

ITEM #18: APPROVAL OF CONSENT ITEMS

A. MINUTES

Minutes from the December 13, 2018 Joint HRTPO/HRTAC meeting and the February 21, 2019 HRTPO Board meeting are attached.

Attachment 18-A1
Attachment 18-A2

RECOMMENDED ACTION:

Approve the minutes.

B. HRTPO FINANCIAL STATEMENT

The Statement of Revenues and Expenditures for the activities of February 2019 is attached. This statement reflects the financial status of the HRTPO as a whole.

Attachment 18-B

RECOMMENDED ACTION:

Accept the HRTPO Financial Statement.

**Hampton Roads Transportation Accountability Commission (HRTAC)
Hampton Roads Transportation Planning Organization (HRTPO)
Summary Minutes of the Concurrent December 13, 2018 Meeting**

The Joint HRTAC and HRTPO Board Meeting was convened at 12:36 p.m. in the Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia. HRTAC Chair Michael Hipple called the HRTAC Board meeting to order. He then welcomed the HRTPO Board to the meeting. HRTPO Chair Thomas Shepperd called the HRTPO Board meeting to order at 12:37 pm. The following members of the HRTPO Board were in attendance:

HRTPO Voting Members in Attendance:

Thomas Shepperd, Jr. Chair (YK)
John Rowe, Vice Chair (PO)
Rick West (CH)
Barry Cheatham (FR)
Donnie Tuck (HA)
Joel Acree (IW)
Michael Hipple (JC)
Kenneth Alexander (NO)
McKinley Price (NN)
Herbert Green (Alternate, PQ)

Barry Porter (SH)
Linda Johnson (SU)
Robert Dyer (VB)
Christopher Hall (VDOT)
Senator Frank Wagner (GA)*
Delegate David Yancey (GA)
Delegate Chris Stolle (GA)
William Harrell (HRT)
Cathie Vick (VPA)
Zach Trogdon (WATA)

HRTPO Nonvoting Members in Attendance:

Clarence Monday (FR)
Mary Bunting (HA)
Randy Keaton (IW)
Cynthia Rohlf (NN)
Randy Wheeler (PQ)
Michael W. Johnson (SH)
Patrick Roberts (SU)
Dave Hansen (VB)

Neil Morgan (YK)
John Malbon (CTB)
Shep Miller (CTB)
Terry Danaher (CTAC)
Robert Bowen (ORF)
Michael Giardino (PHF)
COL Ed Vedder (Langley-Eustis)
U.S. Coast Guard Representative

HRTPO Executive Director:

Robert A. Crum, Jr.

Other Participants:

Shannon Valentine (Secretary of Transportation)
Nick Donohue (Deputy Secretary of Transportation)
Morteza Farajian (Deputy Secretary of Transportation)
Stephen Brich (VDOT)

Delegate Chris Jones (GA)
Wynter Benda (NO)
Robert Baldwin (PO)
Frank Rabil (FR)
Kevin Page (HRTAC)
Thomas Inglima (HRTAC Counsel)
Earl Sorey (CH)

HRTPO Voting Members Absent:

Phillip Bazzani (GL)
Paul Freiling (WM)

Jennifer Mitchell (DRPT)
Senator Mamie Locke (GA)

HRTPO Nonvoting Members Absent:

James Baker (CH)
Scott Stevens (JC)
Lydia Pettis Patton (PO)
Andrew Trivette (WM)
Jeffrey Breeden (FAA)

Jessie Yung (FHWA)
Ivan Rucker (FHWA)
Terry Garcia Crews (FTA)
Art Moye (FTAC)

HRTPO Staff:

Sam Belfield
Rob Case
Shirley Core
Rob Cofield
Andrea Gayer
Kathlene Grauberger

Mike Kimbrel
John Mihaly
Keith Nichols
Joe Paulus
Dale Stith

* Denotes late arrival or early departure

Others Recorded Attending:

Todd Childress (HNTB); Holly Christopher, Eric Stringfield, John Lawson, Pete Reilly, Dawn Odom, Robin Grier, (VDOT) Mark Geduldig-Yatrofsky (portsmouthcitywatch.org); Bob Baldwin, Sherri Neil (PO); Scott Detar (BOFAML); Jim Calpin (Merrill Lynch); John Gergely (NN Citizen); Andria McClellan, Amy Inman, Morgan Whayland, Doug Beaver (NO); Kirsten Krug, Kevin Johnson (Citigroup); Beth Arnold (Michael Baker); Doug Wilson (ERC); Michelle Murtin (Citizen); Dianna Howard (CTAC); Leroy Bennett (SU); Diane Kaufman (Senator Kaine's Office); Mercedes Holland (US Navy); Jerri Wilson, Bridjette Parker, Bryan Stilley (NN); Robert Matthias (VB); Erin Miller, Joshua Mickle (WTKR); Andy Fox, Rob Rizzo (WAVY TV); Barbara Nelson (Port of Virginia); Jim Long (RK&K); Karen McPherson (McPherson Consulting); Tyson Rosser (VHB); Scott Lovell (WSP); Delceno Miles (The Miles Agency); Mark Burns (Wells Fargo Securities); Randolph Cook (SH); David Miller, Liang Shan, Neisan Bush, (PFM); Chuck Wall (Seyforth Shaw); Eric Ballou, Megan Gilliland (Kaufman & Canoles); Brett Spain (Willcox & Savage); Jennifer Hodnett (HRTAC); Paula Greer (Veterans Reporters); Keith Cannady, Sheila Wilson, Greg Grootendorst, Kelli Arledge, Danetta Jankosky, Whitney Katchmark, Matt Smith, Sharon Lawrence, Cynthia Mulkey, Mike Long, Joe Turner, Chris Vaigneur (HRPDC Staff).

Approval of Agenda

HRTAC Chair Hipple asked for any additions or deletions to the Joint Board Agenda. Hearing none, Mayor Alexander Moved to approve the agenda; seconded by Delegate Yancey. The Motion Carried.

Public Comment Period

Two citizens addressed the HRTAC and HRTPO Boards.

A transcription of the public comments made orally during HRTPO Board meetings will be included in the HRTPO Agenda each month. The transcript will also be posted on the HRTPO website when available.

Submitted Public Comments

There were no submitted public comments in the Agenda packet.

**Mayor Dyer arrives*

Secretary Valentine Comments

Virginia Secretary of Transportation Shannon Valentine addressed the HRTAC and HRTPO Boards stating the Hampton Roads Bridge Tunnel (HRBT) project is the largest, most important project currently in the Commonwealth of Virginia. She stated the project would be transformative and the Commonwealth recognizes and respects the work the HRTAC and HRTPO Boards are doing on this important project. She noted that the Secretary's office and representatives of HRTAC have discussed approaches to pay for the rehabilitation of the existing trestles at the HRBT. Secretary Valentine announced VDOT recently met with contractors and would be moving forward with an "A" and "B" procurement for the HRBT project. The procurement will allow the project to move forward with getting a full scope of work. She noted the existing South trestles are part of the "B" procurement and could be severed and removed from the contract. This procurement process allows additional time to identify potential solutions for funding issues. Secretary Valentine stated the Commonwealth is committed to finding a resolution to the issues, however, the options are limited. Secretary Valentine noted that even without General Assembly action, the Commonwealth Transportation Board (CTB) would need to sign off on the plan.

