

ITEM #21: MINUTES OF HRTPO ADVISORY COMMITTEE MEETINGS

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)

The summary minutes of the January 4, 2017 meeting of the Transportation Technical Advisory Committee are attached.

Attachment 21

**Summary Minutes of the HRTPO Transportation
Technical Advisory Committee (TTAC) Meeting
January 4, 2017**

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)	Robert Lewis (SU)
Sherry Earley (Vice Chair, SU)	Bryan Stilley (NN)	Robert Gey (VB)
Steve Froncillo (CH)	Claudia Cotton (Alternate, NN)	Phil Pullen (VB)
Earl Sorey (CH)	Robert Brown (NO)	Brian Solis (VB)
Garrey Curry (GL)	Thelma Drake (NO)	Carolyn Murphy (WM)
Lynn Allsbrook (HA)	Jeff Raliski (NO)	Tim Cross (YK)
John Yorks (HA)	Susan Wilson (PO)	Jitender Ramchandani (DRPT)
Angela Rico (Alternate, HA)	James Wright (PO)	Jamie Jackson (HRT)
Jamie Oliver (IW)	Anne Payne (PQ)	Dawn Odom (VDOT)
Tammy Mayer Rosario (JC)	LJ Hansen (SU)	Eric Stringfield (VDOT)

TTAC Voting Members Absent:

Anne Ducey-Ortiz (GL)	Ellen Roberts (PQ)	J. Mark Carter (YK)
Dennis Carney (IW)	Debbie Vest (PQ)	Stephen Rowan (VDOT)
Richard Rudnicki (IW)	Dan Clayton III (WM)	Jeff Florin (VPA)
Britta Ayers (NN)	Aaron Small (WM)	

TTAC Nonvoting Members in Attendance:

Rhonda Murray (NAVY)

TTAC Nonvoting Members Absent:

Ivan Rucker (FHWA)	Melissa McGill (FTA)
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HRTPO Staff:

Rob Case	Steve Lambert	Leonardo Pineda
Kathlene Grauberger	John Mihaly	Camelia Ravanbakht
Theresa Jones	Kendall Miller	Dale Stith
Mike Kimbrel	Keith Nichols	Beth Vandell

Others Recorded Attending:

Robert Brown (Citizen); Bob Matthias (VB); Keisha Branch, (HRT); Dwayne Cook, Ken Coody, Darryll Lewis (VDOT); Joshua Moore (WATA); Karen McPherson (McPherson Consulting); Chris Barksdale, Jim Long (RK&K); Frank Papcin (CTAC); Kevin Page (HRTAC); Mode 5 Representative; Chris Vaigneur (HRPDC Staff)

Introductions

Dr. Camelia Ravanbakht introduced Mr. Steve Lambert as HRTPO Transportation Planner.

Public Comment Period

Mr. Robert Brown, Chesapeake Citizen, addressed TTAC regarding the Hampton Roads Bridge Tunnel (HRBT) and the Hampton Roads Flood Barrier Crossing.

Mr. Frank Papcin, Virginia Beach Citizen, addressed TTAC regarding Elizabeth River Crossing and the Hampton Roads Bridge Tunnel (HRBT).

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, reported January 4, 2017 is the deadline to submit feedback regarding its Revenue Sharing Program. localities that the revenue-sharing program.

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 were no comments 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. Mr. Eric Stringfield requested to add a TIP amendment and an LRTP amendment from VDOT. Chair Holt stated both would be added as Agenda Items 13A and 14A, respectively. Mr. Bryan Stille Moved to approve the Agenda as amended; seconded by Mr. John Yorks. The Motion Carried.

Summary Minutes

Chair Holt reported the TTAC summary minutes from the November 2, 2016 meeting were included in the January 4, 2017 TTAC Agenda Packet. Chair Holt asked for any additions or corrections to the minutes. Hearing none, Mr. Lynn Allsbrook Moved to approve the minutes as written; seconded by Mr. Jeff Florin. 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 \$545,000 in available Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds from one completed project to another CMAQ project in the County to cover design changes and an increase in the cost estimate. This request was made available for public review and comment from December 21, 2016 to January 4, 2017. The specifics

of the County's request are described below:

