

## **ITEM #22: MINUTES OF HRTPO ADVISORY COMMITTEE MEETINGS**

### **A. FREIGHT TRANSPORTATION ADVISORY COMMITTEE (FTAC)**

The summary minutes of the September 1, 2016 meeting of the Freight Transportation Advisory Committee are attached.

Attachment 22-A

### **B. TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)**

The summary minutes of the February 1, 2017 and March 1, 2017 meetings of the Transportation Technical Advisory Committee are attached.

Attachment 22-B

Attachment 22-B2

**Freight Transportation Advisory Committee of the HRTPO  
Meeting Minutes**

**September 1, 2016**

The Virginia Port Authority  
101 W Main St., #600, Norfolk, VA 23510  
11:00 am – 1:00 pm

Co-Chairman Arthur W. Moye, Jr. called the HRTPO Freight Transportation Advisory Committee (FTAC) to order at 11:00 a.m. in the Waterside Conference Room at the Virginia Port Authority, with the following in attendance:

**MEMBERS:**

Mike Abbott (COSCO Container Lines)  
Amy Brown (The CrossGlobe Group)  
Tom Cosgrove (Newport News Shipbuilding)  
Keith Helton (Givens Transportation)  
Chris Luebbers (Norfolk Southern Corporation)  
Rick Morris (Canon Virginia, Inc.)  
Christopher P. Stolle (Virginia Delegate) – Co-Chairperson  
Arthur W. Moye, Jr. (Virginia Maritime Association) – Co-Chairperson

**STAFF:**

Sam Belfield (HRTPO)  
Jeff Florin (Virginia Port Authority)  
Karen McPherson (McPherson Consulting)  
Keith Nichols (HRTPO)  
Kevin Page (HRTAC)  
Frank Papcin (HRTPO CTAC)  
Jeff Raliski (City of Norfolk)  
Camelia Ravanbakht (HRTPO)  
David White (Virginia Maritime Association)

## **1. CALL TO ORDER**

The meeting was called to order by Co-Chairman Moye at 11:00 a.m.

## **2. STATE OF FREIGHT UPDATE**

Mr. Rick Morris, Canon Virginia, reported to the Committee on the state of freight from the Canon Virginia perspective. Mr. Morris briefed the FTAC on the background of Canon and the company's impact on freight. Mr. Morris stated that as a \$30 billion globally recognized company, Canon Virginia is a small part of that portfolio. In the Hampton Roads region, Virginia Canon houses approximately 1,700 employees in facilities located in Newport News and Gloucester. These facilities, totaling just under 2 million square feet, include manufacturing, warehousing, and distribution. Mr. Morris stated that 80% of Canon's sales are from printer toner cartridges produced for the Hewlett-Packard Company.

After providing a background on the main products Canon Virginia produces, Mr. Morris stated that Canon Virginia imports approximately 1,600 TEUs a year, with the overwhelming majority coming from Japan. Mr. Morris stated that the majority of Canon Virginia exports are toner cartridges to Germany and returnable packaging to Japan. Canon Virginia exports approximately 1,250 TEUs a year. In regards to Port data, Canon Virginia imported 28% at the Los Angeles/Long Beach ports and 72% at VIT, and anticipates reducing the Los Angeles/Long Beach TEUs by 50% in 2016 and switching them over to Virginia International Terminals. Mr. Morris stated that 100% of their TEUs are exported from the Virginia International Terminals. After some discussion regarding Canon's transloading process with refurbished products in order to improve supply chain, Mr. Morris briefed the FTAC on the domestic inbound/outbound (truck loads and less than truckloads) shipments. Most of the domestic shipments are concentrated locally on the east coast. Mr. Morris concluded his presentation with an explanation how the weekly entry savings in a Foreign-Trade Zone keeps Canon Virginia competitive with the rest of the Canon factories who compete for production.

## **3. PUBLIC COMMENT PERIOD**

There were no public comments.

## **4. APPROVAL OF PREVIOUS MEETING'S MINUTES**

Co-Chairman Moye indicated the FTAC Summary Minutes of the May 16, 2016 were included in the September agenda. He asked for corrections or amendments to the minutes. Hearing none, Ms. Brown Moved to approve the minutes as written; seconded by Mr. Luebbers. The Motion Carried.

## **REGULAR AGENDA:**

### **5. HRSC – SEIS UPDATE**

Co-Chairman Moye stated that the main purpose of the FTAC September meeting was to obtain more information about the Supplemental Environmental Impact Statement (SEIS) for the Hampton Roads Crossing Study (HRCS).

