April 25, 2018

Memorandum #2018-48

TO:    HRTPO Transportation Technical Advisory Committee

BY:    Michael S. Kimbrel, Deputy Executive Director

RE:    Transportation Technical Advisory Committee Meeting – May 2, 2018

The next HRTPO Transportation Technical Advisory Committee meeting will be held at 9:30 a.m., Wednesday, May 2, 2018, in the Regional Building Board Room, 723 Woodlake Drive, Chesapeake.

JVM/sc

Voting Members:

Benjamin Camras, CH    James Wright, PO
Steve Froncillo, CH     Michael Johnson, SH
C. Earl Sorey, Jr., CH  Beth Lewis, SH
Donald Goodwin, FR     Lynette Lowe, SH
R. Randy Martin, FR    Sherry Earley, SU
Anne Ducey-Ortiz, GL   LJ Hansen, SU
Belinda Harper, GL     Robert E. Lewis, SU
Carol Rizzio, GL       Robert K. Gey, VB
Lynn Allsbrook, HA     Phil Pullen, VB
Michael Hayes, HA      Brian Solis, VB
John Yorks, HA         Dan G. Clayton III, WM
Jamie Oliver, IW       Carolyn Murphy, WM
Richard Rudnicki, IW   Aaron Small, WM
Paul Holt, III, JC     Earl Anderson, YK
Tamara Rosario, JC     J. Mark Carter, YK
Britta Ayers, NN       Timothy C. Cross, YK
Jacqueline Kassel, NN  Jennifer DeBruhl, DRPT
Bryan Stilley, NN      Jamie Jackson, HRT
Robert D. Brown, NO    Sonya Hallums-Ponton, VDOT
Thelma Drake, NO       Dawn Odom, VDOT
Jeffrey K. Raliski, NO  Eric Stringfield, VDOT
Dannon O'Connell, PQ   Jeffrey A. Florin, VPA
Ellen Roberts, PQ      Joshua Moore, WATA
Debbie Vest, PQ
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**Voting Alternates:**
Eric J. Martin, CH                    Tara Reel, VB
Tripp Little, GL                     Katie Shannon, VB
Terry P. O’Neill, HA                 Rodney Rhodes, WM
Angela Rico, HA                      Amy Parker, YK
Garrett Morgan, NN                   Nick Britton, DRPT
Bridjette Parker, NN                 Keisha Branch, HRT
Brian Fowler, NO                     Anthony Gibson, VDOT
Youssef Khalil, PO                   Bryant Porter, VDOT
Robert P. Goumas, SU                 Barbara Creel, WATA
Jason Souders, SU

**Nonvoting Members:**
Ivan P. Rucker, FHWA
Melissa McGill, FTA
Rhonda Murray, NAVY

**Nonvoting Alternates:**
Michael King, NAVY
Agenda
HRTPO
Transportation Technical Advisory Committee Meeting
May 2, 2018

The Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia

9:30 am

1. Call to Order
2. Introductions
3. Public Comment Period (Limit 3 minutes per individual)
4. Submitted Public Comments
5. Comments and Updates from State and Federal Agencies and Military Liaisons
6. Approval of Agenda

AGENDA:

7. Minutes
8. FY 2018-2021 TIP Amendment: UPC 111787 – Eric Stringfield, VDOT
10. FY 2018-2021 TIP Amendment: UPC 101794 – Eric Stringfield, VDOT
11. FY 2018-2021 TIP Amendment: UPC 112923 – Eric Stringfield, VDOT
12. FY 2018-2021 TIP Amendment: UPC T21555 – Dawn Odom, VDOT
13. FY 2018-2021 TIP Revision – Request to Transfer RSTP Funding: UPC 102980 – Paul Holt, James City County
14. FY 2018-2021 TIP Revision – Request to Transfer Funding: UPC 102734 - Brian Stilley, Newport News
15. Hampton Roads 2040 Long-Range Transportation Plan: Proposed Amendments
   A. North Suffolk Connector: Sherry Earley, Suffolk
   B. Laskin Road Corridor Projects, Laskin Road Phase III, General Booth Blvd: Brian Solis, Virginia Beach
   C. US Route 58 Corridor Study: Dale Stith, HRTPO
18. Hampton Roads Regional Bridge Study: Final – Keith Nichols, HRTPO
20. Project Consistency with the Long-Range Transportation Plan (LRTP): Dale Stith, HRTPO
22. VAMPO Letter on New State Transportation Revenue System: John Mihaly, HRTPO
23. Transit Funding Reform: Jennifer DeBruhl, DRPT
24. Three-Month Tentative Schedule
25. For Your Information
26. Announcements
27. Old/New Business