- Update the cost estimate for the Centerville Road/News Road Intersection Improvements project (UPC 102944) as follows:
 - Preliminary Engineering (PE): \$393,296
 - Right-of-Way (RW): \$563,079
 - Construction (CN): \$2,303,288
 - Total: \$3,259,663
- Update the cost estimate for the Richmond Road/Route 199 Intersection Improvements project (UPC 102947) as follows:
 - PE: \$129,585
 - RW: \$0
 - CN: \$619,613
 - Total: \$749,198
- Transfer a total of \$545,000 in CMAQ funds from UPC 102947 to UPC 102944 as follows:
 - \$350,000 in FY 2019 CMAQ, including state match
 - \$195,000 in FY 2020 CMAQ, including state match

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

FY 2015-2018 TIP Amendment (STIP ID: BWCV002): DRPT

Mr. Jitender Ramchandani, DRPT Transit Planning and Project Development Manager, briefed the TTAC on a request from DRPT to amend the FY 2015-2018 Transportation Improvement Program (TIP) to add a new project as described below:

- Black and White Cabs of Virginia Beach – New Freedom Operating (BWCV002)
 - Add project to TIP
 - Add FY 2017 FTA 5310 (New Freedom Operating) allocations as follows:
 - \$50,407 federal
 - \$40,326 state
 - \$10,081 local

The public review period began on December 21, 2016 and runs through January 4, 2017.

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

FY 2015-2018 TIP Amendment (UPC 106689): HRTAC

Mr. Kevin Page, HRTAC Executive Director, briefed the TTAC on a request from HRTAC to amend the FY 2015-2018 Transportation Improvement Program (TIP) to revise the information for one project in as described below:

- I-64 Peninsula Widening – Segment 3 (UPC 106689)
 - Update design-build project with scheduling reliant on the design-build contract and schedule as provided by VDOT, as follows:
 - Right of Way (RW) Start: January 2018
 - RW End: August 2019
 - Construction (CN) Start: January 2018
 - CN End: January 2022
 - Add the following allocations to fully fund Segment 3 Construction
 - FY 2020: \$24,752,207 Hampton Roads Transportation Fund (HRTF)
 - FY 2021: \$89,013,751 HRTF
 - FY 2022: \$42,610,108 HRTF

The public review period took place from December 21, 2016 to January 4, 2017.

Mr. Jeff Raliski Moved to recommend HRTPO Board approval of the TIP amendment; seconded by Ms. Jacqueline Kassel. The Motion Carried.

FY 2015-2018 TIP Amendment (UPC 106693): HRTAC

Mr. Kevin Page, HRTAC Executive Director, briefed the TTAC on a request from HRTAC to amend the FY 2015-2018 Transportation Improvement Program (TIP) to revise the information for one project in as described below:

- I-64/I-264 Interchange Improvements – Phase III (UPC 106693)
 - Add new project to TIP as Preliminary Engineering (PE) Only
 - Project Description: Improve the remaining I-64/I-264 interchange movements to include I-64 East to I-264 and I-264 movements to I-64
 - Add total PE Cost Estimate: \$10,000,000
 - Add PE Schedule:
 - Start: December 2016
 - End: December 2019
 - Add the following allocations to fully fund the PE Phase
 - FY 2017: \$1,100,000 Hampton Roads Transportation Fund (HRTF)
 - FY 2018: \$3,750,000 HRTF
 - FY 2019: \$3,750,000 HRTF
 - FY 2020: \$1,400,000 HRTF

The public review period took place from December 21, 2016 to January 4, 2017.

Mr. Jeff Raliski Moved to recommend HRTPO Board approval of the TIP amendment; seconded by Mr. Lynn Allsbrook. The Motion Carried.

FY 2015-2018 TIP Amendment (UPCS 1765, 84243, 110385, 110387): VDOT

Mr. Eric Stringfield, VDOT Hampton Roads District Planning Director, briefed the TTAC on a request from VDOT to amend the FY 2015-2018 Transportation Improvement Program (TIP) to revise the information for two projects and add two corresponding GARVEE Debt Service projects as

described below:

- Military Highway Widening project (UPC 1765)
 - Revise cost estimates as follows:
 - Preliminary Engineering (PE): \$8,350,668
 - Right of Way (RW): \$17,766,304
 - Construction (CN): \$34,359,123
 - Total: \$60,476,095
 - Release FY 2017 RW Phase obligation of \$8,364,852 Advance Construction (AC)
 - Add FY 2017 CN Phase obligation of \$945,990 AC Conversion
 - Add FY 2017 CN Phase obligation of \$4,694,071 AC
 - Add FY 2018 CN Phase obligation of \$2,183,659 AC Conversion