#### **A. VDOT Update**

Ms. McPherson, FTAC staff, presented a VDOT-prepared presentation on the status of the study, which included a summary of the Draft SEIS findings and ongoing public involvement opportunities. Ms. McPherson stated that the FHWA issued the Notice of Availability for the Draft SEIS 45-day public review and comment period, ending on September 19, 2016. Ms. McPherson indicated that the comment period will include two Location Public Hearings scheduled on September 7<sup>th</sup> and 8<sup>th</sup> in the cities of Hampton and Norfolk. She stated that VDOT is on schedule to brief the Commonwealth Transportation Board (CTB) on the Draft SEIS at its October meeting. After a question regarding the background of the study, Mr. Kevin Page briefly discussed the 20-year history of the development and evolution of the Hampton Roads crossing study and its alternatives. This discussion briefly expanded into the complexity of the sequencing of alternatives and the necessity of the alternatives evaluation as regulated by the NEPA process. Dr. Ravanbakht also added the historical purpose and need of the study from a congestion point of view and reminded the FTAC that the HRTPO and CTB endorsed CBA 9 (Alternative C) and obtained a Record of Decision for this alternative, however this project did not move forward due to a lack of funding. Now that with new source of revenue (HRTF), the study is being reevaluated in order to meet the needs of the region. She also added that the HRTPO recently approved the 2040 Long-Range Transportation Plan, which includes the approval of the \$4.8 billion dollars in funds to complete the first phase of the Hampton Roads crossing as identified by the HRSEIS. Dr. Ravanbakht stated that the HRTPO staff is expecting to brief the HRTPO Board at its September meeting on technical analysis data and plans to return to the HRTPO Board in order to obtain a recommendation to be ultimately provided to the CTB as the CTB is the ultimate board to make a decision on the Locally Preferred Alternative.

After briefing the FTAC on each of the SEIS alternatives, Ms. McPherson summarized the SEIS impact findings, which included impact costs on the potential residential and commercial relocations, affected forested area, floodplains, and wetlands, and historic architecture and archaeological resources. A question arose regarding the cost difference between Alternatives C and D, as Alternative D cost \$600 million less than C even though Alternative D included improvements to the HRBT. Ms. McPherson explained that although Alternative C did not include improvements to the HRBT, it did include a two-lane facility (which includes an additional tunnel) for a dedicated transit facility.

Ms. McPherson stated that once the public comment period is over, the CTB will be formally briefed on the study at its October meeting and that the CTB is expected to make their decision on the Locally Preferred Alternative by the end of the calendar year. The Final SEIS is expected to be published in the spring or summer of 2017 and the first ROD in summer of 2017. Ms. McPherson also shared additional data provided by VDOT from the travel demand model outputs which was requested by the Port of Virginia. The additional data shows the percent of port traffic along different operationally independent segments under the No-Build and Build alternatives, which will be presented in the subsequent presentation.

## **B. FTAC Alternatives Analysis**

Building upon the previous presentation, Ms. McPherson briefed the FTAC on the Top Freight Gateways of the Hampton Roads region, stating that the north section (includes I-64 Peninsula and Route 17) provide access to 44% of freight to/from the region, the west/southwest area (routes 58, 460, 13, and 258) carries 38% of the gateway truck volume share. Ms. McPherson also reminded the Committee of the recently completed *Economic Assessment of Tolls on Freight Transportation in the Hampton Road Region* study, which concluded that the cost of doing nothing was significant in a No-Build scenario and that it is better to build new capacity with the consideration tolls in lieu of doing nothing.

Ms. McPherson summarized a map illustrating existing traffic (trucks and regular vehicle trips) generated and distributed from the port facilities under the No-Build scenario. Ms. McPherson stated that the trip distribution along the existing two water crossings account for approximately 8% of the freight trips and that the majority of freight traffic from the terminals is destined to/from south and southwest. Ms. McPherson then showed maps and data points of how each of the four alternatives will impact freight generated traffic and their distribution patterns from the port facilities, concluding that there is a significant demand, from a freight perspective, for the Route 164 and Route 164 Connector.

## **C. HRTAC Update**

Continuing to expand on the SEIS topic, Mr. Kevin Page briefed the FTAC on the Hampton Roads Transportation Accountability Commission (HRTAC) funding plan and the HRCS SEIS. Mr. Page indicated that the HRTAC continues to advance project finance – at its February 2016 meeting, the HRTAC adopted the \$1.8 billion HRTAC 2016-2022 Funding Plan for the region’s High Priority projects, which is a long-range vision plan of finance for all potential nine HRTAC funded projects. Mr. Page also indicated that the HRTAC is engaging bond counsel to begin the bond validation work and coordinating with a finance consultant to develop funding scenarios based on the SEIS alternatives.

After reviewing each of the SEIS alternatives and their respective costs, contingencies, and 2034 estimated vehicle miles traveled, Mr. Page briefed the FTAC on the costs of 14 road sections that comprise the alternatives retained for the SEIS

analysis. Mr. Page noted that each of the alternatives had a 40% contingency built into the project cost with a 2.5% inflation rate. He also added that segments 12C and 13 under the Alternative C scenario and segments 12D, 13 and 14 under the Alternative D scenario are not funded by HRTAC based on legislative requirements.

Regarding HRTF Revenues, Mr. Page indicated that the revenues received in FY 2016 were 4.5% lower than estimated. Mr. Page stated that without establishing how low the state's variable portion of the total gas tax can fall, the fuels tax will continue to fluctuate and cause unreliable estimates for HRTF revenues.

