

AGENDA ITEM #15: FOR YOUR INFORMATION

A. HAMPTON ROADS TRANSPORTATION OPERATIONS SUBCOMMITTEE MINUTES

The minutes from the October 9, 2018 meeting of the Hampton Roads Transportation Operations Subcommittee are attached.

Attachment 15-A

B. TRAFFIX SUBCOMMITTEE MINUTES

The minutes from the November 7, 2018 meeting of the TRAFFIX Subcommittee are attached.

Attachment 15-B

C. HRTAC PROGRAM DEVELOPMENT MONTHLY EXECUTIVE REPORT

VDOT provides monthly reports to the Hampton Roads Transportation Accountability Commission (HRTAC) staff on the status of the Regional Priority Projects. The report for February 2019 is attached.

Attachment 15-C

D. ARTICLE FROM INSIDE BUSINESS: THE HAMPTON ROADS BUSINESS JOURNAL

The link to a recent article by Mr. Robert A. Crum Jr., HRTPO Executive Director, concerning the recent arrival of transatlantic broadband cables in the Hampton Roads Region can be found at:

https://pilotonline.com/inside-business/news/columns/article_c1b4b590-105c-11e9-97b3-770ea8f76367.html

DRAFT HRTO Subcommittee Minutes – October 9, 2018

Sandy Bottom Nature Park, Hampton, VA

The meeting was chaired by Mike Miller (VDOT)

1. Public Comment Period

- Nobody from the public requested to speak.

2. **Minutes** of the June 12th meeting were reviewed. Motion for approval was made by Brian Fowler and seconded by Mike Corwin. The minutes were approved.

3. HRTO Leadership

- Robert Lewis (Suffolk) and Mike Miller (VDOT) were appointed co-chairs of the HRTO Subcommittee in 2016. With their two-year terms expiring, HRTO Subcommittee co-chairs will need to be appointed at the next HRTO meeting.
- Keith Nichols (HRTPO) made a brief presentation on HRTO Subcommittee Guidelines and Membership. Highlights of the presentation include:
 - The HRTO Subcommittee was designated as an official subcommittee of the HRTPO Transportation Technical Advisory Committee (TTAC) in February 2010.
 - The official description of the HRTO Subcommittee is “The Hampton Roads Transportation Operations subcommittee (HRTO, formerly ITS Subcommittee and HRTO Working Group) is a subcommittee of TTAC dedicated to improving transportation operations in the region.”
 - Only persons associated with TTAC voting entities can be appointed as members of HRTO.
 - However, to enable participation by operations professionals, HRTO members need not be TTAC voting members.
 - Maximum of 2 members per locality/agency (4 from VDOT). Others will be “Invited Guests”.
 - HRTO will elect its own chairs for 2 year terms.
- The current Subcommittee membership list was shared with the group. Keith noted that Virginia Beach and VDOT currently have more people listed as members than are allowed by the guidelines.
- Mike Miller noted that we will be voting on new leadership at the next meeting.

4. Regional Broadband Network/Connected Corridor

- Brian Solis (Virginia Beach) introduced this topic by briefly describing the Regional Broadband Ring and the vision of a Regional Connected Corridor. He mentioned the HRPDC Smart infrastructure grant (PDC) – which includes the five Southside cities – and three regional projects that would be looked at as part of it. These projects are the Regional Broadband Ring, StormSense flood sensor expansion, and a Regional Connected Corridor.

