

AGENDA ITEM #7: MINUTES

Summary minutes of the TTAC meeting held on March 7, 2018 are attached.

Attachment 7

RECOMMENDED ACTION:

Approve the minutes.

**Summary Minutes of the HRTPO Transportation
Technical Advisory Committee (TTAC) Meeting
March 7, 2018**

The HRTPO Transportation Technical Advisory Committee (TTAC) Meeting was called to order at 9:34 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)	Robert Brown (NO)	Phil Pullen (VB)
Sherry Earley (Vice Chair, SU)	Thelma Drake (NO)	Brian Solis (VB)
Benjamin Camras (CH)	Jeff Raliski (NO)	Carolyn Murphy (WM)
Earl Sorey (CH)	Jackie Kassel (NN)	Tim Cross (YK)
Lynn Allsbrook (HA)	Garrett Morgan (NN)	Jamie Jackson (HRT)
Mike Hayes (HA)	Bryan Stilley (NN)	Bryant Porter (VDOT)
Angela Rico (HA)	Dannan O’Connell (PQ)	Dawn Odom (VDOT)
John Yorks (HA)	Beth Lewis (SH)	Eric Stringfield (VDOT)
Richard Rudnicki (IW)	LJ Hansen (SU)	
Tammy Rosario (JC)	Robert Gey (VB)	

TTAC Voting Members Absent:

Steve Froncillo (CH)	Claudia Cotton (Alternate, NN)	Dan Clayton III (WM)
Anne Ducey-Ortiz (GL)	Ellen Roberts (PQ)	Aaron Small (WM)
Carol Rizzio (GL)	Debbie Vest (PQ)	J. Mark Carter (YK)
Jamie Oliver (IW)	James Wright (PO)	Jeff Florin (VPA)
Donald Goodwin (FR)	Jason Souders (SU)	Sonya Hallums-Ponton (VDOT)
Britta Ayers (NN)	Robert Lewis (SU)	Josh Moore (WATA)

TTAC Nonvoting Members in Attendance:

Rhonda Murray (NAVY)	Chris Arabia (DRPT)
----------------------	---------------------

TTAC Nonvoting Members Absent:

Melissa McGill (FTA)	Ivan Rucker (FHWA)
----------------------	--------------------

HRTPO Staff:

Sam Belfield	Mike Kimbrel	Keith Nichols
Theresa Brooks	Uros Jovanovic	Leonardo Pineda
Rob Case	Steve Lambert	Dale Stith
Shirley Core	John Mihaly	
Kathlene Grauberger	Kendall Miller	

Others Recorded Attending:

Maria Ptakowski (Suffolk); Karen Bourne, Carl Jackson (VDOT); Bob Scott (MJ Synergy Group); Karen McPherson (McPherson Consulting); Mack Frost (FHWA); Tara Reel (VB); Bridjette Parker (NN); Kirsten Tynch (VHB); Whitney Sokolowski (Kimley-Horn); Angela Rico (HA); Samuel Hayes (Moffat & Nichol); Alan Strasser, Rawlings Miller (US DOT); Samuel Hayes (Moffatt & Nichol); Zack Trogdon (WATA); Tori Haynes, Savannah Pietrowski (JCC); Kevin Page (HRTAC) Mike Long, Chris Vaigneur (HRPDC Staff).

Introductions

Mr. Mike Kimbrel announced the following HRTPO staff changes, Dr. Rob Case title has been changed to Chief Transportation Engineer, and Mr. John Mihaly, has been promoted to Senior Transportation Planner. As Chief Transportation Engineer, Dr. Case will continue to have Principal-Level responsibilities and authority, plus specific additional duties including coordinating HRTPO staff reviews of studies by other entities and serving as the HRTPO point person in the absence of the Deputy Executive Director. Mr. Mihaly assumes the responsibilities of transportation programming and administration. Mr. Kimbrel also introduces HRTPO'S new transportation engineer, Mr. Uros Jovanovic.

Public Comment Period

There were no public comments.

Submitted Public Comments

There were no submitted public comments in the agenda packet.

Comments and Updates from State and Federal Agencies and the Military

There were no comments from the Federal Highway Administration.

There were no comments from the Virginia Department of Transportation.

There were no representatives present from the Virginia Port Authority.

There were no comments from the Navy.