- Military Highway Widening – Phase I (UPC 84243)
 - Revise cost estimates as follows:
 - PE: \$0
 - RW: \$6,807,055
 - CN: \$20,058,321
 - Total: \$26,865,376
 - Add FY 2017 CN Phase obligation of \$141,982 NHS/NHPP
 - Release FY 2017 RW Phase obligation of \$31,244 AC with match
 - Add FY 2017 RW Phase obligation of \$2,346,110 AC
 - Remove FY 2015 CN Phase obligations of:
 - \$5,456,658 STP
 - \$6,154,752 RSTP
 - \$28,424 Equity Bonus (EB)
 - Add FY 2017 CN Phase obligation of \$17,693,682 AC
 - Add FY 2018 CN Phase obligation of \$173,447 AC Conversion

- Military Highway Widening – GARVEE Debt Service (UPC 110385)
 - Debt Service related to UPC 1765
 - Add PE cost estimate: \$17,479,961
 - Add PE schedule – Start: 3/1/2017; End: 6/30/2034
 - Add allocations as follows:
 - FY 2017: \$636,519 NHPP; \$159,130 match
 - FY 2018: \$2,602,548 NHPP; \$650,637 match
 - Add FY 2017 PE Phase obligation of \$986,256 NHS/NHPP
 - Add FY 2017 PE Phase obligation of \$16,493,705 AC
 - Add FY 2018 PE Phase obligation of \$1,681,189 AC Conversion

- Military Highway Widening – Phase I – GARVEE Debt Service (UPC 110387)
 - Debt Service related to UPC 84243
 - Add PE cost estimate: \$1,518,536
 - Add PE schedule – Start: 3/1/2017; End: 6/30/2032
 - Add allocations as follows:
 - FY 2017: \$95,534 NHPP; \$23,884 match
 - FY 2018: \$272,972 NHPP; \$68,243 match

- Add FY 2017 PE Phase obligation of \$148,026 NHS/NHPP
- Add FY 2017 PE Phase obligation of \$1,370,510 AC
- Add FY 2018 PE Phase obligation of \$167,763 AC Conversion

The public review period took place from December 21, 2016 to January 4, 2017.

Mr. John Yorks Moved to recommend HRTPO Board approval of the TIP amendment; seconded by Ms. Robert Brown. The Motion Carried.

FY 2015-2018 TIP Amendment (UPCS 15829, 100937, 110386, 110389): VDOT

Mr. Eric Stringfield, VDOT Hampton Roads District Planning Director, briefed the TTAC on a request from VDOT to amend the FY 2015-2018 Transportation Improvement Program (TIP) to revise the information for two projects and add two corresponding GARVEE Debt Service projects as described below:

- Indian River Road Widening project (UPC 15829)
 - Revise cost estimates as follows:
 - Preliminary Engineering (PE): \$4,821,000
 - Right of Way (RW): \$14,550,000
 - Construction (CN): \$36,732,000
 - Total: \$56,103,000
 - Add FY 2017 PE Phase obligation of \$730,479 Advance Construction (AC)
 - Release FY 2017 RW Phase obligation of \$1,794,243 STP/STBG
 - Add FY 2017 RW Phase obligation of \$499,095 AC Conversion
 - Add FY 2018 RW Phase obligation of \$968,053 AC Conversion

- Holland Road Widening (UPC 100937)
 - Revise cost estimates as follows:
 - PE: \$3,695,424
 - RW: \$34,000,000
 - CN: \$39,488,000
 - Total: \$77,183,424
 - Revise phase schedules as follows:
 - PE – Start: 5/2/2015; End: 7/20/2015
 - RW – Start: 7/20/2015; End: 5/2/2018
 - CN – Start: 5/2/2018; End: 11/2/2021
 - Add FY 2017 PE Phase obligation of \$1,830,212 Other
 - Release FY 2017 PE Phase obligation of \$52,000 AC
 - Add FY 2017 RW Phase obligation of \$85,507 NHS/NHPP
 - Release FY 2017 RW Phase obligation of \$1,830,212 Other, with match
 - Add FY 2017 RW Phase obligation of \$2,688,149 AC
 - Add FY 2018 CN Phase obligation of \$39,488,000 AC

- Indian River Road Widening – GARVEE Debt Service (UPC 110386)
 - Debt Service related to UPC 15829
 - Add PE cost estimate: \$7,038,505