- Brian Solis also mentioned the Smart Infrastructure Challenge, which has \$3 billion available and a maximum of \$50 million per project. Hampton Roads is submitting the 30% design of the broadband ring.
- Keith Nichols (HRTPO) made a presentation on the Regional Broadband Ring effort. Highlights of the presentation include:
 - Goal is to leverage the transatlantic broadband cables that have connected to Virginia Beach.
 - HRPDC has established a Regional Broadband Steering Committee comprised of Southside city managers and elected officials.
 - The five Southside Cities have agreed to contribute \$650,000 to complete Phase I of the Regional Connectivity Ring.
 - Objective: Connect the 5 Southside Cities to the transatlantic cables
 - Phase 1: Complete 30% Pre-engineering Design
 - Phase 2: Full Engineering Design
 - Phase 3: Construct and Build
 - Goals: The Regional Connectivity Ring (RCR) involves building out a fiber optic backbone which will:
 - Serve as the foundation for Smart Region development
 - Reduce municipal broadband costs
 - Expand affordable broadband access to underserved and unserved communities
 - Advance innovation, improve educational opportunities and attract business investment
 - Project approach:
 - Gather GIS data, current and future fiber route mapping
 - Assess existing infrastructure
 - Engage higher education organizations
 - Collaborate with private sector
 - Develop cost models and strategic plan
 - 2018 Smart Infrastructure Challenge
 - Up to \$50 million available for winners, and up to \$3 billion “for the right projects”
 - October 25, 2018 - Final presentation at Smart Regions Conference in Columbus, Ohio
 - Regional projects determined by strengths and needs of each city
 - Chesapeake – Wireless network design
 - Norfolk – Smart Elizabeth River Trail
 - Portsmouth - Unserved / Underserved Housing Developments
 - Suffolk - CenterPoint Manufacturing and Logistics Center Site
 - Virginia Beach – Smart Entertainment Corridor

- Brian Solis followed the presentation by describing Virginia Beach’s pilot project – Smart entertainment district. This project involves an automated vehicle corridor on 19th Street. The Virginia Transportation Research Council has been involved in this project.
- Tara Reel (Virginia Beach) added that the proposed broadband ring location is based on conduits already placed in the road, and that we’re looking less at the ring and more at Corridors of Regional Significance.
- Brian Solis mentioned that although the current proposed ring will only be located on the Southside, the Peninsula is next. The Southside is first since that’s where the transatlantic cables come in.
- Brian Fowler asked where the money is coming from for this. Brian Solis responded that once a policy is in place, it would be eligible for grant funding opportunities. He added that different cities will advance ITS at different speeds.
- Brian Fowler added that it’s a lot to take on, and many things still need funding. Frank Hickman responded that it’s coming and higher ups will want to do this. We should take the bull by the horns.
- Mike Miller noted that this is a big thing. There will need to be some MOUs in place as well, since fibers will not only be used for transportation. It’s where we’re headed.
- Tara Reel mentioned that it’s already happening and we need the mindset now. Research is now where they need a live environment. She sees the connectivity piece first – start small and scale up. Tara also mentioned that a Virginia Beach corridor will have 20 connected intersections, which will include fibers, cameras, etc. Vehicles, however, will need to have DSRC.
- Brian Fowler asked if we are talking about getting corridors with DSRC to broadcast SPaT data, or a higher level.
- Mike Miller mentioned that from a Trans Comm viewpoint this is the committee. Once you build the backbone others will come along. We’ve already talked about CoRS and connecting localities. DSRC is coming and we need the communications backbone.
- Brian Solis said that mature communities will have fewer roadway widening projects. Connected corridors are being piloted.
- Brian Fowler mentioned that this ties in well with the Kimley-Horn work, and our comm networks. He asked if we need to tie into the ring to increase bandwidth. Tara Reel responded that once you have all of this data tying into TMCs, yes. She added that “Data is the new asphalt”, and broadband will be handling the data. AVs will have a huge amount of data consistently sent out.
- Brian Fowler asked if it makes sense for Kimley-Horn to take this on. Mike Miller responded that we don’t need to answer that question today.
- Scott Cowherd brought up the Virginia Connected Corridor (VCC), which is a corridor in Northern Virginia that is already providing connected vehicle data. He mentioned that there are over 30 intersections providing data, and they will be expanding to additional routes in NoVa. He said that we definitely need to provide this down in Hampton Roads, and it would be a good idea to contact Mark Metzger and see the Concept of Operations.