Approval of Agenda

Chair Holt asked for additions or deletions to the TTAC Agenda. Mr. Phil Pullen VB requested to add a TIP Amendment. Chair Holt advised this item would be added to the agenda as Item 8B. Mr. Kimbrel requested to add an item under new business to briefly discuss consistency with the LRTP for the purpose of SMART SCALE applications. Mr. Yorks Moved to approve the amended Agenda; seconded by Ms. Murphy. The Motion Carried.

Summary Minutes

Chair Holt reported that the TTAC summary minutes from February 7, 2018 meeting were included in the March 7, 2018 TTAC Agenda Packet. Chair Holt asked for any additions or corrections to the minutes. Hearing none, Mr. Cross Moved to approve the minutes; seconded by Mr. Hansen. The Motion Carried.

FY 2018-2021 TIP REVISION: REQUEST TO TRANSFER CMAQ FUNDING

Mr. Phil Pullen, Virginia Beach Transportation Division Manager, to transfer a total of \$1,401,912 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds from five completed projects to another Virginia Beach CMAQ project. The specifics of the request are described below:

- Transfer \$520 in FY 1996 in CMAQ funds, from the City of Virginia Beach Signal Re-timing Project (UPC 16106) to the Indian River Road/Kempsville Road Intersection Improvement Project (UPC 84366).
- Transfer \$202,566 in FY 1999 in CMAQ funds, from the I-264/Rosemont Road Interchange Improvements Study (UPC 18970) to the Indian River Road/Kempsville Road Intersection Improvement Project (UPC 84366).
- Transfer \$288,217 in FY 1999 in CMAQ funds, from the I-264/Lynnhaven Interchange Improvements – Phase II Project (UPC 19005) to the Indian River Road/Kempsville Road Intersection Improvement Project (UPC 84366).
- Transfer \$1,140 in FY 2005 in CMAQ funds, from the Citywide Signal System Upgrades – Phase I Project (UPC 52355) to the Indian River Road/Kempsville Road Intersection Improvement Project (UPC 84366).
- Transfer \$909,469 in FY 2009 in CMAQ funds, from the Dynamic Message Sign and System Detectors Project (UPC 95983) to the Indian River Road/Kempsville Road Intersection Improvement Project (UPC 84366).
- The required 20% CMAQ match of \$350,478 will be covered with local funds currently allocated to the Indian River Road/Kempsville Road Intersection Improvement Project (UPC 84366).

Should the HRTPO approve the CMAQ fund transfers described above, the FY 2018-2021 Transportation Improvement Program (TIP) will be amended to update the funding information associated with the project. This request has been made available for public review and comment from February 28, 2018 through March 14, 2018.

Mr. Gey MOVED to recommend HRTPO approval of the TIP Amendment; seconded by Mr. Solis. The Motion Carried.

FY 2018-2021 TIP REVISION: RSTP TRANSFER REQUEST: VIRGINIA BEACH

Mr. Phil Pullen, Virginia Beach Transportation Division Manager, requested to transfer a total of \$1,510,769 in Regional Surface Transportation Program (RSTP) funds from five completed projects to another Virginia Beach RSTP project. The specifics of the request are described below:

- Transfer \$93 in FY 1997 RSTP funds, including State Match, from the City of Virginia Beach Signal Re-timing Project (UPC 16106) to the Elbow Road Extended Phase II-B Project (UPC 15828).
- Transfer \$876,951 in FY 2006 RSTP funds, including State Match, from the Lynnhaven Parkway Project (UPC 13487) to the Elbow Road Extended Phase II-B Project (UPC 15828).
- Transfer \$151,843 in FY 2000 RSTP funds, including State Match, from the I-264 Rosemont Road/Interchange Improvements Study (UPC 18970) to the Elbow Road Extended Phase II-B Project (UPC 15828).
- Transfer \$475,556 in FY 2002 RSTP funds, including State Match, from the I-264/Lynnhaven Interchange Improvements – Phase II Project (UPC 19005) to the Elbow Road Extended Phase II-B Project (UPC 15828).
- Transfer \$6,326 in FY 2012 RSTP funds, including State Match, from the Wesleyan Drive Project (UPC 52148) to the Elbow Road Extended Phase II-B Project (UPC 15828).