ADJOURNMENT
AGENDA ITEM #1:  CALL TO ORDER
The meeting will be called to order by the Chair at approximately 9:30 a.m.

AGENDA ITEM #2:  INTRODUCTIONS
The Chair will provide an opportunity for introductions of new members or guests.

AGENDA ITEM #3:  PUBLIC COMMENT PERIOD
Members of the public are invited to address the TTAC. Each speaker is limited to three minutes.

AGENDA ITEM #4:  SUBMITTED PUBLIC COMMENTS
There were no submitted public comments.

AGENDA ITEM #5:  COMMENTS AND UPDATES FROM STATE AND FEDERAL AGENCIES AND MILITARY LIAISONS
Representatives from the Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, Virginia Port Authority, the Federal Highway Administration, and the Military are invited to provide comments and updates to the TTAC.

AGENDA ITEM #6:  APPROVAL OF AGENDA
Members are provided an opportunity to add or delete items from the agenda. Any item for which a member desires an action from the TTAC should be submitted at this time, as opposed to under “Old/New Business”.
AGENDA ITEM #7:  MINUTES

Summary minutes of the TTAC meeting held on April 4, 2018 are attached.

Attachment 7

RECOMMENDED ACTION:

Approve the minutes.
Summary Minutes of the HRTPO Transportation Technical Advisory Committee (TTAC) Meeting
April 4, 2018

The HRTPO Transportation Technical Advisory Committee (TTAC) Meeting was called to order at 9:34 a.m. in the Regional Building Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

**TTAC Voting Members in Attendance:**
- Paul Holt (Chair, JC)
- Sherry Earley (Vice Chair, SU)
- Benjamin Camras (CH)
- Steve Froncillo (CH)
- Earl Sorey (CH)
- Belinda Harper (GL)
- Lynn Allsbrook (HA)
- Mike Hayes (HA)
- Angela Rico (HA)
- John Yorks (HA)
- Richard Rudnicki (IW)
- Robert Brown (NO)
- Jeff Raliski (NO)
- Jackie Kassel (NN)
- Garrett Morgan (NN)
- Bryan Stilley (NN)
- James Wright (PO)
- LJ Hansen (SU)
- Robert Gey (VB)
- Phil Pullen (VB)
- Katie Shannon (VB)

**TTAC Voting Members Absent:**
- Anne Ducey-Ortiz (GL)
- Carol Rizzio (GL)
- Jamie Oliver (IW)
- Tammy Rosario (JC)
- Donald Goodwin (FR)
- Thelma Drake (NO)
- Britta Ayers (NN)
- Claudia Cotton (Alternate, NN)

**TTAC Nonvoting Members in Attendance:**
- Rhonda Murray (NAVY)
- Chris Arabia (DRPT)

**TTAC Nonvoting Members Absent:**
- Melissa McGill (FTA)

**HRTPO Staff:**
- Sam Belfield
- Theresa Brooks
- Shirley Core
- Kathlene Grauberger
- Mike Kimbrel
- Steve Lambert
- John Mihaly
- Kendall Miller
- Keith Nichols
- Joe Paulus
- Leonardo Pineda
- Dale Stith
Others Recorded Attending:

Ray Hunt, Caleb Brooks, Angela Biney, Jerry Pauley (VDOT); Karen McPherson (McPherson Consulting); Tara Reel, Bob Mathias (VB); Bridjette Parker (NN); Samuel Hayes (Moffatt and Nichol); Keisha Branch (HRT); Dawn Best (F&R); Kevin Page (HRTAC) Mike Long, Chris Vaigneur (HRPDC Staff).