HRBT DISCUSSION ITEMS

Decision Making Critical Path Forward

Mr. Robert Crum, HRTPO Executive Director, outlined a critical decision path forward for the Hampton Roads Bridge Tunnel (HRBT) Project as follows:

- **December 13, 2018**
 - HRTPO and HRTAC briefed by VDOT on Operational Analysis for water crossing (HRBT & High-Rise Bridge)
 - Existing Trestle Financing Decision (Update)
 - HRBT New Capacity Funding (Update)
 - Consideration of TIP Amendment for the HRBT project

- **January 2019- June 2019**
 - SMART SCALE Funding Decision for HRBT Project (potential \$200M)
- **January 15, 2019**
 - Technical Proposals due to VDOT
- **February 8, 2019**
 - Price Proposals due to VDOT
- **February 19, 2019**
 - CTB Briefing
- **March 21, 2019**
 - HRTAC approval of HRBT related agreements
- **March 31, 2019**
 - VDOT signs agreement and issues notice to proceed
- **June 2019**
 - Full Express Lane System Operational Analysis
 - Briefing to HRTAC and HRTPO
- **July 2019**
 - HRTPO Policy decision on Full Express Lane System

This item was for informational purposes only.

Operational Analyses of Proposed High Occupancy Toll (HOT) Lanes at the HRBT and High Rise Bridge Projects

Mr. Christopher Hall, VDOT District Engineer, provided an update on current and proposed HOT facilities. He reported the first year gross revenue for Segment I of the I-64 Express Lanes is estimated to be \$1.9 million. Average toll rates during peak periods for the eastbound lanes is \$0.83 and westbound lanes \$0.71. Mr. Hall noted 25% of total traffic volumes are using the Express Lanes which has increased efficiency in the general purpose lanes. He then moved to the I-64 Southside and High Rise Bridge project which is currently designed to include a HOT Lane in each direction. He noted this is currently the largest design-build program in the state. He reported the pilings were currently being installed and VDOT had just received the permit to allow work to begin in the river soon. The January 2017 Operational Traffic Analysis for the I-64 Southside and High Rise Bridge Project showed 30% of total traffic volume is projected to use HOT Lanes during peak times. Mr. Hall then provided projected performance for the HOT Lanes for the proposed Hampton Roads Bridge Tunnel (HRBT) Project. Projected HOT lane a.m. usage eastbound is 38% during the morning peak periods and 31% during the afternoon peak period. In the Westbound direction, projected HOT lanes usage is 26% in the morning and 42% in the afternoon. The facility will include one full time HOT lane and a managed HOT shoulder lane during peak hours. He noted the part time HOT shoulder is projected to increase capacity.

Update on HRTAC Plan of Finance and I-64 HRBT Expansion New Capacity Expansion Project –TIP Amendment

Mr. Kevin Page, HRTAC Executive Director, reported the current funding plan for the I-64 HRBT New Capacity Expansion Project is \$3.562 billion excluding the south trestles and owners cost associated therewith. He noted moving forward with the plan of finance still has the caveats that were in the assumptions as follows:

- Source amounts vary based on different toll revenue projections
- HOT lanes at HRBT and High Rise Bridge water crossings
- Hampton Roads Transportation Funds (HRTF) VDOT 6-year revenue projection then historical trend line
- Pending \$200M SMART SCALE application/award will reduce HRTF funds
- HRTAC funding capacity is based on assumptions regarding HRTF revenue growth interest rates, credit rating, and other subject to change variables
- HRTF funding to be used for new capacity only

The finding amounts are conditioned on revenue projections viewing the HRBT and High Rise Bridge HOT lanes as toll events only. Mr. Page confirmed with PFM that \$3.562 billion is still available and current. He reported that to date, HRTAC has provided VDOT \$30 million to develop the project. The base scope of the project includes the new capacity construction and the existing north trestles plus the additional roadway. Also in the design build contract are the existing south trestles. The funding for the existing south trestles is absent in the \$3.562 billion. HRTAC and VDOT have engaged in discussions regarding the existing trestles and have yet to identify a solution. Mr. Page explained that VDOT did express a desire to reimburse HRTAC for the cost of the work from the Hampton Roads region's share of the State of Good Repair Program; HRTAC expressed openness to that approach if it can be accomplished in a manner that would not adversely affect HRTAC. He said HRTAC and VDOT continue to work together to identify a potential solution. In order to keep the project moving forward, the HRTPO must provide FHWA with an amendment to the Transportation Improvement Program (TIP) which includes the HRBT expansion project. He stated that for a project to be in the TIP, it must be fiscally constrained with a financial plan demonstrating it can be implemented. Mr. Page reported that he recommends HRTAC deliver a letter to the TPO requesting the amendment that validates the funding for the HRBT Expansion Project without the replacement of the existing south trestles. Under the final Request for Proposal (RFP), the south trestles replacement work can be described as optional work which VDOT and HRTAC may sever from the contract if a funding solution is not identified in the coming months.

**Senator Wagner arrives*

Operational Analysis for a Potential High Occupancy Toll Lane (HOT) Network throughout Hampton Roads

Mr. Christopher Hall, VDOT District Engineer, provided a report on an operational analysis to be conducted on a potential HOT Express Lanes Network throughout Hampton Roads. He noted the HRTPO Board had approved studies in the following areas:

- I-64 Express Lanes (reversible – in operation)
- High Rise Bridge (under construction)
- HRBT (in procurement)

The HRTPO also endorsed the concept of an I-64 Regional HOT network running approximately 39.5 miles from I-64 near Hampton Coliseum to the Bowers Hill Interchange (I-664/I-264). The operational analysis time horizon will be looking at 2025 modeling as a base line. VDOT will be analyzing two scenarios.

The first scenario on I-64 as planned and approved:

- Segment 1 – HOT reversible (64 Express lanes)
- Segment 2A – HOT bi-directional (I-64 Southside/High Rise Bridge)
- Segment 2B – HOV bi-directional (Chesapeake Express lanes)
- Segment 3 – HOT bi-directional (HRBT)

The second scenario – Regional HOT Network

- Segment 1 – HOT reversible (64 Express lanes)
- Segment 2A – HOT bi-directional (I-64 Southside/High Rise Bridge)
- Segment 2B – HOT bi-directional (Chesapeake Express lanes)
- Segment 3 – HOT bi-directional (HRBT)

Mr. Hall stated the key objectives of the analysis was to identify operational challenges between segmented projects and as a HOT network, and to clarify access and transition points. The analysis will also evaluate HOT Lane and General Purpose Lane performance.