With regards to traffic and revenues, Mr. Page stated that this year's Virginia General Assembly's Appropriations Act includes direction to the HRTAC's ability to move forward with tolling with or without the General Assembly's permission to enact that toll. However, the CTB will be included in the decision making if tolls are to be included on a VDOT facilities, for example, the ERC compensation clauses have an impact on the HRTAC's ability to toll. Mr. Page expanded on the financing assumptions and a plan of finance, which included an explanation as to why HRTF bonds will not be issued prior to the year 2022 and the HRTF revenue bond coverage ratios.

Mr. Page provided a briefing on the February analysis of HRTPO 2040 Constrained Long-Range Transportation Plan (CLRTP) with high-occupancy tolls (HOT) and without HOT. In this briefing, he explained that which projects were achievable by 2040 on a pay-go basis and a study for how the HRTPO could complete through 2066-2067 timeframe. Ms. McPherson pointed out that with the \$4.8 billion earmarked, the first phase of the Hampton Roads Crossing will be completed by 2028 according to this schedule. Building upon the plans of finance analysis, Mr. Page indicated that under the Alternative A scenario, the HRBT, High Rise Phase II, the Rte 460/58/13 and the Ft. Eustis Interchange can all be completed by 2040. Under the Alternative B scenario, the construction plan can be completed by 2040 in the HOT scenario, while in the without HOT scenario, the VA-164 improvements and related interchange are deferred past 2040. In addition, the High Rise Bridge Phase II will need to be addressed, as federal environmental document requires that the second phase be completed before 2040. Under the Alternative C scenario, Mr. Page stated as this is the most expensive alternative out of the four, that only I-564/I-664 Connectors can be delivered by 2040 and the remaining Alternative C segments will be deferred until after 2040 and completed in the late 2060s/early 2070s. The analysis for Alternative D shows that only the HRBT can be completed by 2040 with the I-564/I-664 Connectors and MMMBT deferred until after 2040. Mr. Page added that the Virginia Department of Rail and Public Transit Director, Ms. Jennifer Mitchell, recommended that Bus Rapid Transit be reviewed as it can run on a general purpose lane, be HOT managed, and is less costly than a dedicated transit lane.

Mr. Page concluded that the High Rise Bridge Phase II cannot be completed before 2040 under the Alternatives B, C, and D scenarios. He also presented a table that

illustrated the amount of additional HRTF revenues would be needed to complete all the Harbor Crossing projects and High Rise Bridge Phase II by 2040 under the HOT and without HOT scenarios. Mr. Page also stated that they discovered that under Alternative B, HRBT alone does not make a significant impact in shifting congestion in the region – it only makes a measureable difference if it is paired with another project.

Mr. Page provided a briefing on the alternate HRTF bonds structure and how the HRTF bonds can achieve a higher credit rating and better coverage ratio. He also illustrated how the completion dates of Alternatives A-D HOT and without HOT scenarios improve under A rated bonds vs. AA/AA+ rated bonds. Mr. Page stated that although the HOT revenues may not be significant, they accelerate the completion date and bring the project forward with additional funding options (i.e. TIFIA).

With all the HRCS SEIS presentations completed, Co-Chairman Moye put forth the draft resolution for the FTAC to consider recommending to the HRTPO Board advising that HRSC SEIS Alternatives. After Mr. Florin and Ms. McPherson briefed the FTAC on the contents of the resolution, the FTAC discussed and came to the following consensus to change the conclusive points of the resolution to:

- *NOW, THEREFORE, BE IT RESOLVED* the FTAC advises that, given the significance of freight to the Hampton Roads economy, generating 530,800 jobs statewide, \$88.4 billion in spending, and representing 10.1% of the Commonwealth's GDP, Alternative A, which proposes adding a new two lane tunnel to the HRBT that will provide a total of six lanes, and adding two additional lanes to I-64 in Norfolk that will provide a total of six lanes, does not adequately address the Purpose and Need relative to providing increased access to the Ports to enhance regional connectivity; and
- *BE IT FURTHER RESOLVED* that Alternative C is not recommended because it does not make any improvements to the HRBT to address the Purpose and Need; and
- *BE IT FURTHER RESOLVED* that Alternatives B and D provide an additional harbor crossing that will improve regional connectivity, improved transportation reliability, resiliency, and emergency readiness while improving freight movement; and
- *BE IT FURTHER RESOLVED* the FTAC recommends the region carefully consider the sequence of construction of the proposed improvements as shown in the attached Operationally Independent Sections graphic to provide adequate capacity and a reliable network between the Southside and the Peninsula to minimize economic impacts during construction; and
- *BE IT FURTHER RESOLVED* that based on the aforementioned freight generated traffic data and graphic, a large percentage of freight traffic from within and outside Hampton Roads is destined to and from the Ports and areas to the west/southwest of the region, and as such, Operationally Independent Segments VIII (Route 164 Connector), X (Route 164), and II (Route 1-664 from Route 164

to Bower's Hill) along with improvement to the Bower's Hill interchange support the Purpose and Need relative to regional freight related commerce within Hampton Roads.