Introductions

There were no introductions.

Public Comment Period

There were no public comments.

Submitted Public Comments

There were no submitted public comments in the agenda packet.

Comments and Updates from State and Federal Agencies and the Military

There were no comments from the Federal Highway Administration.

Ms. Dawn Odom, VDOT Hampton Roads District Planning and Investment Manager, reminded the committee the spring public meeting for the CTB Six Year Improvement Program (SYIP) will be held on April 16, 2018 at 4pm in the HRTPO Board Room. In addition, the annual Hampton Roads locality day registration is currently open until April 11, 2018 for the April 18, 2018 event, which will be held at the Crown Plaza in Hampton.

There were no comments from the Virginia Port Authority.

There were no comments from the Navy.

Approval of Agenda

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

Summary Minutes

Chair Holt reported that the TTAC summary minutes from March 7, 2018 meeting were included in the April 4, 2018 TTAC Agenda Packet. Chair Holt asked for any additions or corrections to the minutes. Chair Holt requested the minutes be amended to reflect Ms. Carol Rizzio, Gloucester, was in attendance at the March TTAC meeting. Mr. Small Moved to approve the minutes as amended; seconded by Mr. Yorks. The Motion Carried.
FY 2018-2021 TIP Revision: Request to Transfer CMAQ Funding

Mr. Steve Froncillo, Chesapeake City Traffic Engineer, requested to transfer a total of $85,000 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds from a completed project to another Chesapeake CMAQ project. The specifics of the request are described below:

- Transfer $58,000 in FY 1993 CMAQ funds plus Local Match of $14,500 from the Battlefield Intersection Improvements (at Great Bridge Boulevard) Project (UPC 12966) to the Liberty Street Transfer Station Project (UPC T9111).
- Transfer $27,000 in FY 1996 CMAQ funds plus Local Match of $6,750 from the Battlefield Intersection Improvements (at Great Bridge Boulevard) Project (UPC 12966) to the Liberty Street Transfer Station Project (UPC T9111).

Should the HRTPO approve the CMAQ fund transfer described above, the FY 2018-2021 Transportation Improvement Program (TIP) will be amended to update the funding information associated with the project. This request was made available for public review and comment from March 28, 2018 through April 11, 2018.

Mr. Sorey MOVED to recommend HRTPO approval of the CMAQ funding transfer; seconded by Mr. Lewis. The Motion Carried.

Request to Transfer CMAQ Funding: Chesapeake

Mr. Steve Froncillo, Chesapeake City Traffic Engineer, requested to transfer a total of $1,050,000 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds from one completed project, due to the City advancing the project by using residual funds from the Urban Construction Initiative (UCI) program, to the HRTPO CMAQ Reserve Account to make the funds available for other CMAQ projects. The specifics of the request are described below:

- Transfer $550,000 in FY 2023 CMAQ funds, including State match, from the Battlefield Blvd/Kempsville Road/Great Bridge Road Intersection improvements Project (UPC 110753) to the HRTPO CMAQ Reserve Account.
- Transfer $500,000 in FY 2024 CMAQ funds, including State match, from the Battlefield Blvd/Kempsville Road/Great Bridge Road Intersection improvements Project (UPC 110753) to the HRTPO CMAQ Reserve Account.

Should the HRTPO Board approve the CMAQ fund transfers described above, the transfers will be recorded in the HRTPO CMAQ Tracking Table and the CTB Six-Year Improvement Program. This request was made available for public review and comment from March 28, 2018 through April 11, 2018.

Mr. Sorey MOVED to recommend HRTPO approval of the CMAQ funding transfer; seconded by Mr. Lewis. The Motion Carried.