*Secretary Valentine and Delegate Jones Depart

2:08 pm HRTPO Board stands at ease.

HRTAC Board takes action on consent items and information items.

2:20 pm HRTAC Board adjourns.

2:21pm HRTPO Board called back to order.

TIP Amendment Request: I-64 Hampton Roads Bridge-Tunnel Expansion – New Capacity (UPC #T21555)

Mr. Mike Kimbrel, HRTPO Deputy Executive Director, briefed the HRTPO Board on the I-64 Hampton Roads Bridge-Tunnel Expansion - New Capacity Transportation Improvement Program (TIP) Amendment. He noted HRTAC took action earlier to request an amendment to the HRTPO FY 2018-2021 TIP to add the I-64 Hampton Roads Bridge-Tunnel Expansion – New Capacity (UPC #T21555) Project. The project will widen I-64 to six lanes from Settlers Landing Road to I-564. The HRBT will be expanded to provide eight lanes across the Hampton Roads Harbor. The project excludes the replacement of existing bridges (South Trestles) between the HRBT South Island and the Norfolk shore.

Mr. Kimbrel provided a project schedule and cost estimate as follows:

- Schedule
 - Preliminary Engineering (PE) – Start: 3/1/2019; End: 11/30/2026
 - Right of Way (RW) – Start: 3/1/19; End: 3/1/2026
 - Construction (CN) – Start: 3/1/2019; End: 11/30/2026
- Cost Estimate *
 - PE – \$ 122,000,000
 - RW – \$ 15,000,000
 - CN– \$3,425,371,789
 - Total - \$3,562,371,789

*Not to exceed amount – actual project costs should be equal to or less than these amounts.

HRTPO staff has submitted a SMART SCALE application for \$200M for the I-64 HRBT Expansion-New Capacity project. A funding agreement between HRTAC and VDOT will state that any funding resulting from SMART SCALE will supplant HRTF allocations on the project. The HRTAC funding plan assumes HRTAC will control tolling of facilities it finances and receive all toll revenues from those projects. Tolling (HOT Lanes) will initially be implemented only at the HRBT and High-Rise Bridge water crossings.

Recommended action is to approve the TIP amendment with the noted conditions, subject to the receipt of no adverse comments during the public comment period.

HRTPO Action Items

Action Items:

FY 2018-2021 Transportation Improvement Program Amendment for the Laskin Road Projects (Phase 1A UPC 111711 and Laskin Road Widening UPC 12546) in Virginia Beach.

Mr. Harrell Moved the HRTPO Board approve both of the FY 2018-2021 Transportation Improvement Program Amendments for the Laskin Road Project; seconded by Mr. Cheatham. The Motion Carried.

FY 2018-2021 Transportation Improvement Program Amendment for the I-64 Hampton Roads Bridge-Tunnel Expansion – New Capacity Project.

Mayor West Moved HRTPO Board approval of the FY 2018-2021 Transportation Improvement Program Amendment for the I-64 Hampton Roads Bridge-Tunnel Expansion – New Capacity Project; seconded by Mr. Hipple.

A roll call vote was taken:

| | |
|-----------------|--------|
| Mayor West | Yes |
| Mr. Cheatham | Yes |
| Mr. Bazzani | Absent |
| Mayor Tuck | Yes |
| Mr. Acree | Yes |
| Mr. Hipple | Yes |
| Mayor Price | Yes |
| Mayor Alexander | No |
| Mr. Green | Yes |
| Mayor Rowe | Yes |
| Mr. Porter | Yes |
| Mayor Johnson | Yes |
| Mayor Dyer | Yes |
| Mr. Freiling | Absent |
| Mr. Shepperd | Yes |
| Senator Locke | Absent |
| Senator Wagner | Yes |
| Delegate Stolle | Yes |
| Delegate Yancey | Yes |
| Mr. Harrell | Yes |
| Mr. Trogdon | Yes |
| Mr. Hall | Yes |
| Ms. Mitchell | Absent |
| Ms. Vick | Yes |

The Motion Carried.

Adjournment

With no further business to come before the Hampton Roads TPO, the meeting adjourned at 2:34 p.m.

Thomas G. Shepperd, Jr.
Chair

Robert A. Crum, Jr.
Executive Director/Secretary

Hampton Roads Transportation Planning Organization (TPO) Board Summary Minutes of February 21, 2019

The Hampton Roads TPO Board Meeting was called to order at 10:32 a.m. in the Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

HRTPO Voting Members in Attendance:

Thomas Shepperd, Jr. (Chair, YK)
John Rowe, Vice Chair (PO)
Rick West (CH)
Ella Ward (Alternate, CH)
Barry Cheatham (FR)
Donnie Tuck (HA)
Michael Hipple (JC)
David Jenkins (NN)
Martin Thomas (NO)

Barry Porter (SH)
Linda Johnson (SU)
Robert Dyer (VB)
Jennifer DeBruhl (DRPT)
Christopher Hall (VDOT)
William Harrell (HRT)
Cathie Vick (VPA)*
Zach Trogdon (WATA)

HRTPO Nonvoting Members in Attendance:

James Baker (CH)
Amanda Jarratt (FR)
Randy Keaton (IW)
Paul Holt (Alternate, JC)
Cynthia Rohlf (NN)
Wynter Benda (Alternate, NO)
Lydia Pettis Patton (PO)

Randy Wheeler (PQ)
Michael W. Johnson (SH)
Patrick Roberts (SU)
Terry Danaher (CTAC)
Shep Miller (CTB)*
COL Ed Vedder (Langley-Eustis)
CAPT Michael Moore (U.S. Navy)

HRTPO Executive Director:

Robert A. Crum, Jr.

