

**Summary Minutes of the HRTPO Transportation
Technical Advisory Committee (TTAC) Meeting
February 5, 2020**

The HRTPO Transportation Technical Advisory Committee (TTAC) Meeting was called to order at 9:31 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)	Deborah Mangiaracina (NO)	Tara Reel (VB)
Benjamin Camras (CH)	Evandro Santos (Alternate, NO)	Carolyn Murphy (WM)
Troy Eisenberger (CH)	Frank Brown (PO)	Tim Cross (YK)
Carol Rizzio (GL)	Carl Jackson (PO)	Grant Sparks (DRPT)
Michael Hayes (HA)	Dannan O'Connell (PQ)	Keisha Branch (Alternate, HRT)
Paul Holt (JC)	Beth Lewis (SH)	Sonya Hallums-Ponton (VDOT)
Angela Hopkins (Alternate, NN)	LJ Hansen (SU)	Dawn Odom (VDOT)
Bridjette Parker (NN)	Jason Souders (SU)	Eric Stringfield (VDOT)
Bryan Stille (NN)	Ric Lowman (VB)	Barbara Nelson (VPA)
Robert Brown (NO)	Phil Pullen (VB)	Joshua Moore (WATA)

TTAC Voting Members Absent

Earl Sorey (CH)	Benjamin Sullivan (IW)	Michael Johnson (SH)
Donald Goodwin (FR)	Tammy Rosario (JC)	Lynette Lowe (SH)
Anne Ducey-Ortiz (GL)	Amy Inman (NO)	Daniel Clayton (WM)
Jason Mitchell (HA)	James Wright (PO)	Aaron Small (WM)
Jamie Oliver (IW)	Ellen Roberts (PQ)	Earl Anderson (YK)
Richard Rudnicki (IW)	Debbie Vest (PQ)	Joe Sisler (YK)

TTAC Non-Voting Members in Attendance:

Ivan Rucker (FHWA)

TTAC Non-Voting Members Absent

Michael King (NAVY)
Melissa McGill (FTA)

HRTPO Staff in Attendance:

Theresa Brooks	Kathlene Grauberger	Kendall Miller
Natalie Brown	Mike Kimbrel	Keith Nichols
Rob Case	John Mihaly	Dale Stith

Others Recorded Attending:

Mike Greenwood (AECOM); Sherry Earley (Clark Nexsen); Lynn Allsbrook (Whitman, Requardt & Associates); Sam Sink (HRT); Travis Comer, Jim Long (RK&K); Phil Lohr (HNTB); Karen McPherson (McPherson Consulting); Angela Rico (NN); Mark Higgins (Port of Virginia); Samuel Hayes (Moffatt & Nichol); Robert Weber (SU); David Jarman (VB); Karen

Bourne, Caleb Brooks, Katrina Flowers, Todd Halacy, Sharonda Hawkins, Bryant Porter (VDOT); Kirsten Tynch (VHB); Chris Vaigneur, Andrew Margason (HRPDC Staff)

Introductions

Ms. Dawn Odom introduced Mr. Todd Halacy, Planning and Investment Manager, VDOT.

Mr. Bryan Stilley introduced Ms. Angela Rico, City of Newport News.

Public Comment Period

There were no public comments.

Submitted Public Comments

There were no submitted public comments.

Comments and Updates from State and Federal Agencies and the Military

Mr. Eric Stringfield from the Virginia Department of Transportation (VDOT) advised members that the SMART SCALE portal opens March 5, 2020.

Mr. Grant Sparks from the Virginia Department of Rail and Public Transportation (DRPT) updated TTAC that the statewide transit grant program call for applications is completed.

Ms. Barbara Nelson, Virginia Port Authority, had no comments

There were no comments from FHWA.

There was no representative in attendance from the Military.

Approval of Agenda

Chair Robert Lewis asked for additions or deletions with regard to the TTAC Agenda. Chair Lewis stated that there are four additional FY 2018-2021 TIP amendment requests and one 2040 LRTP proposed amendment that will be placed for consideration after Agenda Item 14.

Mr. John Mihaly reported that there is supplemental information on Agenda item 11 that has been placed at each seat.

Mr. LJ Hansen Moved to approve the agenda as amended; seconded by Mr. Troy Eisenberger. The Motion Carried.

Summary Minutes

Chair Lewis reported that the TTAC summary minutes from the January 8, 2020 meeting were included in the Agenda Packet. Chair Lewis asked for any additions or corrections to the minutes. Hearing none, Mr. Tim Cross Moved to approve the minutes as written; seconded by Mr. Rob Brown. The Motion Carried.

