

ITEM #20: MINUTES OF HRTPO COMMITTEE MEETINGS

A. FREIGHT TRANSPORTATION ADVISORY COMMITTEE

The summary minutes of the December 18, 2014 meeting of the Freight Transportation Advisory Committee are attached.

Attachment 20-A

B. CITIZEN TRANSPORTATION ADVISORY COMMITTEE

The summary minutes of the January 29, 2015 meeting of the Citizen Transportation Advisory Committee are attached.

Attachment 20-B

C. TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

The summary minutes of the March 4, 2015 meeting of the Transportation Technical Advisory Committee are attached.

Attachment 20-C

MEETING MINUTES
Freight Transportation Advisory Committee of the HRTPO
December 18, 2014

The Virginia Port Authority Waterside Conference Room
600 World Trade Center, Norfolk, VA 23510

1. CALL TO ORDER

Mr. Art Moye, FTAC co-chair, called the HRTPO Freight Transportation Advisory Committee (FTAC) December 18, 2014 meeting to order at 11:00 a.m. in the Waterside Conference Room at the Virginia Port Authority, with the following in attendance:

MEMBERS

Amy Brown (CrossGlobe Group)
Art Moye (Virginia Maritime Association)
Bill Bell (Newport News Shipbuilding)
Chris Stolle (Virginia House of Delegates)
David White (Virginia Maritime Association)
Mike Abbott (COSCO Container Lines, Inc.)
Rick Morris (Canon Virginia Inc.)

STAFF

Allison Mall (Moffatt & Nichol)
Dale Stith (HRTPO)
Jeff Florin (Port of Virginia)
Karen McPherson (McPherson Consulting)
Paula Dowell (Cambridge Systematics, Inc.)
Roz Wilson (Parsons)
Sam Belfield (HRTPO)
Seth Schipinski (HRTPO)

2. PUBLIC COMMENT PERIOD

There were no public comments.

3. APPROVAL OF PREVIOUS MEETING'S MINUTES

Mr. Moye indicated that the minutes of the October 8, 2014 FTAC meeting were included in the meeting agenda. He asked for corrections or amendments, and hearing none, Mr. Bell moved to approve the minutes as written; seconded by Mr. Abbott. The motion carried.

4. ECONOMIC ANALYSIS OF TOLL PRICING UPDATE

Ms. Dowell from Cambridge Systematics, Inc. then briefed the Committee on the current progress and findings of the *Economic Analysis of Freight Movements in Hampton Roads Study*. The purpose of the study is to provide the region with data that supports positions on funding new transportation facilities in a manner that generates the highest overall return on the cost of the investment. The total return is defined as optimal conditions for economic growth. By identifying tipping points by industry, the region will be able to consider in tandem where

transportation efficiency and increased costs to freight businesses such as toll prices cross. This study is intended to be more specific than simply relying on freight flow and commodity data, and will also include reaching out to representative companies involved in freight movement.

To determine the region's truck freight flows, Ms. Dowell explained that the study team interviewed FTAC members in addition to other stakeholders. Data was gathered from the FHWA, PIERS, and the U.S. Census. Forecasting data was from IHS Global Insight. The study verified and calibrated key freight routes and identified the region's top 10 trading partners by weight, which helped determine the top origin-destination clusters for imports and exports. Charlotte, Greensboro, and Baltimore are the most contested markets. Interviews with shippers from Greensboro that use the Port of Virginia found that they regularly compare rates with other ports to identify efficiency (how many turns per day), because drayage costs are typically very similar at each port.

Ms. Roz Wilson from Parsons then gave an update on the freight rate analysis portion of the study. The main data set used for the analysis is a proprietary data set of real time weigh bill data (the actual cost of moving freight) from one of the largest freight payment company/banks in the world, which covers 12% of total manufacturing dollars (approximately 50 million records of \$25 billion). This data is from large companies – small and mid-sized company data comes from the 45 other data sources used for the analysis. The data used was 105,104 individual shipment records from 2013 and is for truck movements only.

Data was analyzed by truckload (TL) and less-than-truckload (LTL) designations going to and from NIT, then to and from all four Port of Virginia terminals, and finally from the entire MSA (metropolitan statistical area). Trip distances under one mile, shipments weighing less than one pound, and shipments of between \$0.01 and \$30 cost-per-ton-mile (CPTM) were not analyzed. It was found that much of the cargo coming from longer distances is from military suppliers, and much of that cargo staying within the region is HVAC supplies.