CTB Participants:

John Malbon (Absent)
Stephen Johnsen (Absent)

W. Sheppard Miller *

HRTPO Voting Members Absent:

Phillip Bazzani (GL)
Joel Acree (IW)
Eugene Hunt (PQ)
Paul Freiling (WM)

Senator Mamie Locke
Senator Frank Wagner
Delegate David Yancey (GA)
Delegate Chris Stolle (GA)

HRTPO Nonvoting Members Absent:

J. Brent Fedors (GL)
Mary Bunting (HA)
Scott Stevens (JC)
Doug Smith (NO)
Dave Hansen (VB)
Andrew Trivette (WM)
Neil Morgan (YK)

Robert Bowen (ORF)
John Malbon (CTB)
Jeffrey Breeden (FAA)
Jessie Yung (FHWA)
Terry Garcia Crews (FTA)
Art Moyer (FTAC)
Michael Giardino (PHF)

HRTPO Staff:

Sam Belfield
Rob Case
Shirley Core
Rob Cofield
Andrea Gayer
Kathlene Grauberger
Mike Kimbrel

Sharon Lawrence
John Mihaly
Kendall Miller
Keith Nichols
Joe Paulus
Jeff Raliski
Dale Stith

* Denotes late arrival or early departure

Others Recorded Attending:

Barbara Nelson (Port of Virginia); Shannon Glover (PO); Craig, Eddy, Beth Drylie (Michael Baker); Jim Icenhour (JC); John Gergely (Citizen); Jimmy LaRove (Suffolk News Herald); Bridjette Parker, Bryan Stilley, Angela Hopkins (NN); Randolph Cook (SH); Gary Webb (Parsons); Brian DeProfio (HA); Amy Inman (NO); Earl Sorey (CH); Karen McPherson (McPherson Consulting); Ben Rerm, Erin Stewart (Kimley Horn); Mike Snare (HNTB); Doug Wilson (ERC); Patrick Allen (RK&K); Mark Geduldig-Yatrofsky (atlantishr.us); Ray Amoruso (HRT); Michael King (US Navy); Robert Baldwin (PO); Ellis James (Sierra Club); Brando McAdams (VHB); Eric Stringfield, Sonya Hallum-Ponton, Angela Reid, Robin Grier (VDOT); Leroy Bennett (SU); Keith Cannady, Rob Cofield, Sheila Wilson, Greg Grootendorst, Kelli Arledge, Whitney Katchmark, Matt Smith, Cynthia Mulkey, Mike Long, Joe Turner, Matt Smith, Chris Vaigneur (HRPDC Staff).

Chair Shepperd introduced Ms. Amanda Jarratt as the newest HRTPO Non-Voting member representing the City of Franklin.

Approval of Agenda

Chair Shepperd asked for any additions or deletions to the agenda. Hearing none, Mr. Cheatham Moved to approve the agenda; seconded by Mayor Dyer. The Motion Carried.

Executive Director Report

Mr. Robert Crum, HRTPO Executive Director, provided a summary of current work activities with a particular note of the following:

- The first meeting of the newly formed Elizabeth River Crossing Task Force will be held Monday, February 25, 2019 at 3 p.m. in the Regional Boardroom.
- Mr. Crum called HRTPO Board members' attention to Consent Agenda Item #17 I. The HRTPO Board will be asked to pass Resolution of Support #2019-03 for the I-64 Hampton Roads Bridge-Tunnel (HRBT) Expansion Project. HRTPO staff intends to file an INFRA grant application for \$150 million.

**Ms. Vick arrives*

Workshop Agenda

Commonwealth Transportation Board Member Comments and Updates

Mr. Sheppard Miller stated Secretary Valentine appreciated the collaboration between the HRTPO, HRTAC, and the State. He announced the State has committed to funding the replacement of the south trestles at the HRBT. Mr. Sheppard noted at the February CTB meeting there were several transfers and projects added to the Six Year Improvement Plan (SYIP) including:

- The I-64 access evaluation to look at an interchange from Jefferson Avenue to Fort Eustis on I-64
- Draft NEPA document for Nimmo Parkway
- \$1.6 million was transferred for the Denbigh Boulevard Overpass over I-64.
- \$500,000 was transferred to help fund the auxiliary lane from Route 58 to I-664.

Mr. Miller also announced the CTB has been briefed on a new funding formula for transit in the Commonwealth and under the proposed formula HRT, does not fair well. CTB members are working with HRT staff to provide assistance and continue to monitor legislation. He noted the March CTB meeting will held in Hampton Roads.

Virginia Department of Transportation

Mr. Christopher Hall reported that the February 2019 HRTAC Program Development Monthly Executive Report was included at the table as a handout. He stated that two of the Regional Priority Projects are scheduled to be completed this year. Final work has begun on guardrails, landscaping, and sound walls for Segment II of the I-64 Peninsula Widening project with three east- and west-bound lanes opening in April 2019, and total project completion in May 2019. Final permits were granted for the Queens Creek Bridge and median clearing and lane shifting is currently underway on Segment III of the I-64 Peninsula Widening project. The two main bridges of the I-64/I-264 Interchange Improvements Phase I project have opened to traffic and completion of this phase is on schedule. Bridge approach and drainage work is underway for Phase II of the I-64/I-264 Interchange Improvements project. Finally, roadway work will begin in two to three weeks. Mr. Hall reported the State has selected Hampton Roads Connector Partners as the design-build team to deliver the I-64 HRBT Expansion project. The contract is expected to be executed in April 2019.

Virginia Department of Rail and Public Transportation

Ms. Jennifer DeBruhl reported that Norfolk's second AMTRAK train from Norfolk will begin service on March 4th. Service for the third Norfolk train should begin at the start of FY 2022. She stated that ridership data revealed 28,000 passengers from October-December 2018 out of Hampton Roads with ridership continuing to show an increase year by year. DRPT implemented changes to the Transit Capital Program last fall and is currently

working through the first round of the new prioritization process with a briefing to the CTB regarding these changes set for April 2019. She noted that with regard to the Transit Operating Program, DRPT is awaiting the outcome of General Assembly Action.

Virginia Port Authority Update

Ms. Cathie Vick reported VPA's major infrastructure projects are tracking well. She noted that at Norfolk International Terminals (NIT), VPA has extended mandatory use of the truck reservation system for more hours of the day and that truck times in and out of the terminals have improved over 30% through use of the system. Ms. Vick stated that the HRTPO Freight Transportation Advisory Committee (FTAC) is engaged heavily with the Long-Range Transportation Plan, and that the Norfolk Harbor Deepening and Widening project is ahead of schedule. The Request for Proposals (RFPs) will be out by June of this year for Phase 1, the west side of Thimble Shoals Tunnel, with dredges in the water by January 2020.

HRT and WATA Updates

Mr. William Harrell expressed appreciation to the State and DRPT for funding HRT's Strategic Planning effort. Part of that effort includes a review of transit properties, and mid-size transit properties in an effort to benchmark HRT's performance that will be used to make strategic changes to the system to increase efficiency. The data revealed HRT's operational costs are 25% below that of their peers.

Mr. Zach Trogdon reported WATA had implemented Phase I of its automatic passenger counting project and are pleased with the data received. He thanked the TPO for the funding through the Transportation Improvement Program (TIP). He also reported several staff members recently attended a regional transit service planning course to help staff plan and utilize resources more effectively.

Community Transportation Advisory Committee (CTAC) Update

Ms. Terry Danaher reported that CTAC had an information session on February 14. She stated she would be available for any questions after Agenda Item 13 was presented.

Military Liaisons Comments and Updates

Colonel Ed Vedder, Joint Langley-Eustis, had no comments.

Captain Michael Moore, US Navy, had no comments.

There was no representative in attendance for the U.S. Coast Guard.