FY 2018-2021 TIP Amendment - UPC 109314 Nike Park Road Extension in Isle of Wight County

Mr. Eric Stringfield reported that the Virginia Department of Transportation (VDOT) requested to amend the FY 2018-2021 Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations on one project. The cost estimate increased due to the requirement of a location study. The specifics of the request are described below:

- 109314 – Nike Park Road Extension
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$2,166,000
 - Right of Way (RW): \$3,694,543
 - Construction (CN): \$9,737,274
 - Total Cost Estimate: \$15,597,817
 - Revise Schedule as follows:
 - PE Start: 10/24/2016; End: 6/21/2021
 - RW Start: 6/2/2021; End: 11/8/2022
 - CN Start: 11/8/2022; End: 1/22/2024
 - Revise Allocations as follows:
 - Revise FY 2018 State Funds (STF) allocation to be \$1,460,001
 - Add FY 2019 STF allocation of \$484,695
 - Revise FY 2020 STF allocation to be \$415,817
 - Revise FY 2019 STF allocation to be \$2,679,548
 - Revise Obligations as follows:
 - Remove FY Previous PE Phase Advanced Construction (AC) obligation of \$791,463
 - Remove FY 2018 PE Phase AC obligation of \$848,000
 - Add FY 2019 PE Phase Surface Transportation Program/Surface Transportation Block Grant (STP/STBG) obligation of \$415,817
 - Add FY 2020 PE Phase AC obligation of \$1,550,183
 - Add FY 2020 PE Phase STP/STBG obligation of \$200,000

This project is considered regionally significant and was included as such in the Hampton Roads FY 2018-2021 TIP and 2040 LRTP that received a conformity finding from the Federal Highway Administration (FHWA) dated October 29, 2018. This TIP amendment does not affect the project scope; therefore, it does not require a new conformity determination.

This request was made available for public review and comment from January 29, 2020 through February 12, 2020.

Mr. Tim Cross Moved to recommend HRTPO Board approval of the proposed TIP Amendment; seconded by Mr. LJ Hansen. The Motion Carried.

**FY 2018-2021 TIP Revision – Request to Transfer CMAQ Funding: UPC 102992
Shoulders Hill Road Multi-Use Path in Suffolk**

Mr. Robert Lewis reported that the City of Suffolk requested to amend the Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) to revise the cost estimate and transfer a total of \$51,059 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds from one completed project to the CMAQ eligible recipient project. The cost estimate increase is due to the associated increased construction costs anticipated for the project. The specifics of the request are described below:

- UPC 102992 – Shoulders Hill Road Multi-Use Path
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$30,000
 - Right of Way (RW): \$0
 - Construction (CN): \$293,059
 - Total Cost Estimate: \$323,059
 - Revise Allocations as follows:
 - Receive FY 2012 CMAQ allocation of \$51,059, plus \$10,212 State match, from completed project Godwin Boulevard Park and Ride Lot (UPC 98815)

This project is considered exempt from conformity under the following provision contained in section 93.126 of the conformity rule, Table 2 Exempt Projects under “Air Quality”, as the project is a Bicycle and pedestrian facility project.

Should the HRTPO Board approve the funding transfer described above, the FY 2018-2021 Transportation Improvement Program (TIP) will be amended to update the funding information associated with the project. This request was made available for public review and comment from January 29, 2020 through February 12, 2020.

Mr. Carl Jackson Moved to recommend HRTPO Board approval of the proposed project funding transfer and associated TIP Amendment; seconded by Mr. Joshua Moore. The Motion Carried.

FY 2018-2021 TIP Amendment Request: Safety and Transit Performance Measures Update

Mr. John Mihaly reported a key feature of MAP-21 (and continued under the FAST Act) is the establishment of national performance goals in the areas of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. This legislation also

requires Metropolitan Planning Organizations (MPOs) to prepare and set targets for the following federally-established performance measures:

- Roadway Safety
- Pavement Condition
- Bridge Condition
- Roadway Performance
- Freight Movement
- Transit Asset Management and Safety
- On-road mobile source emissions and traffic congestion for CMAQ Program

He reported that the FAST Act also requires that Transportation Improvement Programs (TIPs) include a description of the anticipated effect of the TIP toward achieving the performance targets identified by the MPO. The TIP must also link investment priorities in the TIP to the achievement of performance targets in the plans.

Mr. Mihaly stated in 2018 the HRTPO established initial targets in the areas of roadway safety, transit asset management, pavement condition, bridge condition, roadway performance, and freight. MPOs must approve Calendar Year 2020 regional performance targets in two of these areas – roadway safety and transit asset management.