Mr. Florin noted he would incorporate the noted revisions, and provide an updated draft to all members. The draft was provided and all members approved the changes as noted with electronic responses to all committee members. The Motion was approved.

## **6. 2016 REGIONAL FREIGHT STUDY: UPDATE**

Mr. Sam Belfield, HRTPO Senior Transportation Engineer, stated that the update to the HRTPO 2012 Regional Freight Study is underway. Mr. Belfield stated that the study has experienced a few delays, mainly due to errors in the VDOT Commodity Flow data. HRTPO staff is coordinating with the FTAC Freight Working Group. The purpose of the Freight Working Group is to gather input for the 2016 Hampton Roads Regional Freight Study and to facilitate an informational exchange of current freight industry issues and challenges so they can be incorporated into the Study. Mr. Belfield stated that the Freight Working Group has had two meetings and is expected to reconvene again to gather more input. Mr. Belfield indicated that the completion of the study has been deferred to the fall or early winter of the calendar year, and that, to date, most of the sections of the study have been completed. Mr. Belfield stated that staff will be working with the Working Group to get feedback and input on the revised Commodity Flow data and regional truck movement and bottleneck data.

Mr. Belfield concluded his presentation, stating the HRTPO staff anticipates returning to the FTAC with the draft study to obtain feedback.

## **7. FOR YOUR INFORMATION**

## **8. ANNOUNCEMENT OF NEXT MEETING DATE**

With no further business to come before the FTAC, the meeting adjourned at 1:00 p.m.

**Summary Minutes of the HRTPO Transportation  
Technical Advisory Committee (TTAC) Meeting  
February 1, 2017**

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)	Jackie Kassel (NN)	Carolyn Murphy (WM)
Sherry Earley (Vice Chair, SU)	Bryan Stilley (NN)	Tim Cross (YK)
Steve Froncillo (CH)	Robert Brown (NO)	Nick Britton (Alternate, DRPT)
Garrey Curry (GL)	Thelma Drake (NO)	Jamie Jackson (HRT)
Lynn Allsbrook (HA)	Jeff Raliski (NO)	Dawn Odom (VDOT)
John Yorks (HA)	LJ Hansen (SU)	Steve Rowan (VDOT)
Angela Rico (Alternate, HA)	Robert Lewis (SU)	Eric Stringfield (VDOT)
Jamie Oliver (IW)	Robert Gey (VB)	Jeff Florin (VPA)
Richard Rudnicki (IW)	Phil Pullen (VB)	Josh Moore (WATA)
Tammy Mayer Rosario (JC)	Brian Solis (VB)	

**TTAC Voting Members Absent:**

Earl Sorey (CH)	Susan Wilson (PO)	Dan Clayton III (WM)
Anne Ducey-Ortiz (GL)	James Wright (PO)	Aaron Small (WM)
Dennis Carney (IW)	Ellen Roberts (PQ)	J. Mark Carter (YK)
Britta Ayers (NN)	Debbie Vest (PQ)	Jitender Ramchandani (DRPT)

**TTAC Nonvoting Members in Attendance:**

Rhonda Murray (NAVY)

**TTAC Nonvoting Members Absent:**

Ivan Rucker (FHWA)	Melissa McGill (FTA)
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**HRTPO Staff:**

Sam Belfield	John Mihaly	Leonardo Pineda
Kathlene Grauberger	Kendall Miller	Camelia Ravanbakht
Theresa Jones	Keith Nichols	Dale Stith
Mike Kimbrel	Joe Paulus	Beth Vandell
Steve Lambert		

**Others Recorded Attending:**

Robert Brown (Citizen); Steve Hetrick (Albeck Gerken, Inc.); Scott Denny (Virginia Department of Aviation); Christine Bruner (IW); Carl Jackson (VDOT); Karen McPherson (McPherson Consulting); Ken Yarberry (RK&K); Lorna Parkins (Michael Baker International); Phillip Baker (AECOM); Mike Long, Chris Vaigneur (HRPDC Staff)

## **Public Comment Period**

Mr. Robert Brown, Chesapeake Citizen, addressed TTAC regarding the Western Connector from the I-664 to the North Suffolk Bypass.

## **Submitted Public Comments**

There were no submitted public comments in the agenda packet.

## **Comments and Updates from State and Federal Agencies and the Military**

Mr. Steve Rowan, Urban Program Director for the Virginia Department of Transportation (VDOT), announced the 2017 Spring Local Programs workshop would take place at the Chesapeake Conference Center. Currently, VDOT is working to arrange topics and speakers.

Ms. Dawn Odom, District Planning and Investment Manager for VDOT, announced Mr. Steve Rowan will be retiring in February 2017 and expressed gratitude for his service.

There were no comments from the Department of Rail and Public Transportation (DRPT).

There was no representative present from the Federal Highway Administration (FHWA).

There were no comments from the Virginia Port Authority (VPA).

There were no comments from the Navy.