- Mike Miller asked how the VCC data is used. Scott Cowherd responded that three car manufacturers are downloading this raw data as well as third-party entities. SPaT data is received in each car's navigation system. The SmarterRoads portal is the data pass-through. He added that it would be good to look at how it works in NoVa and apply it here.
- Brian Solis mentioned that the Governor's Transportation Conference is devoted to innovation this year, and that it is unprecedented to have five cities create a non-profit to create the ring and self-fund it.
- Frank Hickman noted that ITS has morphed into Smart Cities. Mike Miller agreed and noted that with it becoming more diverse we need IT people sitting with us at the table.
- Brian Fowler asked if we need to create a group to have more in-depth conversations, a subcommittee of this subcommittee. Mike Miller agreed.
- Mike Miller asked where we go from here. Brian Solis mentioned adjusting Kimley-Horn's scope in the future and/or involving IT departments. Tara Reel mentioned holding a workshop to detail what's going on with the VCC. It would include IT.
- Mike Miller asked who else we need to have in the room. Brian Solis mentioned Mark Metzger to talk about how they operate it and lessons learned. Also Cathy McGhee?
- Brian Fowler mentioned that ODU would be interested in attending. He added that Norfolk and Virginia Beach currently have the most robust fiber networks, but he was worried about cabinets getting "too full of stuff". Would cabinets need replaced? Where would the money come from? He added that there might still be things more important to handle.

5. Hampton Roads Operations Strategy

- Carl Tewksbury and Angela Callan (Kimley-Horn) made a presentation on the status of the Hampton Roads Operations Strategy Phase 2. Highlights of the presentation include:
 - Common Controller Platform memo was submitted, looking for feedback from the committee
 - Work is underway on Corridors of Regional Significance (CoRS) and Regional TOC analyses
 - Detailed Potential Operations roles at a Regional TOC level involving integrating arterial operations
 - Detailed Issues
 - Next Steps
 - Obtain feedback on Common Controller Platform Memo
 - Extracting applicable practices from the national examples
 - Draft Memorandum for Regional TOC
 - Draft Corridors of Regional Significance upgrade recommendations
 - RTIMIS needs/considerations and alternatives
- Mike Miller noted that he was asked a direct question by FHWA about why there are so many TMCs in Hampton Roads, and was asked if we are heading towards a regional

TOC. Part of this is to examine the advantages of having a regional TOC versus individual city TMCs.

- Mike Miller also noted that real-time dispatching on freeways is available, but not on arterials. VDOT wants to be involved on arterials, which is a change from the past.
- Brian Fowler noted that some work is better done on a regional basis and some is better done on a local basis. He noted that it's a complicated question, and each city needs to make sure the city's interests are taken care of.
- Sam Belfield asked if other regions have a similar arrangement with local staff sitting in a state DOT's TOC. Frank Hickman mentioned that San Antonio does, and Iris Vaughn mentioned that it is done this way in Northern Virginia with the VDOT TOC and police. Angela mentioned that they could not find a specific example of a locality sitting in at a state TOC in their research.
- Mike Miller noted that Kimley-Horn is working on a task regarding the single controller system platform. He added that as we look into a central system, control of arterials will become easier. There would also be substantial cost savings by purchasing as a group rather than individually.
- Frank Hickman added that he was glad to see the order of magnitude of a controller swap out in the report and the savings if bought as a region. He also noted that it is intimidating to think of replacing an entire city's signal hardware and firmware.
- Mike Miller mentioned that Emergency Vehicle Preemption as a region was difficult. VDOT is aware of the hurdles, and is not sure that there is a solution. This is being looked at from the Commissioner level on down.
- Carl Tewksbury noted that the next deliverable will be an analysis of a regional TOC. It should be ready in a month or so.

6. HRTPO Update

- Keith Nichols (HRTPO) mentioned that there was no HRTPO update information to share at this meeting.

7. For Your Information

- The committee was notified of upcoming SHRP-2 Traffic Incident Management (TIM) training workshops and Regional Concept of Transportation Operations-Traffic Incident Management (RCTO-TIM) meetings.

8. The next HRTPO Subcommittee meeting will be held at the Regional Building at 9:30 AM on December 11th (this meeting was cancelled).