Mr. Carl Jackson Moved to recommend HRTPO Board approval of the amendment to the FY 2018-2021 TIP document; seconded by Ms. Carolyn Murphy. The Motion Carried.

FY 2021-2022 Transportation Alternatives (TA) Set-Aside Project Selection Process: Update

Mr. Mihaly reported that MAP-21 established the Transportation Alternatives Program (TAP), which replaced funding from pre-MAP-21 programs, including Transportation Enhancements, Recreational Trails, and Safe Routes to School and that the FAST Act eliminated the TAP and replaced it with a set-aside of Surface Transportation Block Grant (STBG) Program funding for Transportation Alternatives (TA).

He reported For FY 2021-2022, the total of TA Set-Aside funds to be allocated by the HRTPO is \$3,707,135. In Virginia, District members of the Commonwealth Transportation Board (CTB) are each provided \$1 million per year (\$2 million per cycle) in TA Set-Aside funds to allocate to projects in their districts.

Mr. Mihaly stated that HRTPO staff coordinates with VDOT Local Assistance Division (LAD) staff in carrying out the project selection process for Hampton Roads and LAD coordinates the application process and scores proposed projects based on criteria developed in cooperation with Virginia MPOs.

He mentioned that an updated table of FY 2021-2022 TA Set-Aside projects and allocations was provided to TTAC members at their seat. The table included a previously omitted candidate project from the City of Hampton (Old Buckroe Road Pedestrian Improvements) that scored higher than some projects that were recommended for funding by the

Transportation Programming Subcommittee (TPS). HRTPO staff coordinated with Hampton and Norfolk to discuss possible solutions to the omission of the Hampton project. Mr. Rob Brown from the City of Norfolk proposed that \$414,849 be transferred, from the recommended allocation of \$1,714,160 on the Tidewater Drive Sidewalk at I-64 project, to the Hampton project. Mr. Sandon Rogers of Hampton agreed.

Mr. Timothy Cross Moved to recommend HRTPO Board approval of the amended TA Set-Aside projects and allocations; seconded by Carl Jackson. The Motion Carried.

2045 Long-Range Transportation Plan (LRTP) - Update

Ms. Dale Stith, HRTPO Principal Transportation Planner, reported that HRTPO staff has been working on updating the regional LRTP to the horizon year of 2045, and presented a status update on the Vision and Goals and candidate projects that will be evaluated in the 2045 LRTP.

Ms. Stith stated that as part of the visioning process for the 2045 LRTP, HRTPO staff has engaged the public and other regional stakeholders in identifying regional priorities and concerns. She reported that the feedback that has been received through these efforts was compiled and refined to ensure consistency with Federal and State guidelines.

She reported that candidate projects were collected through various regional stakeholders. These candidate projects will be evaluated through multiple future scenarios in an effort to identify projects that provide the most benefit to the region regardless of which future assumption is analyzed.

Mr. Joshua Moore Moved to recommend HRTPO Board approval of the draft 2045 Long-Range Transportation Plan vision statement, goals and objectives and to also recommend HRTPO Board approval of the draft 2045 LRTP list of Candidate Projects; seconded by Ms. Carolyn Murphy. The Motion Carried.

HRTPO Project Prioritization Tool – Recommended Enhancements

Ms. Dale Stith, HRTPO Principal Transportation Planner, provided a briefing regarding recommended enhancements to the HRTPO Project Prioritization Tool. As part of this presentation, Ms. Stith provided background information regarding the tool, suggested modifications received from regional stakeholders, coordination to refine these suggested modifications, scoring methodology revisions, and results using the modified tool on a test bed of projects.

She reported that the next steps would be to present these recommendations to the HRTPO Board in March.

Mr. Timothy Cross Moved to recommend HRTPO Board approval of the enhancements to the Project Prioritization Tool, including adjusted weighting factors; seconded by Mr. Troy Eisenburger. The Motion Carried.

