

AGENDA ITEM #15: FOR YOUR INFORMATION

A. MINUTES OF THE TRANSPORTATION PROGRAMMING SUBCOMMITTEE MEETING OF JANUARY 23, 2015

The draft minutes of the Transportation Programming Subcommittee (TPS) meeting of January 23, 2015 are attached.

Attachment 15-A

B. I-64 PENINSULA WIDENING – SEGMENT 1

On October 17, 2013, the HRTPO Board passed a resolution supporting a number of regional projects as Hampton Roads Transportation Fund (HRTF) Candidate Projects. Among the projects were projects to widen Interstate 64 on the Peninsula from Jefferson Avenue (Exit 255) to Route 199 west of Williamsburg (Exit 234).

On January 16, 2014, the HRTPO Board approved the allocation of \$44 million in HRTF revenues to the I-64 Peninsula Widening – Segment 1 project. Segment 1 runs from 1.55 miles west of Jefferson Avenue (Exit 255) to 0.50 mile east of Route 238 (Exit 247).

During the February 19, 2015 meeting of the Hampton Roads Transportation Accountability Commission (HRTAC), VDOT staff announced that the Commonwealth Transportation Board (CTB) had awarded a contract in the amount of \$84.8 million to the Shirley Contracting Company of Lorton, Virginia to design and construct the Segment 1 project. VDOT staff noted that the final cost of the project, including contingency, was \$122 million – \$22 million less than the original \$144 million estimate. Since VDOT will expend the non-HRTF moneys first, it is expected that the \$22 million difference will be returned to the HRTF for allocation to another project.

The estimated completion date for the project is December 2017. More information on the project is available on the VDOT website at:

http://www.virginiadot.org/projects/hamptonroads/i-64_widening_project.asp.

C. U.S. ROUTE 460 CORRIDOR IMPROVEMENTS

On February 18, 2015, the Commonwealth Transportation Board (CTB) approved a resolution to support the Preferred Alternative to build a new four-lane divided highway from a new U.S. 460/58 interchange in Suffolk to west of Windsor. From west of Windsor to west of Zuni, the existing U.S. 460 will be upgraded to a four-lane divided highway and include a new bridge across the Blackwater River to eliminate long standing flooding problems. The cost of the project ranges from \$375 million to \$425 million.

More information on the project is available on the VDOT website at:

<http://www.route460project.org/>.

**Summary Minutes of the
Hampton Roads Transportation Programming Subcommittee (TPS)
Meeting
January 23, 2015**

The Hampton Roads Transportation Programming Subcommittee (TPS) Meeting was called to order at 9:30 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

TPS Voting Members:

Kevin Abt, VPA

Robert R. Brown, NO

Timothy C. Cross, YK

Garrey W. Curry Jr., GL

Robert K. Gey, VB

Jamie Jackson, WATA

Robert E. Lewis, P.E., SU

Reed T. Nester, WM

Jamie Oliver, IW

Steve Rowan, VDOT

C. Earl Sorey, Jr., CH

Brian Stilley, NN

Eric Stringfield, VDOT

Julie Timm, HRT

Susan Wilson, PO

John Yorks, HA

TPS Voting Members Absent:

Chris Arabia, DRPT

Jeffrey A. Florin P.E., VPA

Allen J. Murphy Jr., JC

Phil Pullen, VB

Allison Richter, VDOT

Ivan P. Rucker, FHWA

Kevin Wyne, PQ

HRTPO Staff:

Mike Kimbrel

John Mihaly

Camelia Ravanbakht

Seth Shipinski

Dale Stith

Chris Wichman

Other Participants:

Toni Alger, VB

Keisha Branch, HRT

Karen Bourne, VDOT

Frank Busofsky, UC

Karen McPherson, McP. Con.

Frank Papcin, VB

Rhonda Murray, NAVY

Jason Robinson, VDOT (FB)

Craig Van Dussen, VDOT (FB)

1. CALL TO ORDER

Chair Gey called the meeting to order at 9:30 a.m.

2. PUBLIC COMMENT PERIOD

A citizen from Virginia Beach requested information pertaining to the jurisdictional authority for pedestrian and bicycle safety at overpasses in the Hampton Roads area.

3. APPROVAL OF AGENDA

Chair Gey asked for additions or deletions to the agenda. Mr. Yorks moved to approve the agenda, seconded by Mr. Stilley. The Motion Carried.