## **Approval of Agenda**

Chair Holt asked for additions or deletions to the TTAC Agenda. Hearing none, Ms. Jacqueline Kassel Moved to approve the Agenda as written; seconded by Mr. Jeffrey Florin. The Motion Carried.

## **Summary Minutes**

Chair Holt reported the TTAC summary minutes from January 4, 2017 meeting were included in the February 1, 2017 TTAC Agenda Packet. Chair Holt asked for any additions or corrections to the minutes. Mr. Joshua Moore of WATA asked that he be added as a meeting attendee. Ms. Thelma Drake Moved to approve the minutes as amended; seconded by Mr. Garrey Curry. The Motion Carried.

## **FY 2015-2018 TIP Revision – RSTP Transfer Request (UPCs 15828 & 52148): Virginia Beach**

Mr. Phil Pullen, Virginia Beach Transportation Division Manager, briefed the TTAC on a request from the City of Virginia Beach to transfer a total of \$472,122 in available Regional Surface Transportation Program (RSTP) funds from one completed project to another RSTP project in the City to cover an increase in the cost estimate. He noted the below specifics:

- Transfer a total of \$472,122 in FY 2012 RSTP funds, including state match, from the Wesleyan Drive Widening project (UPC 52148) to the Elbow Road Extended – Phase II project (UPC 15828).

Mr. Robert Gey Moved to recommend HRTPO Board approval of the TIP revision; seconded by Mr. John Yorks. The Motion Carried.

### **Hampton Roads Regional Transit Benchmarking Study: Final**

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, briefed the TTAC on the final version of the ***Hampton Roads Regional Transit Benchmarking Study***, which was revised to include comments received during the public review period and HRTPO staff responses addressing the comments. The revisions are summarized below:

- The number of agency Park-N-Ride facilities was amended from zero to four for WATA and from zero to two for Suffolk Transit.
- The scoring and ranking of peer agencies in the HRT group was corrected.
- The term “free fares” was removed from the observation section of the report and replaced with “rides.”

Mr. Eric Stringfield Moved to recommend HRTPO Board approval of the final report; seconded by Mr. Bryan Stillely. The Motion Carried.

Mr. Kimbrel solicited volunteers to serve on a working group to provide guidance on the scopes of future HRTPO studies on public transit planning.

### **FY 2018-2021 Transportation Improvement Program: Draft**

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, briefed the TTAC on a draft of the FY 2018-2021 Transportation Improvement Program (TIP), including steps for development of the TIP, a timeline of the process to update the TIP, and organization of the document. Mr. Kimbrel noted the FY 2018-2021 TIP will go into effect on October 1, 2017. He also stated the TIP includes 244 projects with planned obligations totaling \$2.776 billion.

Mr. Kimbrel explained the TIP is a multi-year program for the implementation of surface transportation projects within a Metropolitan Planning Area (MPA), developed in cooperation with the State and affected public transportation operators. The TIP contains all federally-funded and/or regionally significant projects that require an action by the Federal Highway Administration or the Federal Transit Administration. Before any such project can be constructed or conducted in the MPA, it must be included in a current TIP. Following approval by the HRTPO Board and the Governor, the TIP is included without change, directly or by reference in the Statewide Transportation Improvement Program (STIP).

Mr. Kimbrel gave the following development schedule for the TIP:

- August 2016
  - VDOT: Review of draft TIP project list by MPOs and District Planners

- DRPT: Coordination with transit agencies on draft project list
- September 23, 2016: Deadline to complete review of draft TIP project list
- October 2016: VDOT & DRPT prepare planned obligation data for large MPOs
- November 2016: Planned obligation data sent to large MPOs
- January 2017: MPOs produce draft TIP documents
- February 2017: MPOs begin public involvement efforts on draft TIPs
- February-March 2017:
  - Review of the Draft TIP document
  - Notice to TTAC and public notice posted once draft TIP is available for review
  - Public comment period will end 30 days after the public notice is posted
- April 20, 2017:
  - HRTPO Board approval of final TIP
  - HRTPO FY 2018-2021 TIP submitted for inclusion in draft STIP
- September 30, 2017: Deadline for findings on the TIP by Federal Highway Administration and Federal Transit Administration
- October 1, 2017: New TIP and STIP scheduled to go into effect

Mr. Kimbrel noted that technical difficulties had delayed the availability of the draft TIP and that the TTAC would be notified when the draft was available for review. He recommended the TTAC review the draft TIP and submit comments to HRTPO staff within 30 days following notification of availability of the draft.

### **SMART SCALE Update**

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, provided the TTAC with an update on the second round of the SMART SCALE prioritization process. He explained that, in accordance with the **SMART SCALE Policy Guide**, the Office of Intermodal Planning and Investment, VDOT, and DRPT completed evaluation of SMART SCALE applications submitted by the September 30, 2016 deadline. As scheduled, project scores were released to the public and presented to the Commonwealth Transportation Board (CTB) on January 17, 2017.