Hampton Roads Regional Express Lanes Network: Update on Proposed Amendments to the Long-Range Transportation Plan and Transportation Improvement Program

Mr. Michael Kimbrel, HRTPO Deputy Executive Director, stated that the HRTPO Board has officially expressed support for the concept of a regional express lanes network with three resolutions:

- **HRTPO Board Resolution 2017-05** – Endorsing the concept of I-64 High Occupancy Toll Regional Express Lane Network, “which begins at I-64/Hampton Coliseum through the High-Rise Bridge and ending at the Bowers Hill Interchange in Chesapeake”.
- **HRTPO Board Resolution 2017-06** – Supporting an INFRA grant application for the purpose of *Unlocking Hampton Roads*, “while noting that the HRTPO Board has not received information or voted on the use of HOT lanes west of the Coliseum I-64/I-664 split”.
- **HRTPO Board Resolution 2019-06** – Endorsing the Hampton Roads Regional Express Lanes Network, “that begins on I-64 at Jefferson Avenue in Newport News, proceeds along I-64 through Bowers Hill in Chesapeake and continues along I-664 to I-64 in the vicinity of the Hampton Coliseum”.

He stated that each resolution included specific conditions that revenues generated by the express lanes network be returned to the Hampton Roads Transportation Accountability Commission (HRTAC). He further stated that the state and HRTAC had not yet come to terms on a Master Tolling Agreement for the Express Lanes Network and that, as such, HRTPO staff recommended deferring any TIP or LRTP amendment request related to Express Lanes at this time.

FY 2018-21 HRTPO TIP Amendment Requests: UPC 112923, T23594, T23595, T23596 and 2040 LRTP Amendment Request to Include Construction Phase of I-64 Express Lanes – Segment 2 HOV to HOT Conversion Project

Ms. Dawn Odom reported that the Virginia Department of Transportation (VDOT) requested to amend:

- UPC 112923: Hampton Roads Express Lanes Network (HREL) Segment 2
 - Construction and Tolling Integration on I-64 from I-664/I-264 Interchange in Chesapeake to Interstate 264 in Norfolk
- UPC T23594: I-64 Toll Integration – Hampton Roads District Office
 - Provide office space on the third floor of the District Office for separated space to operate Southside future tolling

- UPC T23595: I-64 Toll Integration – Fiber Optic Communications
 - Provide Fiber Optic Communications connections between the District Office and the Transportation Operations Center (TOC) wide area network
- UPC T23596: I-64 Toll Integration – Systems Integrator
 - Provide complete operating tolling system from I-264 located in Norfolk to I-664 at Bowers Hill in Suffolk
- 2040 LRTP Amendment Request to include construction phase of I-64 Express Lanes – Segment 2 HOV to HOT Conversion Project
 - Add construction phase of I-64 Express Lanes – Segment 2 (HOV to HOT Conversion) from I-64/I-264 (in Norfolk) to I-64/I-464 (in Chesapeake)

After discussion, Mr. Kimbrel reiterated the HRTPO staff recommendation to defer the Item and bring it back to the TTAC meeting in March.

Mr. Josh Moore Moved to recommend deferring the four FY 2018-2021 TIP Amendment requests and the 2040 LRTP proposed amendment to the March 2020 TTAC meeting; seconded by Mr. Paul Holt. The Motion Carried, with VDOT staff abstaining.

Hampton Roads Congestion Management Process: Part I – Introduction and System Monitoring: Draft Report

Mr. Keith Nichols, HRTPO Principal Transportation Engineer, provided an update to the committee on the Hampton Roads Congestion Management Process (CMP) which:

- Monitors the regional roadway network
- Identifies congested locations
- Determines the causes of congestion
- Develops strategies to mitigate congestion

He stated that the 2020 CMP report includes a thorough assessment of the roadway system in Hampton Roads, a regional roadway network congestion analysis, a ranking of the most congested corridors, and a list of congestion mitigation strategies, and recommended improvements for the congested corridors

Mr. Nichols outlined the section of the CMP report that includes information on Performance Management and Performance-Based Planning and Programming, the elements of a CMP, CMP goals and objectives, and how the CMP incorporated into the regional transportation planning process. He noted that the draft report is available for public review and comment from January 29, 2020 to February 21, 2020. He requested TTAC members review the report and submit comments to him by COB Friday, February 21, 2020.

Linking Hampton Roads, A Regional Active Transportation Plan: Draft

Mr. Steve Lambert, HRTPO Transportation Planner II, stated that Linking Hampton Roads was the first regional active transportation plan and that it will provide regional recommendations to guide localities, HRTPO staff and the 2045 LRTP.

He stated that the draft consists of six sections:

Chapter One: Introduction	Chapter Four: Recommendations
Chapter Two: Existing Condition	Chapter Five: Taking Action
Chapter Three: Needs Assessment	Final Draft

Mr. Lambert reported that the draft report was made available for public review from January 24, 2020 to February 21, 2020 and will be presented to the HRTPO Board for approval in March. He requested TTAC members review *Linking Hampton Roads: A Regional Active Transportation Plan: Draft* and submit comments by COB Friday February 21, 2020.