Attachment 7
Hampton Roads 2040 Long-Range Transportation Plan: Proposed Amendment – George Washington Highway Widening

Mr. Steve Froncillo, Chesapeake City Traffic Engineer, requested to amend the Hampton Roads 2040 Long-Range Transportation Plan (LRTP) as described below:

The City of Chesapeake requests an amendment to the 2040 Long-Range Transportation Plan to include the widening of George Washington Highway between Yadkin Road and Canal Drive in Chesapeake. The estimated year of expenditure cost for this project is $34.3 million. The LRTP planning funds that are currently associated with the Dominion Boulevard Phase II project ($23 million) plus $11.3 million from local city funds will be reallocated to the George Washington Highway project to maintain the requirement for fiscal-constraint for the LRTP. The Dominion Boulevard Phase II widening was completed in 2017 with funding provided through Revenue Sharing program. VDOT has confirmed that the Revenue Sharing funds used for the project were not included in the projected transportation revenues identified in the LRTP. Subsequently, the city requests that the funding source of the Dominion Blvd Phase II project be changed to reflect Revenue Sharing funds.

Since the implementation of tolling at the Downtown and Midtown Tunnels in 2014, traffic congestion has significantly increased along the non-tolled routes including George Washington Highway and Military Highway. The impact of tolls has resulted in an increase of the traffic volume at the Gilmerton Bridge by 53% and severe congestion and queues along this section of George Washington Highway during peak travel times. This project proposes to widen George Washington Highway from 2 to 4 lanes between Yadkin Road and Canal Drive. The proposed four-lane divided urban design removes the existing bottleneck, provides safety and access management improvements, and constructs new pedestrian facilities along the corridor. In addition, this project will improve the ability of the corridor to function as a key emergency evacuation route.

The proposed LRTP amendment was made available for public review and comment, beginning on April 4, 2018 and concluding on April 18, 2018.

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

Candidate Segments for Road Diets in Hampton Roads: Final

Mr. Mike Kimbrel, HRTPO Deputy Executive Director, explained Dr. Rob Case, HRTPO Chief Transportation Engineer presented this report at the February TTAC meeting. He noted comments received were addressed and incorporated into the final document.

Mr. Small Moved to recommend HRTPO Board approval of the final report; seconded by Mr. Morgan. The Motion Carried
2019 Unified Planning Work Program Draft

Mr. Mike Kimbrel, HRTPO Deputy Executive Director, briefed the TTAC on the draft Unified Planning Work Program (UPWP) for FY 2019. 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 the FY 2019 UPWP by entity and by funding source, as well as a detailed timeline for approval of the UPWP. He noted the draft UPWP was made 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 April 4, 2018. The review and comment period will run through April 18, 2018. At the May 2, 2018 TTAC meeting, a recommendation will be made to approve the final FY 2019 UPWP. HRTPO Board approval of the final FY 2019 UPWP is expected to take place at the Board’s meeting on May 17, 2018. Mr. Kimbrel requested TTAC to review the draft FY 2019 UPWP and submit comments to Mr. John Mihaly, at jmihaly@hrtpo.org, by close of business on Wednesday, April 18, 2018.

Hampton Roads Regional Bridge Study

Mr. Keith Nichols, HRTPO Principal Transportation Engineer, provided an update on the Hampton Roads Regional Bridge Study. In 2007 HRTPO staff began analyzing regional bridges because of their importance to the regional transportation system, and concerns about bridge condition and funding. Hampton Roads has 1,261 bridges, VDOT maintains 60% of the bridges, Localities 35%, and Federal or private 6%. The median bridge age is 39 years old with 392 bridges at least 50 years old. He explained structurally deficient bridges are structures with elements that need to be monitored and/or repaired. It is important to note a structurally deficient bridge is not necessarily unsafe. Inspectors will close or place limits on bridges they deem unsafe. To be classified as a structurally deficient bridge one of the following conditions must be met: ≤4 deck condition rating, superstructure condition rating, substructure condition rating, culvert condition rating, ≤ 2 structural condition rating and waterway adequacy rating. In 2017 Hampton Roads had 66 bridges that are structurally deficient, down from 80 bridges in 2014.