The analytical process used is as follows:

- Calculate CPTM
 - Divide total shipment cost by ton-miles
 - Plot against distance traveled to examine ranges
- Aggregate into bins
 - Based on trip distance ranges
 - Particularly interested in distances less than 1,000 miles
- Calculate weight factor
 - Divide toll cost impact based on LTL shipment weight
 - Assign toll effect in proportion to average TL weight
- Plot costs
 - Total cost increase due to \$4 toll
 - Percentage increase in CPTM due to \$4 toll

The key results of this analysis were as follows:

1. Median CPTM of shipments in/out of NIT without tolls
 - CPTM generally ranges from \$1-\$3
 - Limited sample sizes for these moves prevent deeper conclusions
2. Median CPTM of shipments in/out of NIT with tolls
 - CPTM with toll does not change appreciably
 - Limited sample sizes for these moves prevent deeper conclusions
3. Percent change of median CPTM of shipments in/out of NIT with tolls
 - CPTM increase due to tolls generally less than 2.5%
 - Limited sample sizes for these moves prevent deeper conclusions
4. Median CPTM of shipments in/out of all four terminals without tolls
 - CPTM generally ranges from \$1 to \$1.50 for TL, up to \$4 for LTL
 - Short distance outbound LTL moves are significantly more expensive than inbound moves
5. Median CPTM of shipments in/out of all four terminals with tolls
 - CPTM with tolls does not change appreciably
 - Difference is not readily apparent from these plots
6. Percent change of median CPTM of shipments in/out of all four terminals with tolls
 - CPTM increase due to tolls generally 2.5% or less
 - Larger percentage (9%) for inbound moves of 500-1,000 miles still represents small amount in dollars
7. Median CPTM of shipments in/out of MSA without tolls
 - CPTM reflects generally higher rates for non-port related moves
 - Sample sizes for these moves reflected in very consistent, logical trends in data
8. Median CPTM of shipments in/out of MSA with tolls
 - CPTM generally not affected by tolls across most moves
 - Outbound moves of 100 miles or less see sizeable increase in rate due to tolls
9. Percent change of median CPTM of shipments in/out of MSA with tolls
 - CPTM increase of 15% for short-distance outbound TL moves is significant
 - CPTM increase of 24% for outbound TL moves of 1,500-2,000 miles is small in terms of dollars

Mr. Bell commented that this means that the region will pay more itself – the local costs are almost as much as long-distance shipments. Even by instituting tolls, the region is impacted rather than the rest of the country. Ms. Wilson said that it is also important to understand that toll costs are passed on differently for different carriers – some include it as a surcharge and others calculate it into the total rate. On average, carriers are fully recovering the cost of the toll and likely more, so the impact of the toll is higher on individual shipments.

Ms. Wilson then explained the truck delays that were analyzed. In general, it was found that tolls had more impact on shorter moves than longer ones. Mr. Bell asked if the tolls identified were just one, or total tolls if a truck has to pay several tolls. Ms. Wilson said that was difficult to determine and not part of the study scope, which also does not include picking up and repositioning empty containers.

Widening I-64 and U.S. 460 construction will improve truck delay, so the study will also compare data from HRTPO's travel demand model to the stakeholder interviews that were conducted to determine the 20-year truck delay forecast.

The next step in the study process is to use the origin-destination, truck trip and travel demand data to determine the total travel trip (no-build) cost. These costs will then be compared to the benefits of building the infrastructure that will be paid for with the tolls, and this will ultimately determine the tradeoffs of tolls. To get to that point, the study still requires some data from the travel demand model. The results will also need to be compared to other ports.

Mr. Florin indicated that when the study is complete, the Committee will need to help determine the best way to present the findings to the HRTPO Board and the public, to help the region attract businesses and prevent major industries moving to a port where there are no tolls.

5. HRTPO 2040 LRTP PROJECT PRIORITIZATION: DRAFT SCORES

Ms. Dale Stith, HRTPO's Principal Transportation Planner, then updated the Committee on the preliminary project scores for the Long Range Transportation Plan (LRTP). She reported that the LRTP is on schedule, in the third year of the four-year process (completion is set for January 2016).

There are 190 candidate projects to evaluate for the region's 20-year planning blueprint. Ms. Stith gave an overview of the scores for the projects by category: highway, bridge/tunnel, intermodal, transit, systems & demand management, and active transportation. She clarified that "active transportation" projects refers to bike and pedestrian projects, and these projects are not evaluated by economic vitality. The remainder of the projects are evaluated up to 100 points each by utility, economic vitality, and project viability, with a total possible score of 300.