Transportation Funding Opportunities: SMART SCALE, INFRA, and BUILD

Mr. Michael Kimbrel, HRTPO Deputy Executive Director, stated that SMART SCALE is the funding prioritization program that the state of Virginia uses to help provide guidance to the CTB on projects to be funded and included in the Six-Year Improvement Program (SYIP). He noted that SMART SCALE is divided into two programs:

- High Priority Projects Program (HPPP) – in which projects compete statewide
- District Grants Program (DGP) – in which projects compete against other projects within the same construction district

He stated that for Round Four of SMART SCALE, there is an estimated \$400 million available for the High Priority Projects Program and \$400 million for the District Grants Program, noting that the Hampton Roads District should receive approximately \$80 million for which projects within the District will compete.

He outlined the SMART SCALE criteria that is used to evaluate factors and measures:

- Safety
- Environmental Quality
- Congestion Mitigation
- Economic Development
- Accessibility
- Land Use

He noted that Hampton Roads is in Weighting Category A, in which congestion relief is weighted 45%.

Mr. Kimbrel outlined the federal Infrastructure for Rebuilding America (INFRA) Grants program, noting the following program specifics:

- Projects compete nationwide
- Highway and Freight projects of National or Regional Significance
- Total available nationwide: \$906 million (at least 25% to rural projects)
- Deadline to apply is February 25, 2020

Mr. Kimbrel outlined the criteria for the INFRA Grants Program as follows:

- Support for National or Regional Economic Vitality
- Leveraging of Federal Funding
- Large Projects: Cost > \$100 million
- Small Projects: Cost > \$5 million
- Potential for Innovation
- Performance and Accountability

He stated that the federal Better Utilizing Investments to Leverage Development (BUILD) Grants program is meant to fund projects with significant local and regional impact and noted that projects compete nationwide. The 2019 BUILD program had a total of \$900 million nationwide and successful projects could receive a maximum award of \$25 million.

- Primary Criteria for BUILD:
 - Safety
 - State of Good Repair
 - Economic Competitiveness
 - Environmental Sustainability
 - Quality of Life
- Secondary Criteria for BUILD:
 - Innovation
 - Partnership

Mr. Kimbrel stated HRTPO staff recommends the following potential project submittals:

- SMART SCALE
 - I-64/I-264 Interchange Phase 3
 - 1 or more Subprojects: Range \$80 Million to \$415 Million
- INFRA
 - I-64 Peninsula “Segment 4” (9 miles in HRTPO Area)
 - ≈\$100 Million
 - I-64/I-264 Interchange Phase 3
- BUILD
 - US 460/58/13 – Flyover to SPSA Facility
 - ≈\$40 Million

Mr. Kimbrel noted that an HRTPO Board member had requested information on projects that localities intended to submit for the BUILD program and that HRTPO staff had sent a request for that information to TTAC members. He noted the project information received to-date.

FY 2021-2024 Transportation Improvement Program: Update

Mr. John Mihaly, HRTPO Principal Transportation Planner, briefed TTAC on the HRTPO draft FY 21-24 Transportation Improvement Program (TIP). The TIP is a multi-year program for the implementation of surface transportation projects within a Metropolitan Planning Area (MPA), developed in cooperation with the State and affected public transportation operators. He stated that the TIP contains all federally-funded and/or regionally significant projects that require an action by the Federal Highway Administration or the Federal Transit Administration (FTA). Before any such project can be constructed or conducted in the MPA, it must be included in a current TIP. He provided a summary of steps for development of a TIP which are as follows:

- The Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT), HRTPO, and local public transit agencies coordinate to develop the draft TIP project list, drawing projects from the approved Long-Range Transportation Plan (LRTP)
- The draft TIP project list is reviewed by staffs of the HRTPO, VDOT, transit agencies, and localities
- The draft TIP document is produced and undergoes a 30-day public review/comment period
- The final TIP document is approved by the HRTPO Board
- The final TIP document is approved by the Governor and included without change, directly or by reference, in the Statewide Transportation Improvement Program (STIP).

He also reported that the draft FY 2021-2024 TIP Project list was made available for public review on the HRTPO website from December 30, 2019 to January 17, 2020.

Three-Month Tentative Schedule

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

For Your Information

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

Announcements

Chair Lewis noted the HRTPO Subcommittee meeting scheduled for February 10, 2020 has been canceled.

Old/New Business

There was no old/new business

Adjournment

With no further business to come before the Hampton Roads Transportation Technical Advisory Committee, the meeting adjourned at 11:24 a.m.