- Add PE schedule – Start: 3/1/2017; End: 6/30/2033
 - Add allocations as follows:
 - FY 2017: \$335,822 NHPP; \$83,955 match
 - FY 2018: \$1,232,771 NHPP; \$308,193 match
 - Add FY 2017 PE Phase obligation of \$520,339 STP/STBG
 - Add FY 2017 PE Phase obligation of \$6,518,166 AC
 - Add FY 2018 PE Phase obligation of \$786,121 AC Conversion
- Holland Road Widening – GARVEE Debt Service (UPC 110389)
 - Debt Service related to UPC 100937
 - Add PE cost estimate: \$14,396,071
 - Add PE schedule – Start: 3/1/2017; End: 6/30/2036
 - Add allocations as follows:
 - FY 2017: \$57,534 NHPP; \$14,384 match
 - FY 2018: \$547,899 NHPP; \$136,975 match
 - Add FY 2017 PE Phase obligation of \$89,147 NHS/NHPP
 - Add FY 2017 PE Phase obligation of \$14,306,924 AC
 - Add FY 2018 PE Phase obligation of \$376,709 AC Conversion

The public review period took place from December 21, 2016 to January 4, 2017.

Mr. Robert Lewis Moved to recommend HRTPO Board approval of the TIP amendment; seconded by Ms. Angela Rico. The Motion Carried.

FY 2015-2018 TIP Amendment (UPC 110321): VDOT

Mr. Eric Stringfield, VDOT Hampton Roads District Planning Director, briefed the TTAC on a request from VDOT to amend the FY 2015-2018 Transportation Improvement Program (TIP) to include a new project as described below:

- I-64 Express Lanes – Segment 1 project (UPC 110321)
 - Add project to TIP
 - Project Description: Convert existing reversible High-Occupancy Vehicle (HOV)-2 lanes to High-Occupancy/Toll (HOT)-2 lanes
 - Project Location: I-64 corridor from I-264 interchange to I-564 interchange (8.4 miles)
 - Cost estimates as follows:
 - Preliminary Engineering (PE): \$2,820,000
 - Construction (CN): \$2,180,000
 - Total: \$5,000,000
 - Add allocations as follows:
 - FY 2017: \$5,000,000 Other-Toll
 - Add obligations as follows:
 - FY 2017 PE Phase: \$2,820,000 Other-Toll
 - FY 2017 CN Phase: \$2,180,000 Other-Toll

The public review period will take place from January 4, 2017 through January 18, 2017.

Mr. Eric Stringfield Moved to recommend HRTPO Board approval of the TIP amendment; seconded by Mr. Jeffrey Florin. The Motion Carried.

Hampton Roads 2040 Long-Range Transportation Plan Amendments

Ms. Dale Stith, HRTPO Principal Transportation Planner, briefed the TTAC on amendments to the Long Range Transportation Plan (LRTP) to reflect recent actions by the HRTPO Board.

Ms. Stith explained the current 2040 LRTP for the Hampton Roads region was adopted on July 21, 2016. The 2040 LRTP will be the regional transportation plan for the next five years and is designed to be a ‘living’ document – updated through the amendment process.

She stated the below summaries of the proposed amendments, which were made available for public comment and review from November 21, 2016 to December 7, 2016. No public comments were received.

Project	Amendment Action	Estimated Project Cost	Funding Source
HRCS SEIS Alternative A – Widen I-64 to six lanes from I-664 (Hampton Coliseum) to I-564, including improvements to the HRBT	Include (construction)	\$4.031 Billion (2025 YOE)	HRTAC (included in current 2040 LRTP financial plan)
Bowers Hill Interchange	Include (construction)	\$568 Million (2032 YOE)	HRTAC (included in current 2040 LRTP financial plan)
Study Remaining Segments of Draft HRCS SEIS: <ul style="list-style-type: none"> • I-664 from Hampton Coliseum to Bowers Hill, including MMMBT • I-664 Connector/I-564 Connector • VA 164 Connector • VA 164 widening to six lanes from VA 164 Connector to I-664 	Include (study)	\$7 Million	HRTAC (included in current 2040 LRTP financial plan)
Virginia Beach Transit Extension construction project (Newtown Road Station to Town Center/Constitution Drive)	Remove	N/A	N/A

Mr. Earl Sorey Moved to recommend HRTPO Board approval to amend the 2040 LRTP to include the HRCS SEIS Alternative A and the Bowers Hill Interchange for construction; to include a study of the remaining segments of the Draft HRCS SEIS; and to remove the Virginia Beach Transit Extension construction project; seconded by Mr. Tim Cross. The Motion Carried.