The projects on the scores list that are highlighted in green were identified by FTAC as important to freight. Ms. Stith indicated that HRTPO staff would like comments on the scores by the subcommittees by January 18th, 2015. The HRTPO Board will see the final scores in March for approval in April. Ms. Stith has supporting data available to email if requested when reviewing the scores.

Delegate Stolle asked Ms. Stith how the HRTPO Prioritization process compares to VDOT's process. She explained that VDOT and the HRTPO are in regular contact about prioritization and VDOT has used HRTPO's model to develop theirs. VDOT's is a much broader evaluation and will include an environmental piece, so there is a possibility that the results will be different.

An issue that will arise as the process continues is that each construction district has its own ratings/prioritization system, so when the results reach the Commonwealth Transportation

Board (CTB), it is unclear how they will be chosen. Delegate Stolle pointed out that HB 2 requires that congestion mitigation be the highest priority when funding transportation projects, the HRTPO's prioritization tool has congestion mitigation as the highest rated priority, but the top rated transit project does not mitigate any traffic chokepoints. Ms. Stith explained that the HRTPO is bound by federal regulations that require LRTP projects be multimodal, so they have to consider both those regulations and HB 2 regulations. Mr. Belfield pointed out that the tool helps prioritize projects for the LRPT but the CTB ultimately decides which projects are funded. The scores help decision makers understand the importance of transit projects even if they will end up being funded by the private sector or other source, and not by the CTB.

6. HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION: STATUS UPDATE

Ms. McPherson then updated the Committee on the Hampton Roads Transportation Accountability Commission (HRTAC) meetings that have taken place. The Commission is also meeting today.

FTAC staff is in the process of evaluating the Hampton Roads Transportation Fund (HRTF) projects, using two HRTPO studies (*Hampton Roads Regional Freight Study – September 2012*, and *Positioning Hampton Roads for Freight Infrastructure Funding – March 2014*). The projects will be evaluated by using existing data to develop messages for the public to clarify the cost of “doing nothing”. In addition, staff will use the tolling study results to explain not just how a project will improve freight, but how will it improve freight in quantifiable ways.

The next steps in this process are to update the project data sheets, further evaluate HRTF projects with economic benefits, and continue to collaborate with the HRTPO and the HRTAC to provide freight impact data relative to regional projects.

7. FOR YOUR INFORMATION

Hampton Roads to Raleigh Corridor

Mr. Florin briefed the Committee on long-term plans by the North Carolina Raleigh-Durham area's Regional Transportation Alliance (RTA) that call for extension of the interstate east of I-95 toward Elizabeth City, then northeastward to Hampton Roads. RTA's plan envisions the entirety of the existing US 64 and US 17 corridor from Raleigh to Norfolk receiving a new two-digit interstate designation. This interstate would connect two of the United States' largest metropolitan areas still lacking direct interstate access between each other.

At their November meeting, the HRTPO Board passed a resolution in support of securing a future Interstate designation for the Hampton Roads, Virginia to Raleigh, North Carolina Highway Corridor. The FTAC agreed to pass a similar resolution in support of the project, and for the Office of Intermodal Planning and Investment (OIPI) to consider the segment for study via the Corridor Master Planning process. FTAC staff will prepare a draft resolution and circulate it via email to the Committee.

General Taylor Freeway

Mr. Florin briefed the Committee on the General Taylor Freeway, which is a portion of the Patriots Crossing (an HRTF project). At the November HRTPO, TTAC, and HRTAC meetings, Mr. Robert Brown, a Chesapeake citizen, submitted a public comment on this issue. Mr. Brown said

that the Freeway would meet the purpose and need as outlined in the Third Crossing EIS, at significantly reduced costs.

The FTAC agreed to discuss this issue further and possibly take a position on it or pass a resolution at their next meeting.

8. ADJOURNMENT

Mr. Florin suggested that in the coming months, the Committee should do a high-level presentation to the HRTPO Board on the tolling study.

The next meeting was tentatively scheduled for **February 25th, 2015 at 11:00 a.m.** Ms. Dowell plans to present the draft report of the tolling study via conference call.

The meeting was adjourned at 1:00 p.m.

