg Edwards, Chair (VB)	Mark Perrault (NO)
Cecil Jenkins (CH)	Christian Strange (NO)
John Kish (CH)	Alvin Sledd (PQ)
Clayton Rogers (GL)	Ron Broughton (VB)
Cynthia Taylor (IW)	Dianna Howard (VB)
Lamont Curtis (NN)	Scott MacFarlane (VB)
Carlton Hardy (NN)	Frank Papcin (VB)
Brenda Johnson (NN)	

HRTPO CTAC Members Absent:

Theresa Danaher, Vice-Chair (PO)	Elvira Johnson (PO)
Bernie Whitlock (CH)	Jay Leach (VB)
Jim Bowie (HA)	Ron Fowler (YK)
James Openshaw (NO)	

OTHER PARTICIPANTS:

Kevin Page (HRTAC)

HRTPO Staff:

Camelia Ravanbakht	Joe Turner
Kendall Miller	Beth Vandell
Brian Miller	

Others Recorded Attending:

Thelma Drake (NO)
Robert Brown (Citizen)
Donna Sayegh (Citizen)

Public Comment Period

Ms. Donna Sayegh, Portsmouth Citizen, addressed CTAC regarding CTAC's mission.

Mr. Robert Brown, Chesapeake Citizen, addressed CTAC regarding congestion relief and CTAC's mission.

Submitted Public Comments

There were no submitted public comments.

Approval of Agenda

Chair Greg Edwards asked for any additions or deletions to the agenda. Hearing none, Mr. Cecil Jenkins Moved to approve the agenda as written; seconded by Mr. Lamont Curtis. The Motion Carried.

Summary Minutes of the July 14, 2016 CTAC Meeting

Chair Edwards asked for any additions or corrections to the July 14, 2016 minutes. Hearing none, Mr. Lamont Curtis Moved to approve the minutes as written; seconded by Mr. Ron Broughton. The Motion Carried.

HRTPO Partner Updates

There were no partner updates.

Hampton Roads Crossing Study Supplemental Environmental Impact Statement: Status Report

Dr. Camelia Ravanbakht provided an update of the technical evaluation of the Hampton Roads Crossing Study (HRCS) Supplemental Environmental Impact Statement (SEIS) by HRTPO staff. She noted three primary observations: demand will remain strong for the I-64/HRBT Corridor; growth is moving to the southwest portion of the region; and there is a need to address the emerging traffic patterns associated with this southwest shift.

Dr. Ravanbakht reviewed Alternatives A-D of the SEIS and noted the impacts, benefits, and issues of the four alternatives.

Dr. Ravanbakht explained the status and timeline of the HRCS-SEIS. At the September 20, 2016 meeting of the Commonwealth Transportation Board (CTB), VDOT staff was directed to submit Alternative B as the Preferred Alternative to the U.S. Army Corps of Engineers (USACE) for a Preliminary Least Environmentally Damaging Practicable Alternative (LEDPA). On September 27, 2016, VDOT submitted its recommendation to the USACE.

Moving forward, Dr. Ravanbakht noted that on October 20, 2016, the HRTPO Board will be briefed on input received from the public and agencies' comments on the Draft SEIS, as well as the HRTAC Plan of Finance. It is anticipated that the HRTPO Board, during its November 17, 2016 meeting, will select a preferred alternative to recommend to the CTB.

Hampton Roads Crossing Study Supplemental Environmental Impact Statement: HRTAC Potential Funding Scenarios

Mr. Kevin Page, HRTAC Executive Director, briefed the TTAC on potential funding scenarios for the alternatives included in the HRCS-SEIS, developed by the HRTAC Funding Strategies Advisory Committee (FSAC). Each of the scenarios incorporate HRTAC projects underway or committed. Costs for each of the alternative scenarios were derived from the SEIS drafted by VDOT in August 2016, and given in 2016 dollars with a 40 percent contingency and 2.5 percent inflation rate. Each of the options are funded by sources including HRTF Senior Lien Bonds, HRTF Junior Lien Bonds, a TIFIA Loan, VDOT funds, and HRTAC Pay-Go Funds.