2045 Long-Range Transportation Plan: Status Update

Ms. Dale Stith, HRTPO Principal Transportation Planner, provided an update on the development of the 2045 Long-Range Transportation Plan (LRTP). She explained the LRTP is the blueprint for the region's transportation future and identifies all regionally significant transportation projects. The 2040 LRTP was adopted in July 2016, last amended in October 2018, and effective until June 2021. The planning horizon for the LRTP is twenty years and the plan is updated every five years. She presented the tasks that have been completed to date along with tasks currently underway, and modifications and enhancements that are being considered for the HRTPO Project Prioritization Tool.

Next steps include:

- Finalize Prioritization Modifications – April/May 2019
- Develop Vision and Goals
- Complete Model Update
- Collect Candidate Projects
- Develop Scenarios
- Conduct Project Evaluation and Prioritization
- Develop Funding Plan/Fiscal-Constraint
- Adopt 2045 LRTP: June 2021

Regional Connectors Study: Status Update

Mr. Michael Kimbrel, HRTPO Deputy Executive Director, provided background on the Regional Connectors Study noting in October 2016 the HRTPO Board unanimously approved the HRCS SEIS Alternative A (I-64 Widening and HRBT Expansion), plus the Bowers Hill Interchange as the Preferred Alternative. HRTAC unanimously supported the same Preferred Alternative and allocated \$7 million to be applied toward a feasibility study of the unselected alternatives from HRCS/SEIS.

On May 1, 2017, a Memorandum of Understanding (MOU) was signed between the HRTPO, VDOT, and HRTAC to advance the feasibility study in two separate components:

- \$4 million for Bowers Hill Interchange
- \$3 million for Regional Connectors Study, with a contingency of \$4 million

The analysis will use a baseline assumption that includes improvements on I-64 Peninsula (Segments I, II, III) and I-64 Southside/High-Rise Bridge (Phase I), I-64/HRBT and I-64/I-264 Interchange (Phases I and II).

Mr. Kimbrel stated that to date, the timelines for the RCS and the 2045 LRTP have been kept concurrent, but the RCS Steering Committee and Working Group are concerned that keeping the timelines coupled may not allow enough time to complete the work envisioned for the RCS. The Steering Committee and Working Group met and explored two options for the RCS and 2045 LRTP timelines. The two options are:

Option 1: RCS continues concurrent timeline with the 2045 LRTP

- Allows projects from RCS to be evaluated for inclusion in 2045 LRTP
- Helps eliminate duplication of effort and reduce public confusion
- Timeline to complete RCS may be challenging

Option 2: Decouple RCS and 2045 LRTP Timelines

- Projects from RCS not initially evaluated for inclusion in 2045 LRTP
- Upon completion of RCS, the 2045 LRTP could be amended to include one or more RCS projects (subject to fiscal-constraint)
- Timeline provides more flexibility for completing RCS

The recommendation from the RCS Steering Committee and Working Group was to decouple the timelines for the RCS and the 2045 LRTP and approve the RCS (scaled-down) Phase 2 Scope of Work, Schedule, Cost and authorize the Executive Director to enter into a contract with the consultant.

Mr. Craig Eddy, Michael Baker International, presented an update that included the status of tasks from Phase 1 of the Study, as well as a scaled-down version of the scope, schedule, and budget for Phase 2 of the Study for approval by the HRTPO Board. It was noted that the RCS Working Group and Steering Committee will continue to work on the full scope envisioned for Phase 2 and that the full scope and associated schedule and budget will be presented to the HRTPO Board for approval at a future meeting.

The consensus of the HRTPO Board was to approve decoupling the timelines for the RCS and the 2045 LRTP, approve the RCS (scaled-down) Phase 2 Scope of Work, Schedule, and Cost, and authorize the Executive Director to enter into a contract with the consultant under Consent Item 17-M.

Community Transportation Advisory Committee: Opportunities to Expand

Mr. Robert Crum, HRTPO Executive Director, explained the Hampton Roads Planning District Commission (HRPDC) is a recipient of federal funds and therefore must comply with Title VI of the Civil Rights Act of 1964. Title VI prohibits discrimination on the basis of race, color or national origin in any program or activity that receives federal funds or other federal financial assistance. He noted the PDC must also address Environmental Justice principles, which pertain to the fair and meaningful involvement of all people regardless of race, color, national origin, or income, in the development, implementation and enforcement of environmental laws, regulations and policies.

The Community Transportation Advisory Committee (CTAC) was formed by the HRTPO in 2010 to provide grassroots, community level involvement in the transportation planning process. CTAC members are residents of Hampton Roads localities who provide a community viewpoint.

After discussion with FHWA and VDOT on opportunities to expand public involvement in the HRPDC's regional planning activities, a new department has been created. The HRPDC Community Affairs and Civil Rights Department is led by Ms. Kendall Miller who, with her team, will coordinate public involvement for both the HRPDC and HRTPO.

Mr. Crum stated that he has discussed with the CTAC the expansion of its scope to include both HRPDC and HRTPO activities and that CTAC members have expressed their willingness and desire to do so. He then stated that the recommended action is to endorse expanding the responsibilities of the CTAC to include both HRPDC and HRTPO activities.

Ms. Terry Danaher, CTAC Chair stated the decision to take on the expanded duties was unanimously supported by the CTAC members. She stated the committee felt it was a symbiotic relationship and working with the PDC will advance their transportation work. She noted members are aware they will be meeting more frequently and that the bylaws will need to be amended.

**Mr. Miller departs*

Meeting Agenda

Public Comment Period

Mr. Ellis James from Norfolk expressed his concern regarding offshore drilling.

A transcription of the public comments made orally during HRTPO Board meetings will be included in the HRTPO Agenda each month. The transcript will also be posted on the HRTPO website when available.

Submitted Public Comments

Chair Shepperd reported there were no submitted public comments in the Agenda packet.