**Summary Minutes of the HRTPO Citizen Transportation
Advisory Committee (CTAC) Meeting
January 29, 2015**

The HRTPO Citizen Transportation Advisory Committee (CTAC) Meeting was called to order at 12:05 p.m. in the Regional Building Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

HRTPO CTAC Members in Attendance:

Shepelle Watkins-White, Chair (CH)	Randy Lougee (NO)
Cecil Jenkins (CH)	James Openshaw (NO)
John Kish (CH)	Theresa Danaher (PO)
Bernie Whitlock (CH)	Kirsten Tynch (PO)
Philip Olekszyk (GL)	Alvin Sledd (PQ)
James Bowie (HA)	Greg Edwards (VB)
Michael Jones (IW)	Jay Leach (VB)
Don Cherry (JC)	Allan Parrott (VB)
Lamont Curtis (NN)	Henry Lewis (YK)
Carlton Hardy (NN)	Dewey Hurley (WM)
Yukari Hughes (NN)	

HRTPO CTAC Members Absent:

Wayne Coleman (NO)	Dianna Howard (VB)
Angie Bezik (VB)	Delceno Miles, Vice-Chair (VB)
Casey Funk (VB)	

HRTPO Staff:

Camelia Ravanbakht	Jimmy McNamara
Kendall Miller	Brian Miller

Others Recorded Attending:

Robert Brown, Frank Papcin, Donna Sayegh (Citizens)

Public Comment Period

Mr. Robert Brown, Chesapeake Citizen, addressed the CTAC regarding the Third Crossing and the General Taylor Freeway, his proposed alternative to the Third Crossing.

Mr. Frank Papcin, Virginia Beach Citizen, addressed the CTAC pertaining to transportation funding and a comparison of HRTAC versus HRTPO funding. He questioned how the HRTAC funding is funneling in for the different regional projects.

Ms. Donna Sayegh, Portsmouth Citizen, addressed the CTAC regarding bills before the General Assembly pertaining to tolling and the Port of Virginia.

Submitted Public Comments

There were no submitted public comments.

Approval of Agenda

Chair Shepelle Watkins-White asked for any additions or deletions to the agenda. Mr. Dewey Hurley requested to discuss the feedback from the recent CTAC survey. Dr. Don Cherry requested an update on the Route 460 project. Mr. Hurley Moved to approve the agenda with the two amendments; seconded by Ms. Terry Danaher. The Motion Carried.

Summary Minutes of October 9, 2014 CTAC Meeting

Chair Watkins-White asked for any additions or corrections to the October 9, 2014 minutes. Hearing none, Ms. Kirsten Tynch Moved to approve the minutes as written; seconded by Dr. Cherry. The Motion Carried.

CTAC Membership Update

Chair Watkins-White introduced Mr. Cecil Jenkins of Chesapeake, Mr. Jim Bowie of Hampton, and Mr. Lamont Curtis of Newport News as CTAC's newest members, indicating they had received approval by the HRTPO Board.

Chair Watkins-White stated that with regards to membership terms, all members could serve 3-year terms. She requested the members respond to an upcoming email by Ms. Kendall Miller, HRTPO Principal Public Involvement and Title VI Administrator, regarding their desire to remain on CTAC for a 3-year term.

Hampton Roads Transportation Accountability Commission (HRTAC) Update

Dr. Camelia Ravanbakht, HRTPO Interim Executive Director, reported that HRTAC, a political subdivision of the Commonwealth, is primarily funded with HB 2313 revenue approved by the 2013 General Assembly.

She stated the purpose of HRTAC is to develop a funding plan for planned projects and work with VDOT to deliver those projects. The Commission is able to:

- Procure, finance, build and operate highway, bridge and tunnel projects in Hampton Roads
- Use Hampton Roads Transportation Fund (HRTF) monies for construction projects on new or existing highways, bridges and tunnels
- Issue bonds to finance projects and use HRTF monies to support those bonds

She noted that HRTAC project implementation takes into account Project Prioritization by the Hampton Roads Transportation Planning Organization (HRTPO).

Dr. Ravanbakht summarized the HRTF Candidate projects supported by the HRTAC:

- I-64 Peninsula 6-Lane Option (Segment 1, 2, 3, and Fort Eustis Blvd. Interchange)
- Third Crossing (Patriots Crossing and I-664 Widening)
- I-64 Southside (includes High Rise Bridge)
- I-64/I-264 Interchange
- U.S. 460/58/13 Connector (Suffolk Bypass to I-664, includes SPSA and Hampton Roads Executive Airport Interchanges)

Chair Watkins-White requested the HRTPO staff to provide HRTAC funding information to CTAC members.