He then reviewed the new federal performance measures. There are two-bridge conditions performance measures for which states and MPO will be required to track and establish targets:

- Percentage of bridges by deck area on the National Highway System (NHS) that are in good condition
- Percentage of bridges by deck area on the NHS that are in poor condition

To determine if a bridge is in good, fair, or poor condition, the lowest condition rating determines the classification. Of bridges in Hampton Roads, 29% are in good condition, 65% fair condition and 5% poor condition.
Mr. Nichols noted bridges were previously funded through the Highway Bridge Program, this
program was eliminated in MAP-21/FAST Act. Funding for improvements on the NHS (including
bridges) is now through the National Highway Performance Program. All bridges can be funded
from the Surface Transportation Block Grant Program. Virginia House Bill 1887 created the State of
Good Repair (SGR) program, which allocates 45% of construction funding to deficient bridges and
pavement. Bridges are prioritized within each VDOT district based on SGR scores, which include:

- Importance Factor (30%)
- Condition Factor (25%)
- Design Redundancy Factor (15%)
- Structure Capacity Factor (10%)
- Cost-Effectiveness Factor (20%)

Since 2010, 102 bridges in Hampton Roads have been built, replaced, or undergone major
rehabilitation. A total of 51 bridges in Hampton Roads are programmed for replacement,
rehabilitation, or removal in the Six Year Improvement Program (SYIP), Transportation
Improvement Program (TIP), or a city Capital Improvement Program (CIP). HRTPO staff calculated
that $4.5 billion will be necessary to fund the maintenance of bridges through 2045. This is an
assumed “worst-case” scenario where bridges are replaced rather than rehabilitated.

Next steps include public review through April 20, 2018. Approval of the final document is expected
at the May TTAC and TPO Board meetings.

**Transportation Programming Subcommittee Report**

Mr. John Mihaly, HRTPO Senior Transportation Planner, provided a summary of the Transportation
Programming Subcommittee (TPS) meeting held on March 16, 2018.

He reported the TPS met to review and score project proposals and submit a recommended set of
TA Set-Aside projects and allocations for the TTAC’s consideration. Prior to the TPS meeting HRTPO
staff met with Mr. Malbon, Commonwealth Transportation Board (CTB) member for the Hampton
Roads District to discuss candidate projects and allocations of TA Set-Aside funds. Twenty-five
applications were submitted, of which two were existing projects and twenty-three were new
project proposals. For FY 2019-2020 $3.6 million in TA –Set Aside funds will be allocated by the
HRTPO Board. The TPS recommends approval of the project selection and funding allocations
shown in Attachment A that was included for review in the April TTAC agenda. Next steps include
TTAC recommendation of the project selection and funding allocations for approval by the HRTPO
Board at the May HRTPO Board meeting.

Mr. Lewis Moved to recommend HRTPO Board approval of the project selections and funding
allocations; seconded by Mr. Cross. The Motion Carried.

Agenda Item 14B under the TPS report included an update to the guide to the HRTPO CMAQ/RSTP
Project Selection Process. HRTPO staff drafted a new policy to be added to the Guide to clearly
document how allocations will be affected in situations where projects receive duplicate funding
from the CMAQ and RSTP Project Selection Process and other funding sources.
The updated policy recommendation states:

Policy for handling surplus CMAQ and RSTP allocations on a project that occur as a result of an award of funding from other programs, such as SMART SCALE, State of Good Repair, TA Set-Aside, TIGER, INFRA, etc.

Within 90 days after VDOT or DRPT confirms that an approved CMAQ/RSTP project is overfunded due to receipt of funds from other programs resulting from duplicate funding requests, any CMAQ and/or RSTP funds in excess of what is needed to fully fund the project will be handled as follows:

a. The project sponsor (locality or agency) will request that the available funds be transferred to one or more of the sponsor's previously approved CMAQ or RSTP projects, depending upon the type of funds available; or
b. The project sponsor (locality or agency) will request that the available funds be transferred to the CMAQ or RSTP reserve account.

In the event a project has been allocated CMAQ and/or RSTP funds from the HRTPO and those allocations are subsequently removed due to the project being fully funded from other sources, the project will retain its status as a previously-approved CMAQ/RSTP project should it require additional funding from the CMAQ/RSTP reserve account, at a later date to cover a cost overrun.