Mr. Page noted several observations by HRTAC for each of the scenarios, detailed below:

- The accelerated Hampton Roads Transportation Fund (HRTF) bonding and bifurcated credit structure improve financial feasibility.
- Selected scenarios for Alternatives A and B-3 work within the 2040 Fiscally-Constrained Long-Range Transportation Plan (LRTP) as adopted by the HRTPO.
- Selected scenarios for Alternatives B-1, B-2, C, and D do not work within the 2040 LRTP as adopted by the HRTPO.
- Outcomes of these alternatives vary based on the use of High-Occupancy Toll (HOT) lanes, sequencing of other projects, and funding mechanisms.

Below are further details for each of the alternatives:

- Alternative A:
 - Includes improvements to I-64 between I-664 and I-564, improvements to the HRBT would be largely confined to existing right of way
 - Cost: \$3.3 billion
 - Can be completed under the approved 2040 LRTP without impact to other projects
- Alternative B:
 - I-64/HRBT, I-564, I-564 Connector, Route 164 Connector, Route 164
 - Cost: \$6.6 billion
 - Some LRTP projects may be deferred past 2040
- Alternative C:
 - I-664, I-664/I-564 Connectors, I-564, and Route 164 Connector
 - Includes transit-only lanes
 - Cost: \$12.5 billion
 - Only the I-564/I-664 Connectors can be completed by 2040. MMBT is deferred until after 2040. I-64/Southside/High-Rise Bridge Phase II, Rt. 460/58/13 Connector, and the Ft. Eustis Boulevard Interchange would be deferred past 2040 until after SEIS Alternative C is completed.

- Alternative D:
 - Includes all components of Alternatives B and C but applies a more narrow footprint than Alternative C
 - Does not include transit lanes
 - Cost: \$11.9 billion
 - Each of the segments of Alternative D could not be completed by 2040, though some can. If Alternative D is chosen, Alternative B may be completed by 2040 if other sequences are deferred until after 2040.

Following the presentation and discussion, at the request of Chair Edwards, the Committee agreed to hold a special meeting on October 26, 2016, at 12:00 p.m. to make a recommendation to the HRTPO Board on the HRCS-SEIS alternatives and priorities.

For Your Information

Chair Edwards noted the items in the For Your Information section of the agenda packet, highlighting comments received on the HRCS-SEIS.

Old/New Business

There was no old/new business.

Adjournment

With no further business to come before the HRTPO Citizen Transportation Advisory Committee, the meeting adjourned at 2:17 p.m.

**Summary Minutes of the HRTPO Transportation
Technical Advisory Committee (TTAC) Meeting
November 2, 2016**

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:

Paul Holt (Chair, JC)	Jackie Kassel (NN)	Phil Pullen (VB)
Sherry Earley (Vice Chair, SU)	Bryan Stilley (NN)	Brian Solis (VB)
Steve Lambert (CH)	Robert Brown (NO)	Carolyn Murphy (WM)
Brian Lewis (GL)	Thelma Drake (NO)	Tim Cross (YK)
Lynn Allsbrook (HA)	Jeff Raliski (NO)	Jitender Ramchandani (DRPT)
Keith Cannady (HA)	Susan Wilson (PO)	Ray Amoruso (HRT)
John Yorks (HA)	Anne Payne (PQ)	Dawn Odom (VDOT)
Richard Rudnicki (IW)	LJ Hansen (SU)	Stephen Rowan (VDOT)
Tammy Mayer Rosario (JC)	Robert Lewis (SU)	Eric Stringfield (VDOT)
Britta Ayers (NN)	Robert Gey (VB)	

TTAC Voting Members Absent:

Steve Froncillo (CH)	James Wright (PO)	Aaron Small (WM)
Earl Sorey (CH)	Ellen Roberts (PQ)	J. Mark Carter (YK)
Garrey Curry (GL)	Debbie Vest (PQ)	Jeff Florin (VPA)
Anne Ducey-Ortiz (GL)	Dan Clayton III (WM)	Barbara Creel (Alternate, WATA)
Dennis Carney (IW)		

TTAC Nonvoting Members in Attendance:

Rhonda Murray (NAVY)

TTAC Nonvoting Members Absent:

Ivan Rucker (FHWA) Ryan Long (FTA)