Long-Range Transportation Plan: Draft

Ms. Dale Stith, HRTPO Principal Transportation Planner, stated that the HRTPO Project Prioritization Tool was developed in 2010 and designed to assist the HRTPO in prioritizing regionally significant transportation projects based on their technical merits and regional benefits in light of scarce financial resources. The Tool was designed to be comprehensive and objective, measuring a project's utility (effectiveness), economic vitality (potential for economic gain), and viability (project readiness).

She indicated that at the June 19, 2014 meeting, the HRTPO Board endorsed the 2040 LRTP candidate projects and directed the HRTPO staff to begin the process of project evaluation and prioritization. These candidate projects include highway, transit, rail, ferry, and active transportation projects. The list of approximately 200 projects was developed using the 2034 LRTP projects as a base, and was then expanded to include public input received via the 2040 LRTP Visioning Survey as well as local stakeholder input received through work with the LRTP Subcommittee. Over the past several months, HRTPO staff has been collecting and developing the necessary data to enable evaluation of the candidate projects using the HRTPO Project Prioritization Tool.

She noted that HRTPO staff will share the preliminary findings of the 2040 LRTP Project Prioritization Tool and CTAC will have the opportunity to review the draft scores and provide feedback until February 12, 2015.

FY 2016 UPWP Planning Priorities: Draft

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, reported that the HRTPO Unified Planning Work Program (UPWP) describes the transportation planning work and associated funding for the Hampton Roads Metropolitan Planning Area (MPA). In addition to detailing the work associated with HRTPO core functions – the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Congestion Management Process (CMP), and Public Participation – federal regulations state that the UPWP shall include a discussion of the planning priorities facing the MPA. It is in the determination of these planning priorities that the HRTPO Board ensures its vision and goals are carried forward in the UPWP.

He indicated the draft FY 2016 UPWP Planning Priorities are as follows:

- Transportation Programming
- Strengthening Multimodal Planning
- Congestion Relief, Safety, and Security
- Public Transportation Funding
- Transportation Legislation and Policy

He noted that the Draft FY 2016 UPWP would be presented to TTAC and the HRTPO Board in March with public review and comment from February 25, 2015 – March 11, 2015. Anticipated HRTPO Board approval is for April 16, 2015.

Six-Year Improvement Program (SYIP)

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, reported that the Six-Year Improvement Program (SYIP) focuses on the interstate, primary, rail, and public transit systems. It is the program utilized by Commonwealth Transportation Board (CTB) to allocate funding for rail, public transportation, commuter assistance, and bicycle, pedestrian, interstate and primary highway transportation projects over the next six years.

Mr. Kimbrel stated that an August 2014 update on the Commonwealth's revenue collections and future expectations necessitated revisions to the FY 2015-2020 Six-Year Improvement Program (SYIP) to account for a reduction in revenues available for construction. Staff further reported that the Commonwealth Transportation Board (CTB) was also adjusting the SYIP to transition to a new statewide project prioritization process established by the codification of House Bill 2 (HB2).

He indicated the Revised Final FY 2015-2020 SYIP was approved by the CTB on November 12, 2014. He summarized changes in the final revised SYIP by the following Systems:

- Interstate
- Primary
- Secondary
- Urban
- Other

He concluded by outlining the six year projections for the Virginia Department of Rail and Public Transportation (DRPT) SYIP.

CTAC Survey and Feedback (Additional Agenda Item)

Ms. Kendall Miller, HRTPO Principal Public Involvement and Title VI Administrator, introduced Mr. James McNamara as the HRTPO's newest staff member. She provided an update on future activities of the public involvement team and how those activities would impact CTAC.

Route 460 Update (Additional Agenda Item)

Dr. Camelia Ravanbakht, HRTPO Interim Executive Director, informed CTAC members about the special Route 460 project webpage on the VDOT website. She stated that VDOT, FHWA, the U.S. Corp of Engineers, and the Secretary of Transportation have agreed on the preferred alternative, a four lane divided highway from Suffolk to west of Windsor approximately 17 miles in length. The CTB will officially vote for the preferred alternative in February.

Future CTAC Meeting Agenda Items

Chair Watkins-White highlighted the future agenda items for the April 2015 CTAC meeting. Mr. Henry Lewis requested a briefing by VDOT pertaining to smart transportation technologies.