Consent Agenda

Approval of Consent Items

- A. Minutes
- B. HRTPO Financial Statement
- C. FY 2018-2021 TIP Amendment Request: UPC 110577
HRCS Preferred Alternative Refinement
- D. FY 2018-2021 TIP Amendment Request: UPC 69050
Shoulders Hill Road/Route 17 Intersection Improvements in Suffolk

- E. FY 2018-2021 TIP Amendment Request: UPC 105222
Route 134 Bridge Replacement over Brick Kiln Creek
- F. FY 2018-2021 TIP Amendment Request: UPC 100921
Longhill Road Widening in James City County
- G. FY 2018-2021 TIP Revision: Request to Transfer RSTP Funding: UPC 102734, 109075, 109076
Multimodal High-Speed and Intercity Passenger Rail Station Development (PE Only) in Newport News
Newport News Transportation Center – Grading, Drainage, & Utilities
Newport News Transportation Center – Station, Platform, & Site Finishes
- H. FY 2018-2021 TIP Revision: Request to Transfer RSTP Funding: UPC 112318
Elbow Road Extended Phase II-D in Virginia Beach
- I. 2019 INFRA Grant Program: Request for HRTPO Resolution of Support for the I-64 HRBT Expansion Project
- J. 2019 INFRA Grant Program: Letter of Endorsement Request: Laskin Road Phase I-B
- K. Hampton Roads 2045 Socioeconomic Forecast and Transportation Analysis Zone (TAZ) Allocation: Final Report
- L. Authorizing Resolutions for FY 2020 Federal and State Grant Applications
- M. Regional Connectors Study
 - 1. Approve the recommendation from the RCS Steering Committee and Working Group to decouple the timelines for the RCS and the 2045 LRTP.
 - 2. Approve the Regional Connectors Study (scaled-down) Phase 2 Scope of Work, Schedule, and Cost and authorize the Executive Director to enter into a contract with the consultant.
- N. Community Transportation Advisory Committee: Opportunities to Expand Responsibilities

Mayor Rowe Moved to approve the Consent Agenda; seconded by Mayor Johnson. The Motion Carried.

HRTPO Board Three-Month Tentative Schedule

Chair Shepperd outlined the HRTPO Board three-month tentative schedule in the Agenda packet.

Minutes of HRTPO Advisory Committee Meetings

Chair Shepperd noted there were summary minutes from the HRTPO Advisory Committee meetings included in the Agenda packet.

For Your Information

Chair Shepperd highlighted the items in the For Your Information 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 TPO, the meeting adjourned at 11:55 a.m.

Thomas G. Shepperd, Jr.
Chair

Robert A. Crum, Jr.
Executive Director/Secretary

**HRTPO
FISCAL YEAR 2019
2/28/19
STATEMENT OF REVENUES AND EXPENDITURES
67% OF FISCAL YEAR COMPLETE**

| REVENUES | Budget | Previous YTD | Current Month | YTD | % Received /Expended |
|---|-------------------------|------------------------------|--------------------------|----------------------------|---------------------------------|
| VDOT-PL SEC 112 | 2,697,030 | 460,574 | 469,372 | 929,946 | 34% |
| HRTAC | 133,500 | 28,597 | 32,891 | 61,489 | 46% |
| HRTAC - SEIS Feasibility Study | 2,865,000 | 158,821 | 235,853 | 394,674 | 14% |
| VDRPT 5303 | 386,398 | 114,777 | 181,760 | 296,537 | 77% |
| SP&R | 72,500 | 26,313 | 9,173 | 35,486 | 49% |
| Special Contracts/Deferred/Pass Through | 409,151 | - | - | - | 0% |
| Total Revenue | <u>6,563,579</u> | <u>789,083</u> | <u>929,049</u> | <u>1,718,132</u> | 26% |
| | | | | | |
| EXPENDITURES | | | | | |
| PERSONNEL | \$ 2,318,996 | \$ 1,067,016 | \$ 159,930 | \$ 1,226,946 | 53% |
| STANDARD CONTRACTS | 42,638 | 4,837 | - | 4,837 | 11% |
| SPECIAL CONTRACTS/PASS THROUGH | 3,179,655 | 527,393 | 21,395 | 548,788 | 17% |
| OFFICE SERVICES | 1,022,290 | 53,087 | 14,706 | 67,793 | 7% |
| INDIRECT COSTS | - | 488,383 | 73,201 | 561,584 | 0% |
| Total Expenses | <u>6,563,579</u> | <u>2,140,715</u> | <u>269,232</u> | <u>2,409,947</u> | 37% |
| | | | | | |
| TOTALS | <u>\$ -</u> | <u>\$ (1,351,632)</u> | <u>\$ 659,817</u> | <u>\$ (691,815)</u> | * |

* HRTPO grants operate on a quarterly reimbursement basis; as such the total YTD does not reflect the commission's current financial position.

**C. FY 2018-2021 TIP AMENDMENT REQUEST: UPC 104905
I-64 PENINSULA WIDENING – SEGMENT 1**

The Virginia Department of Transportation (VDOT) has requested to amend the Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) to revise the cost estimate, allocations, and obligations for one project as described below:

- 104905 – I-64 Peninsula Widening – Segment 1
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$2,738,567
 - Right of Way (RW): \$32,494
 - Construction (CN): \$98,773,441
 - Total Cost Estimate: \$101,544,502
 - Revise Allocations as follows:
 - Revise FY Previous Hampton Roads Transportation Fund (HRTF) allocation to be \$1,544,502
 - Revise Obligations as follows:
 - Remove FY Previous PE Phase Advanced Construction (AC) Conversion obligation of \$9,626,410
 - Remove FY Previous RW Phase AC obligation of \$25,000,000
 - Remove FY Previous RW Phase AC-Conversion obligation of \$15,698,838
 - Add FY Previous PE Phase National Highway Performance Program (NHPP) obligation of \$373,590
 - Add FY Previous PE Phase AC-Other obligation of \$1,761,410
 - Add FY Previous RW Phase AC-Other obligation of \$5,901,490
 - Revise FY 2018 CN Phase AC-Other obligation to be \$86,690,563

This project is considered regionally significant and was included as such in the Hampton Roads FY 2018–2021 TIP and 2040 LRTP that received a conformity finding from the Federal Highway Administration (FHWA) dated October 29, 2018. This TIP amendment reflects only changes in cost estimate, allocations, and obligations, and does not affect the project scope; therefore, it does not require a new conformity determination.

This request was made available for public review and comment from March 27, 2019 through April 10, 2019. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**D. FY 2018-2021 TIP AMENDMENT REQUEST: STIP ID HRT0107 & HRT0108
HAMPTON ROADS TRANSIT**

Hampton Roads Transit (HRT) has requested to amend the Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) to add two projects. The specifics of the request are described below:

- Replacement Electric Bus (STIP ID HRT0107)
 - Add project to the TIP
 - Add project funding as follows:

| Fund Source | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
|--------------------|----------------|----------------|----------------|----------------|
| FTA 5339 | \$0 | \$1,682K | \$0 | \$0 |
| Local | \$0 | \$240K | \$0 | \$0 |
| State | \$0 | \$4,085K | \$0 | \$0 |
| Totals | \$0 | \$6,007K | \$0 | \$0 |

Request is for a total of six electric buses to be used for regular service.

- Electric Bus Charging and Facility Infrastructure Upgrade (STIP ID HRT0108)
 - Add project to the TIP
 - Add project funding as follows:

| Fund Source | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
|--------------------|----------------|----------------|----------------|----------------|
| FTA 5339 | \$0 | \$1,108K | \$0 | \$0 |
| Local | \$0 | \$106K | \$0 | \$0 |
| State | \$0 | \$626K | \$0 | \$0 |
| Totals | \$0 | \$1,840K | \$0 | \$0 |

This amendment of projects does not include new transit routes, and therefore, the projects are not deemed regionally significant, and as such are exempt under 40 CFR 93.126 under the following category of Mass Transit – purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet, operating assistance to transit agencies, reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).