Hampton Roads 2040 Long-Range Transportation Plan Amendments – VDOT

Mr. Eric Stringfield, VDOT Hampton Roads District Planning Director, briefed the TTAC on a request from VDOT to amend the 2040 LRTP to include the regionally-significant and fully funded Interstate 64 Express Lanes–Segment 1 project (conversion of Interstate 64 High Occupancy Vehicle (HOV-2) reversible lanes to High Occupancy Toll (HOT) or Express Lanes from Interstate 64/264

Interchange to Interstate 564). He stated the estimated project cost (year-of expenditure) for this addition is \$5 million, with a state funding source.

The public review period will take place from January 5, 2017 through January 18, 2017.

Mr. Lynn Allsbrook Moved to recommend HRTPO Board approval to amend the 2040 LRTP to include the I-64 Express Lanes-Segment 1 (HOV-to-HOT Conversion Project); seconded by Mr. John Yorks. The Motion Carried.

2016 CMAQ/RSTP Project Selection Process: Recommended Projects & Allocations

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, briefed the TTAC on the Transportation Programming Subcommittee's (TPS) recommended projects to receive allocations of FY 2023 Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and Regional Surface Transportation Program (RSTP). The TPS meeting took place on October 28, 2016.

Mr. Kimbrel explained the HRTPO is responsible for the selection of projects and allocation of funds for the CMAQ and RSTP programs, in which proposed projects are evaluated and ranked in accordance with methodologies approved by the HRTPO Board. He noted CMAQ provides federal funding for projects that primarily help improve air quality, while RSTP provides federal funding for a wide variety of projects.

Mr. Kimbrel detailed the estimated available funding for CMAQ and RSTP. Federal funding combined with state matches totaled \$14,243,448 for CMAQ and \$34,978,269 for RSTP. He then listed the various regional projects recommended by the TPS.

Mr. Lynn Allsbrook Moved to recommend HRTPO Board approval of the RSTP and CMAQ projects and allocations; seconded by Mr. Phil Pullen. The Motion Carried.

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

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, briefed the TTAC on the final version of the *Volumes, Speeds, and Congestion on Major Roadways in Hampton Roads* report. The draft version of the report was presented to the TTAC on November 2, 2016, and was made available for public review and comment from October 26, 2016 through November 23, 2016. No comments were received.

Dr. Ravanbakht explained that 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.

Mr. Lynn Allsbrook Moved to recommend HRTPO Board approval of the final report; seconded by Ms. Jacqueline Kassel. The Motion Carried.

Request for HRTPO Resolution of Support for Suffolk to Receive FTA Funding

Mr. LJ Hansen, Suffolk Assistant Director of Public Works, briefed the TTAC on a request from the City of Suffolk for the HRTPO Board to approve a resolution of support for the City to be made a designated recipient of FTA 5307 funds.

Mr. Hansen explained the Urbanized Area Formula Funding program (49 U.S.C. 5307) provides federal resources to urbanized areas and governors for transit capital and operating assistance and for transportation-related planning. Currently, Hampton Roads Transit (HRT) is the only designated recipient of Federal Transit Administration (FTA) 5307 funds for the Virginia Beach Urbanized Area (UZA).

Mr. Hansen detailed Suffolk Transit was formed in January 2012, utilizing Virginia Regional Transit (VRT) as the City's transit service provider, to provide fixed route and paratransit service to the core downtown service area. Suffolk Transit is eligible to receive FTA 5307 funds and is in the process of becoming a designated recipient in the Virginia Beach UZA. As part of the application process, the FTA requires a resolution of support from the appropriate metropolitan planning organization.

Mr. Robert Lewis Moved to recommend HRTPO Board approval of a resolution of support for the City of Suffolk to be made a designated recipient of FTA 5307 funds; seconded by Ms. Jacqueline Kassel. The Motion Carried.

Hampton Roads Regional Transit Benchmarking Study: Draft

Mr. John Mihaly, HRTPO Transportation Analyst II, briefed the TTAC on the draft version of the ***Hampton Roads Regional Transit Benchmarking Study***, which compares public transit agencies in Hampton Roads to "peer" agencies across the Nation for various measures. He explained the study also will set a baseline for the measurement of future performance of Hampton Roads' transit agencies.

Mr. Mihaly noted HRTPO staff coordinated with staff from Hampton Roads Transit (HRT), Williamsburg Area Transit Authority (WATA), and Suffolk Transit, researched comparable transit agency practices, federal guidance documents, and a selection of transit performance studies to determine the appropriate measures to best meet the scope of the study.