For Your Information

Chair Watkins-White reviewed the For Your Information items in the Agenda Packet.

Old/New Business

There was no old/new business.

Adjournment

With no further business to come before the Citizen Transportation Advisory Committee, the meeting adjourned at 2:21 p.m.

Summary Minutes of the HRTPO Transportation Technical Advisory Committee (TTAC) Meeting March 4, 2015

The HRTPO Transportation Technical Advisory Committee (TTAC) Meeting was called to order at 9:35 a.m. in the Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

TTAC Voting Members in Attendance:

Robert Gey (Chair, VB)	Robert Brown (NO)	Reed Nester (WM)
Earl Sorey (CH)	Jeff Raliski (NO)	Tim Cross (YK)
Garrey Curry (GL) – via phone	Susan Wilson (PO)	Chris Arabia (DRPT)
Lynn Allsbrook (HA)	Kevin Wyne (PQ)	Julie Timm (HRT)
Keith Cannady (HA)	Sherry Earley (SU)	Dawn Odom (VDOT)
Paul Holt (JC)	Robert Lewis (SU)	Stephen Rowan (VDOT)
Tammy Rosario (JC)	Scott Mills (SU)	Eric Stringfield (VDOT)
Claudia Cotton (Alternate, NN)	Phil Pullen (VB)	Jeff Florin (VPA)
Bryan Stilley (NN)	Brian Solis (VB)	Jamie Jackson (WATA)
David Wilkinson (Alternate, NN)		

TTAC Voting Members Absent:

Steve Froncillo (CH)	Michael Stallings (IW)	Ellen Roberts (PQ)
Steve Lambert (CH)	Peter Stephenson (IW)	Debbie Vest (PQ)
Anne Ducey-Ortiz (GL)	Allen J. Murphy, Jr. (JC)	Daniel Clayton (WM)
Emily Gibson (GL)	Britta Ayers (NN)	Steve Martin (WM)
John Yorks (HA)	Jackie Kassel (NN)	J. Mark Carter (YK)
Jamie Oliver (IW)	James Wright (PO)	Al Maddalena (YK)

TTAC Nonvoting Members in Attendance:

Ivan Rucker (FHWA)	Rhonda Murray (NAVY)
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TTAC Nonvoting Members Absent:

Tony Cho (FTA)

HRTPO Staff:

Sam Belfield	Mike Kimbrel	Joe Paulus
Rob Case	Jimmy McNamara	Camelia Ravanbakht
Kathlene Grauberger	John Mihaly	Seth Schipinski
Theresa Jones	Keith Nichols	Dale Stith

Others Recorded Attending:

Frank Papcin (Citizen); Joe Howell (NO); Bob Matthias (VB); Karen McPherson (McPherson Consulting); David Forster (Virginian-Pilot); Rich Clifton (American Infrastructure); Rick Correa (Michael Baker International); Keisha Branch, Carleen Muncy (HRT); Ron Hodges (HRT/TRAFFIX); Angela Biney, Angel Deem, Tony Gibson, Ray Hunt, Carl Jackson, Bryant Porter, Scott Smizik (VDOT); Mike Long, Chris Vaigneur (HRPDC Staff)

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

Ms. Dawn Odom reported that VDOT will be hosting a local workshop on March 26, 2015 from 9:00 a.m. – 4:00 p.m. at the Crown Plaza in Hampton.

There were no comments from DRPT.

There were no comments from FHWA.

Mr. Jeff Florin stated that the Virginia Port Authority (VPA) received a TIGER Grant regarding the I-564 Intermodal Connector, with construction to begin later in the summer.

There were no comments from the Navy.

Approval of Agenda

Chair Robert Gey asked for additions or deletions to the TTAC Agenda. Hearing none, Mr. Tim Cross Moved to approve the agenda as written; seconded by Ms. Tammy Rosario. The Motion Carried.

Summary Minutes

Chair Gey reported that the TTAC summary minutes from the February 4, 2015 meeting were included in the March 4, 2015 TTAC Agenda Packet. Chair Gey asked for any additions or corrections to the minutes. Hearing none, Mr. Lynn Allsbrook Moved to approve the minutes as written; seconded by Mr. Brian Solis. The Motion Carried.