Mr. Kimbrel reported that out of 436 applications submitted, 33 projects were screened out, including nine from Hampton Roads. 404 applications having a total cost of \$10.884 billion and a total SMART SCALE request of \$8.564 billion were scored.

Mr. Kimbrel outlined next steps in the SMART SCALE process, including:

- February 2017: CTB reviews recommended projects
- February-April 2017: CTB develops potential revisions to Recommended Scenario
- April-May 2017: Public hearings on Recommended Scenario and potential revisions
- June 2017: CTB adopts Six-Year Improvement Program
- Mid-2018: SMART SCALE Round 3 begins

### **Regional and Local Planning Implications of Connected and Automated Vehicles**

Mr. Keith Nichols, HRTPO Principal Transportation Engineer, briefed the TTAC on the **Hampton Roads Connected/Automated Vehicles Study**, which HRTPO staff will prepare in upcoming months on the regional and local planning implications of connected and automated vehicles (C/AV). He

explained Connected vehicles are vehicles that use technology to communicate with the driver, other vehicles on the road, roadside infrastructure, or the internet. Automated vehicles – which also are referred to as autonomous, driverless, or self-driving vehicles – are vehicles where the operation occurs without direct driver input and are designed so that the driver does not need to constantly monitor the roadway.

Mr. Nichols noted the study will examine a number of unknowns related to planning for C/AV. It will likely include topics such as a background on C/AV, Federal and State C/AV planning efforts, guidance and research completed by other metropolitan areas, impacts on long-range transportation planning, and the cost of implementing C/AV infrastructure and technologies. Scenarios also will attempt to determine the impact of C/AV on the Hampton Roads roadway network. Study results will be incorporated into the 2045 Long Range Transportation Plan (LRTP).

Mr. Nichols invited volunteers for a working group related to the study.

### **Transportation Connectivity Gaps Analysis Study**

Ms. Theresa Jones, HRTPO Transportation Engineer II, briefed the TTAC on the process of drafting **Transportation Connectivity Gaps Analysis Study**. She noted a **Multimodal Mobility** task was incorporated into the HRTPO Unified Planning Work Program beginning in FY 2016 to focus some HRTPO staff resources on a variety of non-highway options for improving the movement of people and goods. One of the activities under the task focuses on regional transportation connectivity.

Ms. Jones explained a study on gaps in transportation connectivity in Hampton Roads will be conducted in phases, with phase 1 commencing in FY 2017. Phase 1 will provide an introduction and background, a regional profile, and a mobility inventory, as well as identify emerging issues and opportunities for further study. She also outlined the goals of the study, including:

- Identify transportation connectivity gaps in accessing essential services, including housing, employment, healthcare, education, and recreation.
- Assess unmet mobility needs and service gaps from a non-driver perspective.
- Investigate gaps in the movement of goods.
- Consider the potential for addressing gaps between facilities and transportation modes.
- Prioritize the resolution of identified gaps.

Ms. Jones noted staff will rely on a working group for guidance and input throughout the study's development.

### **VTRANS Multimodal Transportation Plan 2025: Draft Recommendations**

Ms. Lorna Parkins, Vice President for Transportation Planning with Michael Baker International, briefed the TTAC on the initial draft VTrans Multimodal Transportation Plan 2025 (VMTP 2025) Recommendations. She explained these recommendations address the Tier I Consolidated 2025 Needs that were refined through stakeholder input in the Spring and Summer of 2016. The VMTP 2025 Tiered Needs were recently presented at the Fall VDOT Transportation meetings and will be presented to the Commonwealth Transportation Board (CTB) in mid-2017.

Ms. Parkins explained the Virginia General Assembly directs the CTB, with assistance from the Office of Intermodal Planning and Investment (OIP), to conduct a comprehensive review of statewide transportation needs in a Statewide Transportation Plan (VTrans). VTrans provides a comprehensive look at statewide multimodal transportation needs, tying together plans from MPOs, PDCs, and transit agencies in a consistent and connected approach that responds to the statewide vision and goals.

Ms. Parkins noted that directly following this meeting, an Open House on the VMTP 2025 Recommendations will be held. The Open House will make available maps and descriptions of each recommendation for review and comment.

### **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.

Dr. Camelia Ravanbakht highlighted Agenda Item 16A, which includes two maps depicting Hampton Roads Regional Priority Projects.

### **Announcements**

Chair Holt reviewed the items in the Announcements 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 Transportation Technical Advisory Committee, the meeting adjourned at 10:57 a.m.