HRTPO Staff:

Sam Belfield	John Mihaly	Leonardo Pineda, II
Rob Case	Kendall Miller	Camelia Ravanbakht
Kathlene Grauberger	Keith Nichols	Dale Stith
Theresa Jones	Joe Paulus	Beth Vandell
Mike Kimbrel		

Others Recorded Attending:

Donna Sayegh (Citizen); Angela Rico (HA), Christine Bruner (IW); Lauren White (JC); Mark Shea (VB); Keisha Branch, Ron Hodges, Jamie Jackson, Sam Sink (HRT); Karen McPherson (McPherson Consulting); Jordan Pascale (Virginian-Pilot); Theresa Clift (Daily Press); Kirsten Tynch (VHB); Chris Barksdale, Jim Long (RK&K); Brenda Johnson, Frank Papcin (CTAC); Will Christopher (HRPTA); Kevin Page (HRTAC); Mode 5 Representative; Mike Long, Chris Vaigneur (HRPDC Staff)

Introductions

Chair Paul Holt thanked Mr. Robert Gey for his service as chair of TTAC.

Mr. Ray Amoruso introduced Ms. Jamie Jackson as the new TTAC member for Hampton Roads Transit (HRT) effective January 1, 2017.

Public Comment Period

Ms. Donna Sayegh, Portsmouth Citizen, addressed TTAC regarding public transit in the Hampton Roads region.

Mr. Frank Papcin, Virginia Beach Citizen, addressed TTAC regarding the Hampton Roads Crossing Study (HRCS) Supplemental Environmental Impact Statement (SEIS) HRTPO Recommended Preferred Alternative and High-Occupancy Toll (HOT) lanes.

Submitted Public Comments

There were no submitted public comments in the agenda packet.

Comments and Updates from State and Federal Agencies and the Military

Ms. Dawn Odom, District Planning and Investment Manager for the Virginia Department of Transportation, announced a public meeting, "Funding the Right Transportation Projects," to be held on November 10, 2016 at 4:00 p.m. at the HRTPO. This meeting will begin with an open house, including information about local and regional project applications submitted for the SMART SCALE prioritization process, followed by a town hall session.

There were no comments from the Department of Rail and Public Transportation (DRPT).

There was no representative present from the Federal Highway Administration (FHWA).

There was no representative present from the Virginia Port Authority (VPA).

There were no comments from the Navy.

Approval of Agenda

Chair Holt asked for additions or deletions to the TTAC Agenda. Hampton Roads Transit (HRT) requested to add an RSTP funding transfer request for consideration by the TTAC. Chair Holt stated it would be added as Agenda Item 8.1. Mr. Eric Stringfield Moved to approve the Agenda as amended; seconded by Ms. Jacqueline Kassel. The Motion Carried.

Summary Minutes

Chair Holt reported the TTAC summary minutes from the October 5, 2016 meeting were included in the November 2, 2016 TTAC Agenda Packet. Chair Holt asked for any additions or corrections to

the minutes. Ms. Rhonda Murray of the U.S. Navy asked for an amendment to page 4 to remove the U.S. Navy under Alternative A of the HRCS-SEIS Status Report; and an amendment to page 5 to clarify “Army Corps” under Issues/Risks with Alternative C. Mr. Robert Lewis Moved to approve the minutes as amended; seconded by Ms. Thelma Drake. The Motion Carried.

FY 2015-2018 TIP Revision – CMAQ Transfer Request: James City County

Ms. Tammy Rosario, Principal Planner at James City County, briefed the TTAC on a request from James City County to transfer a total of \$307,360 in available Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds from three canceled projects to another CMAQ project in the County to cover an increase in the cost estimate. This request has been made available for public review and comment from October 26, 2016 through November 9, 2016. The specifics of the County’s request are described below:

- Transfer \$113,965 FY 1996 CMAQ funds, from the Ironbound Road Paved Shoulder Bikeway project (UPC 71616) to the Route 199/Brookwood Drive Intersection Improvements project (UPC 102948). The County will provide the necessary \$28,491 local match.
- Transfer \$192,589 FY 2000 CMAQ funds, from the Longhill Road Multi-Use Trail project (UPC 13719) to the Route 199/Brookwood Drive Intersection Improvements project (UPC 102948). The County will provide the necessary \$48,147 local match.
- Transfer \$806 FY 2001 CMAQ funds, from the Longhill Road Paved Shoulder Bikeway project (UPC 71617) to the Route 199/Brookwood Drive Intersection Improvements project (UPC 102948). The County will provide the necessary \$202 local match.