Should the HRTPO approve the RSTP fund transfers described above, the FY 2018-2021 Transportation Improvement Program (TIP) will be amended to update the funding information associated with the project. This request has been made available for public review and comment from February 28, 2018 through March 14, 2018.

Mr. Gey MOVED to recommend HRTPO approval of the TIP Amendment; seconded by Mr. Solis. The Motion Carried.

FY 2018-2021 TIP REVISION: REQUEST TO TRANSFER RSTP FUNDING

Mr. Paul Holt, Director of Community Development and Planning, requested to transfer a total of \$1,544,066 in Regional Surface Transportation Program (RSTP) funds from one project, due to its receipt of equivalent SMART SCALE funds, to the HRTPO RSTP Reserve Account to make the funds available for other RSTP projects. The specifics of the request are described below:

- Transfer \$1,544,066 in FY 2023 RSTP funds, including State Match, from the Skiffes Creek Connector Project (UPC 100200) to the HRTPO RSTP Reserve Account.

Should the HRTPO Board approve the RSTP fund 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 has been made available for public review and comment

from February 28, 2018 through March 14, 2018.

Ms. Rosario MOVED to recommend HRTPO approval of the TIP Amendment; seconded by Ms. Kassel. The Motion Carried.

FY 2019-2020 Transportation Alternatives Set-Aside Update

Mr. John Mihaly, HRTPO Senior Transportation Planner, explained the Transportation Alternatives Program (TAP) was established under MAP-21. He noted there are 10 TA Set-Aside eligible project categories with the on-road and off-road category being the most popular. He noted the TAP required 50 percent of the funds received by the state to be sub-allocated to areas based on population, while the remaining 50 percent could be allocated to other areas within the state. For FY 2019-2020, the total TA Set Aside funds to be allocated by the HRTPO is \$3,614,909. In Virginia, District members of the CTB are provided \$1 million per year (\$2 million per cycle) in TA-Set Aside funds to allocate to projects within their district.

TA Set-Aside Applications are now submitted through VDOTs' SMART Portal. The deadline for the current application process was November 2017. The deadline for application submission for the FY 21-22 will be November 2019. HRTPO staff recently met with Mr. Malbon, the Hampton Roads CTB representative, to determine his selected projects and allocations. Moving forward, the TPS reviews the proposed projects and scores and recommends a set of projects and allocations for consideration by the TTAC. The TTAC will then review those recommendations and send a list of recommendations to the HRTPO board for approval. The project score is based on funding, concept, extent to which projects improves transportation network, ability of sponsor to administer federal project, and project readiness. Existing projects are also ranked from 1 to 6, a score of 1 means the project is ready for construction and a score of 6 means the project is in the initial stages of project development. He reported the 2019-2020 TA Set-Aside Funding Distribution is as follows, MPOs \$12.2 million, CTB district members \$18.0 million (\$2 million each), and CTB at-large members & secretary \$10.0 million for a total of \$40.2 million statewide. For FY 2019-2020 25 applications were submitted in the HRTPO area and of these, two were previously approved. The total funding request for the HRTPO area was \$10.5 million, with \$3.6 million available for funding allocations. This does not include funds the CTB district member may allocate to the HRPTO Area. Next steps include TPS recommendation of TA Set-Aside projects and allocations for TTAC consideration, TTAC recommendations to the HRTPO for approval, and HRTPO board approval of a set of TA Set-Aside projects and allocations for inclusion in the draft FY 2019-2024 Six-Year Improvement Program (SYIP).

2045 LRTP Transportation Analysis Zones (TAZ) Base Year (2015) Update

Mr. Leonardo Pineda, HRTPO Transportation Planner II, reminded the committee that in July 2017 the HRTPO board approved the 2045 Socioeconomic Forecast. As part of this forecast, the 2015 base year data was approved and will be used as the control totals. At the February LRTP subcommittee meeting localities reviewed the total population and employment categories. Staff used the LRTP subcommittee feedback and this month will be presenting household data, vehicles, workers and employment categories. He noted the socioeconomic data feeds into the travel demand model, which gives the traffic forecast that feeds into the Prioritization Tool and Long-Range Transportation Plan. Since the current data in the model is from 2009 and current data cannot be more than 10 years old, staff will be updating to the 2015 base year data. He reported data sources include ARC, GIS, business analyst, Virginia Employment Commission, Department of Education and

the Military. Next steps include a review of the TAZ boundaries which were last updated in 2000. Following the Base year data review, TAZs will be adjusted based on locality feedback and VDOT guidelines. HRTPO staff will meet with localities to review all modifications made to boundaries. Following the meeting household, automotive, worker, and employment category data will be distributed thru FTP and Dropbox.