4. MINUTES

Chair Gey indicated the TPS Summary Minutes of October 17, 2014 were included in the TPS Agenda. He asked for corrections or amendments to the minutes. Mr. Lewis Moved to approve the minutes; seconded by Mr. Sorey. The Motion Carried.

5. TRANSPORTATION ALTERNATIVES PROGRAM STATUS REPORT

Mr. Kimbrel briefed the TPS on the status of the Transportation Alternatives Program. The deadline for FY 2016 TAP applications was November 1, 2014. The following project proposals were submitted from HRTPO member localities/agencies:

- Chesapeake – Multi-City Trail System – Phase I
- Hampton Roads Transit – ADA Bus Stop Compliance
- Newport News – Washington Avenue Streetscape and Pedestrian Improvements
- Norfolk – Two Project Proposals
 - Elizabeth River Trail Phase 4C/5
 - Newtown Road Pedestrian Improvements Project – Phase 1
- Virginia Beach – Four Project Proposals
 - Salem Road Sidewalk
 - Cypress Avenue and Mediterranean Avenue Sidewalks
 - West Great Neck Road Sidewalk
 - Thalia Creek Greenway – Phase 3
- Williamsburg – Monticello Avenue Multi-Use Trail

Remaining tentative timeline for the FY 2016 TAP:

February 6, 2015	Application/Readiness Scores to MPOs/TMAs
February 18, 2015	Application Scores & Information Packets provided to CTB
March 9, 2015	Tentative list of District CTB selections due to LAD
March 13, 2015	District CTB selections to MPOs/TMAs
March 20, 2015	TPS Meeting for TAP Project Selection/Funding
April 1, 2015	TTAC Meeting – Consider TPS TAP recommendations
April 3, 2015	Tentative list of MPO/TMA selections to LAD
April 6, 2015	LAD recommendations to At-Large CTB members
April 15, 2015	Tentative CTB and MPO/TMA selections presented to CTB
April 16, 2015	HRTPO Board Meeting – Consider TTAC TAP recommendations
Mid-April 2015	Draft SYIP provided for Public Hearings
June 17, 2015	Final TAP selections approved with SYIP

This item was for informational purposes only.

6. REALLOCATION OF CMAQ FUNDS RETURNED FROM HAMPTON ROADS PASSENGER RAIL STUDY

Mr. Kimbrel briefed the TPS on the availability of \$86,693 in FY 2012 Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds from the HRTPO High-Speed Intercity Passenger Rail Study project (UPC 102728) that were being returned for reallocation to other eligible projects. TPS members were asked to review their current CMAQ projects to determine whether they needed the additional funds.

Ms. Jackson submitted a proposal from the Williamsburg Area Transit Authority (WATA) requesting a funding transfer as follows:

- Transfer the \$86,693 in available FY 2012 CMAQ funds from the HRTPO High-Speed Intercity Passenger Rail Project (UPC 102728) to two Hampton Roads Transit((HRT) projects as follows:
 - \$28,898 to the Chesapeake Bus Shelter project (UPC T9110)
 - \$57,795 to the Virginia Beach Bus Shelter Project (UPC T9145)
- Transfer \$86,693 in FY 2015 RSTP funds from the HRT Light Rail Transit Extension to Norfolk Naval Station and Virginia Beach Oceanfront project (UPC T9093) to the WATA Administration and Operations Facility project (UPC T11932).

Mr. Lewis questioned if the projects mentioned in the WATA proposal were active. Mr. Kimbrel affirmed that the projects were approved and eligible to receive additional funding.

Ms. Jackson moved to reallocate \$86,693 in FY 2012 CMAQ funds from (UPC 102728) as described in the WATA proposal, seconded by Mr. Stringfield. The Motion Carried.

7. HB2 STATEWIDE TRANSPORTATION PROJECT PRIORITIZATION PROCESS

Mr. Kimbrel initiated discussion for the TPS to develop comments to be submitted to the Office of the Secretary of Transportation regarding the HB2 Prioritization process, potential factors, and weights to be assigned to the various factors.

There was a great deal of discussion on the merits of each of the topics which were suggested by the Office of the Secretary of Transportation. The topics that were discussed included: Project Submission, Funding, Measures (Factors are Safety, Congestion Mitigation, Accessibility, Environmental Quality, Economic Development, Land Use Coordination & Transportation), Weighting/Scoring, and Other Issues.