Mr. Timothy Cross Moved to recommend HRTPO Board approval of the TIP revision; seconded by Ms. Thelma Drake. The Motion Carried.

FY 2015-2018 TIP Revision – RSTP Transfer Request: Hampton Roads Transit

Mr. Ray Amoruso, Chief Planning and Development Officer for HRT, briefed the TTAC on a request from HRT to transfer a total of \$4,000,000 in available Regional Surface Transportation Program (RSTP) funds between two projects to complete the Hampton Facility Upgrade project during this fiscal year. This request has been made available for public review and comment from November 2, 2016 through November 16, 2016. The specifics of the County’s request are described below:

- Transfer \$2,000,000 of FY 2015 RSTP allocations from the Regional Fixed Guideway Studies project (UPC T9093) to the Hampton Facility Upgrade project (UPC T9092), which will allow for completion of the Hampton Facility Upgrade in this fiscal year.
- Transfer \$2,000,000 of FY 2022 RSTP allocations from UPC T9092 to UPC T9093, to better reflect the federal project development timeline for Regional Fixed Guideway Studies.

Mr. Brian Solis Moved to recommend HRTPO Board approval of the TIP revision; seconded by Mr. Lynn Allsbrook. The Motion Carried.

Volumes, Speeds, and Congestion on Major Roadways in Hampton Roads: Draft

Mr. Keith Nichols, HRTPO Principal Transportation Engineer, briefed the TTAC on the draft version of the *Volumes, Speeds, and Congestion on Major Roadways in Hampton Roads* report, which has been made available for public review and comment from October 26, 2016 through November 23, 2016.

Mr. Nichols reported the draft document includes regional weekday traffic volumes for the previous six years; AM and PM peak period speed and travel time index data for 2015; and AM and PM peak period congestion levels. He also noted approval of the final document will be requested at the January meetings of the HRTPO and TTAC.

As part of the Congestion Management Process (CMP), HRTPO staff has annually prepared a report detailing average weekday traffic volumes for major roadways in Hampton Roads. Since 2012, this document has included an analysis of roadway speed data collected by INRIX, and an analysis of peak period roadway congestion levels.

Hampton Roads Regional Transit Benchmarking Study

Mr. John Mihaly, HRTPO Transportation Analyst II, provided the TTAC with a status report on the *Hampton Roads Regional Transit Benchmarking Study*, which will compare public transit agencies in Hampton Roads to “peer” agencies across the Nation for the following measures:

- Ridership
- Riders per Revenue Hour
- Riders per Revenue Mile
- Operating Expenses per Rider
- Fare Revenue per Rider
- Farebox Recovery Ratio

A number of the top performing peer agencies will be selected for more in-depth analysis in order to determine effective practices that could be considered by Hampton Roads public transit agencies.

Mr. Mihaly reported the draft report and findings will be available for public comment from December 28, 2016 through January 11, 2017, and presented during the TTAC meeting scheduled for January 4, 2017. Comments on the draft report will be addressed in the final report, which will be recommended for approval by the TTAC and HRTPO Board in February 2017.

A Study of High-Capacity Transit on the Peninsula

Ms. Sam Sink, HRT Transit Development Planner, briefed the TTAC on the progress of the *Peninsula Corridor Study*.

In March 2016, HRT, in partnership with the cities of Hampton and Newport News, initiated the *Peninsula Corridor Study* to define potential alignment(s), a preferred transit technology, potential funding, and an implementation phasing for high-capacity transit on the Peninsula. Further, the

study proposes to connect the Peninsula cities to Southside localities via improvements resulting from the Hampton Roads Crossing Study along I-64 or I-664 in a growing network of high-capacity transit for Hampton Roads.

The results of this 18-month study will define dedicated transit connections between existing and future activity centers in Hampton and Newport News. This project is being closely coordinated with elected officials, residents, agency and city staff, and business and community members in each jurisdiction to ensure that the study results accurately reflect the vision and growth for the Peninsula.