Mr. Pineda asked the TTAC to review the Draft 2015 base year data and submit comments to him at lpineda@hrtpo.org by March 30, 2018.

VDOT STARS and Mercury Boulevard (Route 258) Operations and Pedestrian Enhancement Study

Mr. Carl Jackson, VDOT Hampton Roads District Transportation Planner, and Ms. Whitney Sokolowski, Kimley-Horn Transportation Engineer, provided an overview of the VDOT Strategically Targeted Affordable Roadway Solutions (STARS) and Mercury Boulevard Operational and Pedestrian Enhancement Study. The study aims to develop solutions to reduce crashes and congestion using a data-driven approach. The overall goal of STARS is to develop solutions that can be programmed in the VDOT Six-Year Improvement Program (SYIP). Mr. Jackson explained Mercury Boulevard was chosen due to safety and congestion concerns as well as inadequate pedestrian accommodations. He noted this particular corridor scored well on potential for safety improvement and volume to capacity ratio. The area is primarily commercial with nearby residential uses. Prior to starting the study, a pedestrian fatality occurred in 2016 near the I-64 overpass. The project study area includes the Aberdeen Rd to I-64 corridor which is approximately .7 miles in length, six study intersections, and spot safety and congestion with pedestrian improvements throughout the interchange. The project team included participants from VDOT, the City of Hampton, HRT, and Kimley- Horn.

Ms. Whitney Sokolowski, Kimley-Horn Transportation Engineer, provided a crash analysis for a five year period from January 2011 through December 2015. During that time there were 875 crashes and one fatality that occurred in 2016 at the I-64 Interchange. There were 387 crashes involving injuries and 488 property damage only crashes. The predominate crash types were 394 rear end crashes, and 289 angle crashes. The crashes are concentrated at three intersections: Aberdeen Road, Todds Lane and Power Plant Parkway, and Cunningham Drive. Affordable safety improvement recommendations include enhanced traffic signal visibility, installing additional signage, and installing mini-skip pavement markings with turn lane tapers to enhance safety along the corridor. She announced the City of Hampton was notified today they received HSIP funding for both the operational and pedestrian improvements.

The USDOT Infrastructure Resiliency Quantification Initiative

Mr. Alan Strasser, USDOT IRQI Project Coordinator and Stakeholder Liaison, and Dr. Rawlings Miller, USDOT Volpe Center IRQI Technical Lead, provided an update on the Infrastructure Resiliency Quantification Initiative (IRQI). This initiative will develop a tool for localities to make smart infrastructure investments through identification of vulnerable and critical transportation assets. Progress to date includes a baseline assessment of transportation assets, overview of economic analyses useful in quantifying impacts, summary data and methods and tools to analyze economic impact of extreme weather-related disruptions on regional transportation infrastructure. This baseline assessment featured extensive stakeholder input. Dr Miller demonstrated the

prototype used to identify flooded assets, determine disruption to transportation networks, quantify economic impact on users, and estimate qualitative risk when quantification is not feasible.

Moving forward next steps will include:

- Model design testing and validation.
- Continued prototype development with extensive stakeholder collaboration
- Implementation of the GIS platform.
- Pilot testing of the tool to estimate economic impact and consequences of transportation infrastructure loss on a localized scale as well as integrate potential resilience strategies.

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

Ms. Odom announced a spring public meeting for CTB Six Year Improvement Program (SYIP) would be held on April 16, 2018 at 4pm in the HRTPO Board Room.

Old/New Business

Mr. Mike Kimbrel, HRTPO Deputy Executive Director, reminded the committee of policy changes in the SMART SCALE process, noting that any projects submitted must be consistent with the LRTP. The TTAC requested a LRTP subcommittee meeting after the April TTAC meeting to discuss this issue in more detail.

Chair Holt reminded committee members that the TRAFFIX subcommittee would be meeting immediately after the adjournment of the TTAC meeting.

Adjournment

With no further business to come before the Hampton Roads Transportation Technical Advisory Committee, the meeting adjourned at 11:00 a.m.