The TPS developed the following recommendations/comments:

Project Submission

1. Due to the likelihood that a proposed project could be included in more than one of the categories listed above, the TPS recommended that regional entities and local governments be eligible to submit projects under all three categories.
2. More clearly define “regional entities”.

- a. Recommend that public transportation authorities and agencies be expressly identified as regional entities.
 - b. Clarify whether the Virginia Port Authority is considered to be a regional entity?
3. With regard to Urban Development Areas (UDAs), recommend the category include designated UDAs and such similar areas that accommodate growth in a manner consistent with UDAs.

Funding

1. The **cost** portion of the cost-benefit analysis should be based only on the amount of HB2 funding being requested for the project. This method would give credit to projects with significant commitments of non-HB2 funding.
2. The **benefit** portion of the cost-benefit analysis should be based on the total benefit of the project.

Measures/Factors

Safety:

1. Use ***Equivalent Property Damage Only*** as a measure. The EPDO rate is an industry standard for rating safety and covers several of the suggested potential measures.
2. In order for a project to get points for being on or part of an evacuation route the project should provide a relevant improvement, such as improving the capacity or improving flood prone portions of an evacuation route.
3. Take into account whether the project provides designated facilities for various modes of transportation (i.e. bicycle/pedestrian, transit, vehicles, ADA improvements).

Congestion Mitigation:

1. Use ***Decrease Vehicle Hours of Delay*** as a measure.
2. Use ***Increase Travel Time Reliability*** as a measure.
3. Take into account the ***Impact of or Lack of Parallel Routes*** as a measure.
4. Use ***Reduce Number of Auto Trips*** (such as by diverting auto trips to other modes) as a measure.

Accessibility:

1. Use ***System Continuity*** (i.e. closing a gap in existing roadway, transit, or bicycle/pedestrian network as a measure).
2. Use ***Improves Multimodal Connectivity*** as a measure.

Environmental Quality:

1. Use ***Minimizes Environmental Impacts to: Natural resources, such as streams, wetlands, threatened and endangered species, agriculture, protected lands, etc.; Cultural and historic resources and properties; and Noise impacts*** as a measure.
2. Use ***Supports Environmental Justice*** as a measure.

Economic Development:

1. Use ***Supports Local, Regional, and/or Statewide Economic Development Strategies*** as a measure. Recommend using a tiered scoring system that gives points for each level (local, regional, state), so that a project that supported local and regional strategies, for example, would get more points than one that supported only local strategies. Projects that provide local, regional, and state economic development would be score highest.
2. Use ***Supports Expected Population Growth*** as a measure.

Land Use and Transportation Coordination:

1. Use ***Is in or Connects Designated Growth Areas*** as a measure.
2. Use ***Increases Mobility Options*** as a measure.
3. Recommend that this criterion be considered in all areas of the state (not just MPOs with population greater than 200,000)

Weighting

For the sake of consistency and transparency, fewer weighting frameworks are preferable. The TPS recommended that the number of weighting frameworks be limited to two – one for Urban areas and one for Rural areas. In addition, it is recommended that membership in an MPO not be used to define what constitutes an area as urban or rural since many MPO areas contain areas that are clearly rural.

Other Issues

1. The TPS recommended the development of a ***sliding scale*** (similar to the one used in the VDOT/FHWA agreement) to which to compare changes in cost estimate, scope, or funding on a selected project. Changes that exceed the sliding scale would trigger evaluation by the CTB to determine whether the project should be run back through the HB2 prioritization process.
2. The TPS recommended that an ***HB2 Reserve Account*** be maintained to help cover the inevitable cost overruns on selected and funded projects.

These recommendations were forwarded to the HRTPO Transportation Technical Advisory Committee (TTAC) to be considered at its February 4, 2015 meeting.

8. OLD/NEW BUSINESS

Mr. Stringfield replied to the public comment made under agenda item #2 related to pedestrian and bicycle safety on the roadways at underpasses/overpasses. The citizen requested information concerning the entities responsible for the maintenance of the roadway in those locations. Mr. Stringfield responded that the City is typically responsible in an urban area and VDOT is usually the responsible party in a rural area. If improvements to the facility affect limited access then VDOT would be involved in the process.

ADJOURNMENT

There being no more business before the Hampton Roads Transportation Programming Subcommittee, the meeting was adjourned at 1:01 p.m.