**Summary Minutes of the HRTPO Transportation  
Technical Advisory Committee (TTAC) Meeting  
March 1, 2017**

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)	Bryan Stilley (NN)	Brian Solis (VB)
Sherry Earley (Vice Chair, SU)	Robert Brown (NO)	Carolyn Murphy (WM)
Steve Froncillo (CH)	Thelma Drake (NO)	Tim Cross (YK)
Earl Sorey (CH)	Jeff Raliski (NO)	Jitender Ramchandani (DRPT)
Garrey Curry (GL)	Susan Wilson (PO)	Jamie Jackson (HRT)
Lynn Allsbrook (HA)	LJ Hansen (SU)	Dawn Odom (VDOT)
John Yorks (HA)	Robert Lewis (SU)	Eric Stringfield (VDOT)
Angela Rico (Alternate, HA)	Robert Gey (VB)	Jeff Florin (VPA)
Richard Rudnicki (IW)	Phil Pullen (VB)	Josh Moore (WATA)
Jackie Kassel (NN)		

**TTAC Voting Members Absent:**

Anne Ducey-Ortiz (GL)	James Wright (PO)	Aaron Small (WM)
Dennis Carney (IW)	Ellen Roberts (PQ)	Brian Solis (VB)
Jamie Oliver (IW)	Debbie Vest (PQ)	Earl Anderson (YK)
Tammy Mayer Rosario (JC)	Dan Clayton III (WM)	J. Mark Carter (YK)
Britta Ayers (NN)		

**TTAC Nonvoting Members in Attendance:**

Rhonda Murray (NAVY)

**TTAC Nonvoting Members Absent:**

Ivan Rucker (FHWA)	Melissa McGill (FTA)
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**HRTPO Staff:**

Sam Belfield	Mike Kimbrel	Joe Paulus
Sam Braden	Steve Lambert	Leonardo Pineda
Rob Case	John Mihaly	Camelia Ravanbakht
Robert Cofield	Kendall Miller	Dale Stith
Kathlene Grauberger	Keith Nichols	Beth Vandell
Theresa Jones		

**Others Recorded Attending:**

Katie Shannon, Mark Shea (VB); Ron Hodges, Carleen Muncy (HRT); Angela Biney, Philip Casteen, Rob Hofrichter, Carl Jackson, Bryant Porter (VDOT); Frank Azzalina (Hampton Roads Transportation, Inc.); Daniel Sagan (Control Technologies, Inc.); Karen McPherson (McPherson Consulting); Jim Long (RK&K); Jordan Pascale (Virginian-Pilot); Chris Vaigneur (HRPDC Staff)

## **Introductions**

Dr. Camelia Ravanbakht introduced two new HRTPO staff members: Sam Braden IV, Community & Outreach Planner, and Robert Cofield, Web and Graphics Designer.

## **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, District Planning and Investment Manager for the Virginia Department of Transportation (VDOT), announced a public hearing for SMART SCALE on March 29, 2017 at 5:30 p.m., with the location to be determined.

There were no comments from the Department of Rail and Public Transportation (DRPT).

There was no representative present from the Federal Highway Administration (FHWA).

There were no comments from the Virginia Port Authority (VPA).

There were no comments from the Navy.

## **Approval of Agenda**

Chair Holt asked for additions or deletions to the TTAC Agenda. Hearing none, Mr. Tim Cross Moved to approve the Agenda as written; seconded by Mr. Jeffrey Florin. The Motion Carried.

## **Summary Minutes**

Chair Holt reported the TTAC summary minutes from February 1, 2017 meeting were included in the March 1, 2017 TTAC Agenda Packet. Chair Holt asked for any additions or corrections to the minutes. Mr. Lynn Allsbrook Moved to approve the minutes as amended; seconded by Mr. Robert Gey. The Motion Carried.

## **FY 2018 Unified Planning Work Program: Draft**

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, briefed the TTAC on the draft Unified Planning Work Program (UPWP) for FY 2018. He explained the UPWP is developed by HRTPO staff, in coordination with Hampton Roads Transit (HRT), Williamsburg Area Transit Authority (WATA), the Virginia Department of Transportation (VDOT), and the Virginia Department of Rail and Public Transportation (DRPT). The UPWP describes the mutual responsibilities of these entities in carrying out the metropolitan transportation planning process for Hampton Roads.

Mr. Kimbrel described funding for UPWP in FY 2018 for each of the entities and by funding source, as well as detailed a timeline for approval of the UPWP. 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 for the general public, following the TTAC meeting on March 1, 2017. The review and comment period will run through March 15, 2017. At the April 5, 2017 TTAC meeting, a recommendation will be made to approve the FY 2018 UPWP. HRTPO Board approval of the final FY 2018 UPWP is expected to take place at the Board's meeting on April 20, 2017.

### **FY 2018 Transportation Alternatives Set-Aside Program: Update**

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, updated the TTAC on the FY 2018 Transportation Alternatives (TA) Set-Aside Program, noting the eligible project categories, project selection process, and project scoring.

Mr. Kimbrel noted that for FY 2018, the total of TA Set-Aside funds to be allocated by the HRTPO is \$1,807,630. There were 19 applications for projects submitted for funding, one of which was withdrawn, having a total TA Set-Aside request of \$7,717,288.

Mr. Kimbrel stated the Transportation Programming Subcommittee will meet on March 17, 2017 to review project proposals and recommend a set of TA Set-Aside projects and allocations for consideration by the TTAC at its April 5, 2017 meeting. On April 20, 2017, the HRTPO Board will approve a set of TA Set-Aside projects and allocations for inclusion in the draft FY 2018-2023 Six-Year Improvement Program (SYIP).