FY 2016 Unified Planning Work Program: Draft

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, reported that HRTPO staff, in coordination with Hampton Roads Transit, Williamsburg Area Transit Authority, the Virginia Department of Transportation, and the Virginia Department of Rail and Public Transportation, is developing the draft Unified Planning Work Program (UPWP) for fiscal year (FY) 2016. The UPWP describes the mutual responsibilities of the aforementioned entities in carrying out the metropolitan transportation planning process for Hampton Roads.

He noted the draft UPWP will be available on the HRTPO website for review by the TTAC and other advisory committees of the HRTPO, as well as the general public, following the TTAC meeting on March 4, 2015. He requested TTAC members to submit comments by COB Wednesday, March 18, 2015.

LRTP Subcommittee Report

Ms. Dale Stith, HRTPO Principal Transportation Planner, reported that the development of the 2040 LRTP is in the last year of a 4-year planning process. Draft Project Prioritization scores have been produced for the 190+ candidate transportation projects, with the final approval of scores scheduled for April 2015. The Draft Fiscally-Constrained List of Projects for the Plan is anticipated to be developed by May 2015, with final approval by the HRTPO Board scheduled for June 2015.

She indicated that in order to prepare for fiscal-constraint, initial Guiding Principles were established by the LRTP Subcommittee at its February 4, 2015 meeting. At the request of TTAC, the status of the 2034 LRTP was also discussed at this meeting. Recommendations from the LRTP Subcommittee are as follows:

- Set aside 10% of anticipated 2040 LRTP 'Construction Funding' estimate for "Grouped" projects (i.e. turn lanes, Intelligent Transportation System (ITS) projects, widening of collector/local roadways, regular bus routes, etc.).
- Use the following highway/transit funding splits for anticipated Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding for the 2040 LRTP (based on historical CMAQ/RSTP funding splits between FY 1992-2019):
 - CMAQ: 50/50 Highway/Transit Funding Split
 - RSTP 70/30 Highway/Transit Funding Split
- HRTPO staff will focus work efforts on the 2040 LRTP until FHWA, VDOT, and the HRTPO have further discussions regarding the 2034 Amendment.

Mr. Ivan Rucker questioned the status of the 2034 LRTP Amendment and stated it was his understanding that an update would be presented this month to both TTAC and the HRTPO Board.

Dr. Camelia Ravanbakht, HRTPO Interim Executive Director, commented that per FHWA's request, the 2034 Amendment status update was presented to TTAC in January, with TTAC deferring the topic back to the LRTP Subcommittee. She indicated that the matter was discussed at the February LRTP Subcommittee meeting and due to time constraints pertaining to the 2040 LRTP, the Subcommittee recommended that HRTPO staff focus its efforts on the 2040 LRTP until instructed otherwise.

Mr. Rucker expressed concern over whether the 2034 LRTP was fiscally constrained and explained the consequence of that for the region. Dr. Ravanbakht thanked Mr. Rucker for his feedback and noted that HRTPO staff received FHWA's letter regarding his concern and noted that since that time, a meeting between FHWA, VDOT and HRTPO staff was convened. She indicated that at that meeting, it was explained that HRTPO staff would have a list of fiscally constrained

projects for the 2040 LRTP for approval by the HRTPO Board in June and it was her understanding that FHWA agreed to use staff resources on the 2040 LRTP. She further indicated that the HRTPO has always followed the rules set forth by the FHWA.

Ms. Odom interjected and stated that all projects that VDOT is currently working on are fiscally constrained.

Mr. Allsbrook Moved to approve the LRTP Subcommittee recommended actions as outlined in the three bullets above; seconded by Mr. Florin. The Motion Carried.

I-64/High Rise Bridge Corridor Study Environmental Assessment: VDOT

Mr. Scott Smizik, VDOT Location Studies Project Manager, reported that in March 2013, the HRTPO 2034 Long-Range Transportation Plan was amended to include an environmental study for the improvement of the Interstate 64 (I-64) corridor from I-464 to I-264/I-664 at Bowers Hill, including the High-Rise Bridge. The purpose of the environmental study was to develop alternatives to address transportation capacity needs and improve roadway and bridge conditions throughout the corridor.

Mr. Smizik stated that VDOT, in cooperation with the Federal Highway Administration (FHWA) and the U.S. Coast Guard, completed the Draft Environmental Assessment (EA) for the Interstate 64/High Rise Bridge Corridor Study on October 6, 2014 and it was made available for public review and comment through November 21, 2014. A location public hearing for the project was held on November 6, 2014.