Mr. Mihaly detailed several observations that could be made from study findings, such as:

- Financial support from community organizations such as hospitals, educational institutions, and large employers tends to contribute to higher ridership numbers.
- Special taxes and fees provide additional sources of revenue for some transit agencies. Most of the case study agencies had a special fee or tax as a part of their overall operating funds matrices.
- Park-n-ride lots tend to contribute to additional utilization of bus services.
- Each of the top-ranked agencies in the WATA group had a service area that contained a university or college. In many cases, the institution of higher education contributed directly

to the local transit agency in exchange for “free” fares for students, faculty, and employees of the school who presented a valid identification document.

- The two top-ranked agencies in the HRT group are located in upstate New York. The State of New York funds transit agencies at a higher rate than most other agencies surveyed in the comparable case studies.

Mr. Mihaly explained HRTPO staff recommends formation of a public transit working group consisting of representatives from HRTPO staff, local transit agencies, and interested localities to guide the selection of topics for further research.

Mr. Mihaly reported the draft report and findings has been made available for public comment from December 21, 2016 through January 18, 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.

Moving the Economy – How Well the Transportation System of Hampton Roads Serves Key Economic Sectors: Draft Report

Mr. Rob Case, HRTPO Principal Transportation Engineer, briefed the TTAC on the draft version of the *Moving the Economy – How Well the Transportation System of Hampton Roads Serves Key Economic Sectors*. He explained the key economic sectors include port, military, and hospitality, which were used to choose subject entities (e.g. large ports on the East Coast) and transportation measures (e.g. population within eight hours of port).

Mr. Case detailed the report found four similar port systems along the east coast in Hampton Roads, New York/New Jersey, Charleston, and Savannah. The report compares the size of service areas provided by highways serving the ports, time necessary to travel the first 30 highway miles from the ports, Class I railroads serving the ports, and channel depth and bridge restriction from the ocean to the port.

Mr. Case stated HRTPO staff has placed the comparison in an internal performance memo to be reviewed by a technical panel.

Mr. Case outlined the report found several hospitality destinations in the mid-Atlantic. He noted publicly-available visitor data is scarce, so the report utilized worker data from the U.S. Census Bureau. For this sector, measures included bike and pedestrian friendliness, time necessary to travel the first/last 30 highway miles, presence or absence of special public transit for visitors, and accessibility and level of service of airports and Amtrak.

The draft report will be made available for public comment for two weeks from January 4, 2017 through January 18, 2017. At the February TTAC meeting, staff will summarize public comments received and ask for approval.

Paths Connecting to the Virginia Capital Trail (PCVCT)

Mr. Steve Lambert, HRTPO Transportation Planner, briefed the TTAC on the activities of the Ad-Hoc TTAC Committee on Paths Connecting to the Virginia Capital Trail (PCVCT). The Committee was formed following the completion of the Virginia Capital Trail (VCT) in 2015 to achieve the vision and development of two 30-mile paths connecting the South Hampton Roads Trail and Fort Monroe to Jamestown and the Virginia Capital Trail.

The alignment of the two paths is being refined by the committee a) with the help of a VDOT consultant who is scoring alternative segments, and b) with input from an HRTPO survey concerning the alternative segments. The PCVCT also has established scoring benchmarks including cost, feasibility, proximity to transit, safety records, population and employment, zero-vehicle households, public input, and proximity to schools, parks, etc., for its candidate path segments.

Mr. Lambert indicated the next PCVCT meeting would take place on January 25, 2017 in Williamsburg, Virginia. There, segment scores will be presented, along with public survey results.

Strategies for Quick Clearance of Traffic Incidents

Mr. Ken Coody, VDOT Eastern Region Traffic Operations Manager, briefed the TTAC on strategies to reduce duration of incidents that affect the availability of travel lanes and quickly clear such incidents. Mr. Coody noted several sources of congestion in the Hampton Roads area, namely bottlenecks, traffic incidents, work zones, bad weather, poor signal timing, and special events.

Mr. Coody explained most incidents (68.96%) were cleared in under 60 minutes, but also detailed a number of strategies to reduce clearance time further, such as increasing Safety Service Patrols (SSP), creating emergency pull-over areas, and improving towing contracts and dispatching time.

Last, he noted several strategies VDOT is pursuing to reduce clearance times, including quarterly review of SSP routes, weekly significant lane closure meetings, C.A.R.E. weekend equipment/staffing augmentation.

Three-Month Tentative Schedule

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

For Your Information

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

Announcements

Chair Holt reviewed the items in the Announcements section of the Agenda Packet.

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 11:53 a.m.