### **Norfolk Bike Loop and Elizabeth River Trail**

Mr. Paul Forehand, Norfolk Alternative Transportation Manager, briefed the TTAC on the successes of the Norfolk Bike Loop and Elizabeth River Trail, as well as the City's upcoming bike share program and May Bike Month events.

Mr. Forehand noted the City of Norfolk is working to establish paths with "buffered facilities," or lanes that separate bicycles from traffic, as well as better prepare lanes for inclement weather. He gave several details about the City's bike share program, including sponsor funding goals and collaboration with other localities. The bike share program will begin with fifty bikes initially placed in the downtown area.

Mr. Forehand also updated the TTAC on the City of Norfolk's work on tying the Elizabeth River Trail into the loop near Old Dominion. He also noted the Friends of the Elizabeth River Trail Foundation is working to raise funds for trail development and amenities.

### **Access Management and Arterial Management Planning**

Mr. Robert Hofrichter, VDOT Director of the Office of Land Use, briefed the TTAC on access management principles and corridor preservation.

Mr. Hofrichter explained the goals of comprehensive highway access management standards, such as reducing traffic congestion, enhancing public safety, supporting economic development, reducing the need for new highways and road widening, and preserving public investment in new highways

by maximizing their performance. He noted these goals are met by applying lessons from other states, strengthening policies and procedures, proactively planning, and maintaining an inventory to track and report on roadways.

Mr. Hofrichter described how these goals and solutions fit into VDOT's corridor preservation efforts. He stated VDOT has initiated a review of current policies and procedures for design and/or permit approval as they relate to traffic signals and access points. This review process is focused on enhancements to current policies to encourage innovative strategies to preserve capacity and safety. Additionally, VDOT is working with the University of Virginia Center for Risk Management of Engineering Systems to inventory and categorize access points; partnered with the Alternative Intersection Advocacy Committee to establish a systemic approach for the consideration of intersections and interchanges; and kicked off Pilot Arterial Management Plan Studies.

### **TRAFFIX Annual Report**

Mr. Ron Hodges, Hampton Roads Transit (HRT) TRAFFIX Director, briefed the TTAC on the TRAFFIX FY 2016 Annual Report, which defines and tabulates a comprehensive set of performance measures including actions, outcomes, and budget related to TRAFFIX activities.

Mr. Hodges detailed that within the document, a baseline of performance data is compiled from FY 2007 through FY 2016. He noted several measurements and successes within the report, such as the reduction of 371,000 car trips, a savings of 719 parking spots daily, and commuter savings of more than 308,000 gallons of gas. In FY 2017, TRAFFIX secured additional rideshare parking locations, increased employer participation in its programs, performed outreach to NAS Oceana and Dam Neck naval bases, streamlined reporting processes for increased accuracy, and increased GoPass365 Program employers.

### **VTrans Multimodal Transportation Plan 2025 - Consistency with Regional Long-Range Transportation Plan**

Ms. Dale Stith, HRTPO Principal Transportation Planner, briefed the TTAC on the initial draft of the VTrans Multimodal Transportation Plan 2025 (VMTP 2025) Recommendations and comments from HRTPO staff after its review of the draft.

Ms. Stith provided a background of the VMTP 2025, followed by explaining the perspective of the HRTPO, which includes review of state plans and projects to ensure consistency with the current Long-Range Transportation Plan (LRTP) and the regional transportation planning process, as well as the public involvement process. She explained HRTPO staff has reviewed the Tier 1 draft recommendations and has expressed some questions and concerns to the Office of Intermodal Planning and Investment's (OIP) consultant, detailed below with responses received:

- Q: Not all of the projects from the 2040 LRTP are among the Tier 1 draft recommendations - how will our entire LRTP list of projects be ultimately reflected in the State Plan?  
A: VTrans recommendations are only through 2025 and are not a comprehensive list of regional and state agency plans.

- Q: There are some regionally significant Tier 1 draft recommendations listed that are not part of our fiscally-constrained LRTP – our concern is that the state plan will include projects not consistent with our regional LRTP.  
A: This is still under discussion with OIPI.
- Q: How were the “Unfunded Pipeline Projects” and “New Project Ideas” identified and selected as a draft recommendation?  
A: The recommendations identified projects from the Six-Year Improvement Plan (SYIP), LRTPs, Transportation Improvement Programs (TIPs), and other project-level plans, and were reviewed with VDOT and DRPT staff. There is an updated list of SMART SCALE applications. Additionally, new project ideas were identified to fill in gaps between VTrans needs and funded/pipeline projects.
- Q: The potential inclusion of regionally-significant project-level recommendations in the 2025 VMTP that are not consistent with our regional LRTP undermines our LRTP planning process.  
A: This is still under discussion with OIPI.

Ms. Stith encouraged TTAC members to provide comments to OIPI by March 10, 2017.

### **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**

Chair Holt reviewed the items in the Announcements 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 Transportation Technical Advisory Committee, the meeting adjourned at 11:10 a.m.