The draft EA includes the following No-Build and Mainline Candidate Build Alternatives (CBAs) and two fixed-bridge options:

1. No-Build Alternative
2. CBA-1 - Eight Lane Build Alternative – No Toll
3. CBA-2 - Eight Lane Build Managed Alternative – High-Occupancy Vehicle (HOV)
4. CBA-2 - Eight Lane Build Managed Alternative – High-Occupancy Toll (HOT)
5. CBA-2 - Eight Lane Build Managed Alternative – All Tolled

He noted the City of Chesapeake has gone on record as supporting CBA-1 with 95-foot bridge structures.

Next steps include:

- CTB identifies the preferred alternative
- VDOT documents the preferred alternative and responds to public comments in the Revised EA
- HRTPO and VDOT commit funding/document the preferred alternative in appropriate planning documents
- VDOT requests National Environmental Policy Act (NEPA) decision from FHWA

After discussion, Mr. Phil Pullen Moved to recommend the Eight Lane Build Managed Alternative with 95 foot bridge structures with no determination on tolls; seconded by Mr. Earl Sorey. The Motion Carried.

TRAFFIX ANNUAL REPORT: HRT

Mr. Ron Hodges, Director of TRAFFIX, reported that its mission as a Transportation Demand Management (TDM) Program is to assist in the promotion of transportation alternatives in the area. Established in 1995, TRAFFIX is monitored by the TRAFFIX Oversight Subcommittee (TOS) which reports to TTAC. It is funded with regional Congestion Mitigation and Air Quality Improvement Program (CMAQ) dollars and its footprint includes 17 cities and counties.

Mr. Hodges stated that TRAFFIX:

- Meets with employers, employees, and the military throughout the region
- Establishes on-going relationships with the Military Commands and the Private Sector Human Resources Department
- Consults to achieve Single Occupancy Vehicle (SOV) cures
- Works with many special interest groups (Biking/Walking Community)

He noted that TRAFFIX has produced an annual report that defines and tabulates a comprehensive set of performance measures including actions, outcomes, and budget. Within the document, a baseline of performance data is compiled from FY 2007 through FY 2014.

House Bill 2 Statewide Prioritization Process: Status Report

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, reported that House Bill 2 (HB2), signed into law in 2014, directs the Commonwealth Transportation Board (CTB) to develop and use a prioritization process to select transportation projects. The legislation is intended to improve the transparency and accountability of project selection, as well as improve stability in the Six-Year Improvement Program (SYIP). The process is to score projects based on an objective analysis and provide guidance to the CTB for project selection and funding.

Mr. Kimbrel stated the Office of the Secretary of Transportation is coordinating stakeholder input during the development of the HB2 prioritization process. An HB2 Implementation Stakeholder District Forum for the Hampton Roads Construction District was held at the offices of the HRTPO on February 19, 2015.

The purpose of the February 19, 2015 session was:

- To engage local and regional government agency staff on HB2 requirements and issues
- To gather input on draft prioritization measures
- To discuss progress to date and next steps

He indicated that HRTPO staff has produced a summary of the material stakeholder comments from the February 19, 2015 session. The summary was then sent to participating stakeholders for review, and their comments have been appended in their entirety to the summary document. The summary document was forwarded to the Office of the Secretary of Transportation.

2015 Virginia Transportation Legislation

Mr. John Mihaly, HRTPO Transportation Analyst, reported that HRTPO staff has monitored transportation-related legislation during the 2015 General Assembly session. He summarized the transportation related measures that were passed during the 2015 session.

He noted that the Governor will take action on the proposed legislation by 12:00 a.m. on Monday, March 30, 2015.

Correspondence of Interest

Chair Gey noted the items in the Correspondence of Interest section of the Agenda packet.

Three-Month Tentative Schedule

Chair Gey outlined the Three-Month Tentative Schedule for TTAC.

For Your Information

Chair Gey summarized the items in the For Your Information section of the Agenda packet.

Announcements

Chair Gey announced that TRAFFIX will meet immediately following the TTAC meeting.

Mr. Kimbrel stated the next Transportation Programming Subcommittee (TPS) meeting will convene on March 20, 2015 with the project selection and funding allocation for the Transportation Alternatives Program (TAP) as the primary topic for discussion.

Ms. Odom announced that VDOT will hold a Six-Year Improvement Program (SYIP) Public Hearing on April 23, 2015 in the Regional Building Boardroom.

Old/New Business

There was no new or old business.

Adjournment

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