Ms. Sink indicated a schedule for the study, which began in March 2016. HRT anticipates releasing a draft summary report between April and June 2017, and its final summary report in July or August 2017.

Mr. Sam Belfield of the HRTPO asked whether Ms. Sink would like to have comments from the Military Commuter Survey (HRTPO, 2012) to supplement previous studies used in the Peninsula Corridor Study. Ms. Sink indicated she would review whether she had such information and respond if it was not available.

SMART SCALE Update

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, briefed the TTAC on the SMART SCALE project prioritization process, noting October 3, 2016 was the last day to submit applications for SMART SCALE project funding.

Mr. Kimbrel reported that in this cycle, a total of 436 applications were submitted by 148 entities requesting a total of \$9.25 billion in funding via SMART SCALE. It is expected that \$650-\$750 million will be available to allocate, split between the High Priority Projects Program (HPPP) and the District Grants Program (DGP). Entities in Hampton Roads submitted a total of 60 applications totaling \$1.07 billion in SMART SCALE funding and \$1.99 billion in total project costs. It is anticipated Hampton Roads will receive between \$65-\$75 million from the DGP program.

Mr. Kimbrel also explained next steps for the SMART SCALE prioritization process. Currently, the Office of Intermodal Planning and Investment (OIP) is working to screen applications and evaluate qualified projects, and VDOT/DRPT staff is validating project information. In December 2016, a list of projects that will not be evaluated as a result of screening and validation will be released. Last, Mr. Kimbrel noted project scores and base funding scenarios will be announced in January 2017.

Identifying Candidate Streets for Conversion from One-Way to Two-Way Operation

Dr. Robert Case, HRTPO Principal Transportation Engineer, briefed the TTAC on the proposal of a study to convert certain streets from one-way to two-way operation in the Hampton Roads region, following improvements in other metro areas in crashes, crime, and property values following such conversions.

Dr. Case noted that after further research, it appears there may be some opportunities to increase access and safety on some one-way streets in Hampton Roads, listing several streets which may be candidates for two-way conversions. He asked TTAC members for their assistance in finding

opportunities and developing methodologies, in addition to suggesting development of a Project Steering Team.

Three-Month Tentative Schedule

Chair Holt outlined the Three-Month Tentative Schedule in the Agenda Packet and noted that the December TTAC meeting will be cancelled.

For Your Information

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

Announcements

There were no new announcements.

Old/New Business

Dr. Camelia Ravanbakht highlighted a handout from the U.S. Department of Transportation (USDOT) announcing it would begin soliciting applications to provide up to \$850 million in FY 2017 for the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program. She noted the deadline for submitting applications to USDOT is December 15, 2016. Dr. Ravanbakht asked TTAC members to submit letters requesting endorsement by the HRTPO by November 10, 2016 for inclusion in the HRTPO Board meeting agenda for November 17, 2016.

Dr. Ravanbakht also detailed action by the HRTPO Board unanimously endorsing Alternative A (Alt A) Modified as the HRCS-SEIS Preferred Alternative to recommend to the Commonwealth Transportation Board (CTB). Alternative A involves widening I-64 to six lanes from the I-664 interchange in Hampton to the I-564 interchange in Norfolk, including the Hampton Roads Bridge Tunnel (HRBT). Alt A Modified adds the improvement of the I-64/I-264/I-664 interchange at Bowers Hill. This item will be considered at the CTB meeting scheduled for December 7, 2016.

Lastly, Dr. Ravanbakht noted modifications to the HRTPO, HRPDC, HRTAC, and HRMFFA meeting schedules in 2017 as approved by each of the boards (attached).

Chair Holt stated a TRAFFIX Oversight Subcommittee (TOS) meeting would take place at 11:30 a.m. on November 2, 2016 at the HRTPO.

Mr. Keith Cannady announced he would be leaving the City of Hampton to join the Hampton Roads Planning District Commission as its new Deputy Executive Director effective December 1, 2016.

Adjournment

With no further business to come before the Hampton Roads Transportation Technical Advisory Committee, the meeting adjourned at 10:58 a.m.