This request was made available for public review and comment from February 27, 2019 through March 13, 2019. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**E. FY 2018-2021 TIP AMENDMENT REQUEST: 11 PROJECTS
SUFFOLK TRANSIT**

Suffolk Transit has requested to amend the Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) to add two projects and revise nine projects. The specifics of the request are described below:

- Operating Assistance (STIP ID SUF0001)
 - FY 2018 Funding
 - Revise FTA 5307 funds to be \$12K
 - FY 2019 Funding
 - Revise FTA 5307 funds to be \$187K
 - Revise State funds to be \$200K
- Paratransit Assistance (STIP ID SUF0002)
 - Remove all funding from project
- Purchase Replacement Buses (STIP ID SUF0004)
 - FY 2019 Funding
 - Revise FTA 5307 funds to be \$243K
 - Revise FTA 5339 funds to be \$67K
 - Revise State funds to be \$58K
 - Revise Local funds to be \$24K
 - FY 2020 Funding
 - Revise FTA 5307 funds to be \$16K
 - Revise FTA 5339 funds to be \$67K
 - Revise State funds to be \$10K
 - Revise Local funds to be \$10K
 - FY 2021 Funding
 - Revise FTA 5307 funds to be \$98K
 - Revise FTA 5339 funds to be \$68K
 - Revise State funds to be \$33K
 - Revise Local funds to be \$8K
- Capital Cost of Contracting – Vehicle Maintenance (STIP ID SUF0006)
 - Remove all funding from project
- Preventive Maintenance (STIP ID SUF0007)
 - Remove all funding from project
- Administrative, Training, and Indirect Costs (STIP ID SUF0008)
 - FY 2019 Funding
 - Revise FTA 5307 funds to be \$0
 - Add FTA 5303 funds of \$10K
 - FY2020 Funding
 - Revise FTA 5307 funds to be \$0
 - Add FTA 5303 funds of \$10K
 - FY2021 Funding
 - Revise FTA 5301 funds to be \$0
 - Add FTA 5303 funds of \$10K

- Transit Improvements (STIP ID SUF0009)
 - FY 2019 Funding
 - Revise FTA 5307 to be \$14K
 - Add State funds of \$3K
 - Revise Local funds to be \$400.00
 - FY 2020 Funding
 - Revise FTA 5307 to be \$14K
 - Revise FTA 5339 to be \$0
 - Add State funds of \$3K
 - Revise Local funds to be \$400.00
 - FY 2021 Funding
 - Revise FTA 5307 to be \$0
 - Revise FTA 5339 to be \$0
 - Add State funds of \$9K
- Project Planning and Evaluation (STIP ID SUF0010)
 - Remove all funding from project
- N. Suffolk Transit Station (STIP ID SUF0011)
 - FY 2018 Funding
 - Remove all funding
 - FY 2019 Funding
 - Revise FTA 5307 funds to be \$36K
 - Revise FTA 5339 funds to be \$0K
 - Add State funds of \$7K
 - Revise Local funds to be \$2K
 - FY 2020 Funding
 - Add FTA 5307 funds of \$64K
 - Add State funds of \$7K
 - Add Local funds of \$2K
 - FY 2021 Funding
 - Add State funds of \$26K
 - Add Local funds of \$20K
- Force Account – Construction of Sidewalk (STIP ID SUF0012) – Add project
 - FY 2019 Funding
 - Add FTA 5307 funds of \$14K
 - Add State funds of \$2K
 - Add Local funds of \$1K
- Capital Cost of Contracting (STIP ID SUF0013) – Add project
 - FY 2019 Funding
 - Add FTA 5307 funds of \$384K
 - Add Local funds of \$96K
 - FY 2020 Funding
 - Add FTA 5307 funds of \$305K
 - Add Local funds of \$97K
 - FY 2021 Funding
 - Add FTA 5307 funds of \$276K
 - Add Local funds of \$98K

This amendment of projects includes funding changes but does not include new transit routes, and therefore, the projects are not deemed regionally significant, and as such are exempt under 40 CFR 93.126 under the following categories: 1) Mass Transit – purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet, operating assistance to transit agencies, reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures), and 2) Air Quality – bicycle and pedestrian facilities.

This request was made available for public review and comment from March 27, 2019 through April 10, 2019. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**F. FY 2018-2021 TIP REVISION: REQUEST TO TRANSFER RSTP FUNDING: UPC 17633
RICHMOND ROAD MULTI-USE TRAIL IN JAMES CITY COUNTY**

The Virginia Department of Transportation (VDOT) has requested to amend the Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) to transfer a total of \$14,399 in Regional Surface Transportation Program (RSTP) funds from one completed project to another eligible project. The specifics of the request are described below:

- UPC 17633 – Richmond Road Multi-Use Trail
 - Receive \$14,399 of FY 2000 RSTP funds, including State Match, from Colonial Parkway Bikeway Connection (UPC 17632)

This project may be classified exempt under the EPA transportation conformity rule category of "Bicycle and Pedestrian Facilities", and therefore does not require a conformity determination (per 40 CFR 93.126, Table 2 – Exempt Projects).

Should the HRTPO Board approve the funding transfer described above, the FY 2018-2021 Transportation Improvement Program (TIP) will be amended to update the funding information associated with the projects. This request was made available for public review and comment from March 27, 2019 through April 10, 2019. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the proposed project funding transfer and associated TIP amendment.

G. FY 2018-2021 TIP REVISION: REQUEST TO TRANSFER FUNDING: UPC 102944 & 71616
CENTERVILLE ROAD/NEWS ROAD INTERSECTION IMPROVEMENTS IN JAMES CITY COUNTY
RICHMOND ROAD CORRIDOR IMPROVEMENTS IN JAMES CITY COUNTY

Attached is a request from the Virginia Department of Transportation (VDOT) to:

1. Transfer \$721,888 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds from one completed project to another eligible project (UPC 102944)
2. Transfer \$10,562 in State Funds (STF) from one project to a grouped project (UPC 99980)
3. Transfer \$359,679 in State Funds (STF) from one project to another project (UPC 71616) to cover a State charge that cannot be reimbursed by Federal funds

The specifics of the request are described below:

- UPC 102944 – Centerville Road/News Road Intersection Improvements
 - Receive \$500,000 of FY 1995 CMAQ funds from Richmond Road Corridor Improvements (UPC 71616)
- UPC 102944 – Centerville Road/News Road Intersection Improvements
 - Receive \$221,888 of FY 1996 CMAQ funds from Richmond Road Corridor Improvements (UPC 71616)
- UPC 71616 – Richmond Road Corridor Improvements
 - Receive \$9,355 of FY 2016 STF-Tele606 funds from Centerville Road/News Road Intersection Improvements (UPC 102944)
- UPC 71616 – Richmond Road Corridor Improvements
 - Receive \$1,207 of FY 2017 STF-Tele606 funds from Centerville Road/News Road Intersection Improvements (UPC 102944)
- UPC 99980 – Countywide Engineering & Survey (Grouped Project)
 - Receive \$9,055 of FY 2017 STF-Tele606 funds from Centerville Road/News Road Intersection Improvements (UPC 102944)
- UPC 99980 – Countywide Engineering & Survey (Grouped Project)
 - Receive \$36,731 of FY 2018 STF-Tele606 funds from Centerville Road/News Road Intersection Improvements (UPC 102944)
- UPC 99980 – Countywide Engineering & Survey (Grouped Project)
 - Receive \$36,731 of FY 2019 STF-Tele606 funds from Centerville Road/News Road Intersection Improvements (UPC 102944)
- UPC 99980 – Countywide Engineering & Survey (Grouped Project)
 - Receive \$36,731 of FY 2020 STF-Tele606 funds from Centerville Road/News Road Intersection Improvements (UPC 102944)

- UPC 99980 – Countywide Engineering & Survey (Grouped Project)
 - Receive \$240,431 of FY 2021 STF-Tele606 funds from Centerville Road/News Road Intersection Improvements (UPC 102944)

The project (Centerville Road Intersection Improvements at News Road – UPC 102944) is included in the Hampton Roads FY 2018–2021 TIP and 2040 LRTP that received a conformity finding from the Federal Highway Administration (FHWA) dated October 29, 2018. This amendment only includes a transfer of funds from a completed project. Since this project is already included in a conforming TIP and LRTP, and the scope is not being changed, a new conformity determination is not needed.

The project (Richmond Road Corridor Improvements – UPC 71616) may be classified exempt under the EPA transportation conformity rule category of "Shoulder Improvements", and therefore does not require a conformity determination (per 40 CFR 93.126, Table 2 – Exempt Projects).

Should the HRTPO Board approve the funding transfers described above, the FY 2018-2021 Transportation Improvement Program (TIP) will be amended to update the funding information associated with the projects. This request was made available for public review and comment from March 27, 2019 through April 10, 2019. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the proposed project funding transfers and associated TIP amendment.

H. REGIONAL PERFORMANCE MEASURES – SYSTEM PERFORMANCE REPORT: FINAL

The Moving Ahead for Progress in the 21st Century (MAP-21) surface transportation legislation established a performance- and outcome-based program. As part of this program, MAP-21 and the current Fixing America's Surface Transportation (FAST) Act legislation require that States and Metropolitan Planning Organizations (MPOs) prepare and use a set of federally-established performance measures that are tied to national performance goals. Each MPO must set regional targets in the areas of roadway safety, Transit Asset Management, pavement condition, bridge condition, roadway performance, and freight. The HRTPO Board approved initial regional targets in each of these areas throughout 2018.

The HRTPO will annually prepare a System Performance Report on these regional performance measures and targets. This report (enclosed) includes a description of the methodology used to calculate each measure, historical data trends for each of the areas, information on statewide targets, a description of the targets that have been established by the HRTPO, and the progress being made towards meeting the established targets.

The report was made available for public review and comment from March 8, 2019 through March 22, 2019. No comments were received.

Enclosure 18-H: *Regional Performance Measures – System Performance Report*

RECOMMENDED ACTION:

Approve the final report.

I. SOUTHAMPTON COUNTY ACTIVE TRANSPORTATION PLAN: FINAL

In working with the Southampton County planning staff and a steering committee formed for this effort, HRTPO staff developed an active transportation plan for Southampton County. The purpose of this plan is to provide Southampton County with a resource to help pursue future opportunities for active transportation improvements that meet commuting and recreational needs.

The draft report was presented to the Transportation Technical Advisory Committee (TTAC) on March 6, 2019 and was made available for public review and comment from March 6, 2019 through March 20, 2019. No comments were received. The TTAC has recommended approval of the report.

Attachment 18-I: *Southampton County Active Transportation Plan*

RECOMMENDED ACTION:

Approve the final report.

J. HRTPO 2018 CMAQ/RSTP PROJECT SELECTION PROCESS REPORT: FINAL

As the Metropolitan Planning Organization (MPO) for the Hampton Roads area, the HRTPO is responsible for project selection and allocation of funds under two federal funding programs: the Congestion Mitigation and Air Quality Improvement (CMAQ) Program and the Regional Surface Transportation Program (RSTP). The process used by the HRTPO to select projects to receive funds from these two programs is referred to as the CMAQ/RSTP Project Selection Process. The project selection process is conducted annually, normally beginning in July and running through December.

The report (enclosed) summarizes the work of selecting CMAQ and RSTP projects during the 2018 CMAQ/RSTP Project Selection Process. Selected projects received allocations of CMAQ or RSTP funds in Fiscal Year 2025. The CMAQ and RSTP projects and allocations were approved by the HRTPO Board on November 15, 2018.

Enclosure 18-J: *HRTPO 2018 CMAQ/RSTP Project Selection Process Report*

RECOMMENDED ACTION:

Approve the final report.

K. ECONOMIC IMPACT OF BICYCLE FACILITIES – PHASE ONE: FINAL REPORT

This item was presented under Workshop Agenda Item #14.

RECOMMENDED ACTION:

Approve the final report.

**L. HRTPO COMMUNITY TRANSPORTATION ADVISORY COMMITTEE (CTAC):
MEMBERSHIP**

The HRTPO Community Transportation Advisory Committee is an advisory committee to the HRTPO Board and its mission is to provide the HRTPO with a citizen’s viewpoint on regional transportation issues, strategies, funding, priorities, and the decision-making process of the HRTPO. The HRTPO posted a call for membership applications to fill vacancies on the CTAC via a notice on the HRTPO website, HRTPO E-Newsletter, and Social Media.

The following individual has been recommended for CTAC membership:

- City of Portsmouth – Mark Geduldig-Yatrofsky

Mr. Mark Geduldig-Yatrofsky, a resident of Hampton Roads for the last 40 years and a citizen of Portsmouth since 1996, is the publisher of the PortsmouthCityWatch.org website. A former information technology professional in the private sector, he has been a civic activist for most of his adult life. Beginning in 1998, he has closely tracked the actions of Portsmouth City Council through attendance at public work sessions and regular, special, and community meetings; viewed proceedings on the Portsmouth Channel; and followed the activities of other governmental agencies, including select boards and commissions, VDOT, Hampton Roads Transit, the Hampton Roads Planning District Commission, and the Hampton Roads Transportation Planning Organization, to name a few.

RECOMMENDED ACTION:

Approve Mr. Geduldig-Yatrofsky to fill the CTAC vacancy.