Mr. Stilley Moved to recommend HRTPO Board approval of the policy, as stated above, regarding projects that receive duplicate funding from the HRTPO CMAQ/RSTP Project Selection Process and other sources. seconded by Mr. Pullen. The Motion Carried.

Mr. Mihaly briefed the TTAC on Item 14C stating the TPS report reflected updated CMAQ and RSTP “marks” for fiscal years 19-24 from VDOT on March 8, 2018. The updated marks resulted in increases in FY 19 CMAQ and RSTP funding in the amounts of $3,855 and $2,262,132, respectively.

Next steps include; localities and agencies to review current CMAQ and RSTP projects for cost overruns and potential for use of earlier FY funding, and preparing funding request for consideration at the Transportation Programming Subcommittee meeting on July 20, 2018.

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

There were no announcements.
Old/New Business

Mr. Eric Stringfield, reminded the TTAC that VDOT would offer SMART SCALE full application training on May 30, 2018. He noted pre-applications are due by 5pm on June 1, 2018, and full applications are due by 5pm on August 1, 2018. He advised applicants to consider VTRANS, eligibility, and readiness when submitting applications.

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

Adjournment

With no further business to come before the Hampton Roads Transportation Technical Advisory Committee, the meeting adjourned at 10:25 a.m.
AGENDA ITEM #8: FY 2018-2021 TIP AMENDMENT: UPC #111787

Eric Stringfield, VDOT

Attached is a request from the Virginia Department of Transportation (VDOT) to amend the FY 2018-2021 Transportation Improvement Program (TIP) to add one project as described below:

- UPC 111787 – Route 17 Widening between Route 630 and Route 634
  - Add project to TIP
  - Description: Widen Route 17 (George Washington Highway Memorial Highway) from 4 to 6 lanes between Route 630 (Wolf Trap Road) and Route 173 (Denbigh Boulevard/Goodwin Neck Road) and northbound from 2 to 3 lanes from Route 173 (Denbigh Boulevard/Goodwin Neck Road) to Route 634 (Old York-Hampton Highway).
  - Cost Estimate as follows:
    - Preliminary Engineering (PE): $833,033
    - Right of Way (RW): $9,575,690
    - Construction (CN): $7,133,880
    - Total: $17,542,603
  - Project Phase Schedule as follows:
    - PE: Start 8/14/2018; End 7/14/2020
    - RW: Start 7/14/2020; End 12/13/2022
    - CN: Start 12/13/2022; End 12/6/2024
  - Allocations as follows:
    - Add FY21 allocation of $666,426 DGP-NHPP plus $166,607 match
  - Obligations as follows:
    - Add FY18 PE Phase obligation of $400,000 NHS/NHPP
    - Add FY18 PE Phase obligation of $433,033 AC
    - Add FY19 PE Phase obligation of $433,033 AC-Conversion
    - Add FY20 RW Phase obligation of $9,575,690 AC
    - Add FY21 RW Phase obligation of $4,302,758 AC-Conversion

This request has been made available for public review and comment from April 25, 2018 through May 9, 2018.

Mr. Eric Stringfield, VDOT Hampton Roads Transportation Planning Engineer, will brief the TTAC on this item.

Attachment 8

RECOMMENDED ACTION:
Recommend HRTPO Board approval of the TIP amendment.
April 23, 2018

Mr. Robert A. Crum, Jr.
Executive Director
Hampton Roads Transportation Planning Organization
The Regional Building, 723 Woodlake Drive
Chesapeake, Virginia 23320

RE: FY 2018-21 HRTPO TIP Amendment UPC 111787

Dear Mr. Crum,

VDOT requests that the Hampton Roads Transportation Planning Organization (HRTPO) amend the FY 2018-2021 TIP to add project UPC 111787 – Route 17 Widening between Rte. 630 and Rte. 634 with cost estimate, allocations, and obligations. Project purpose is to Widen Route 17 (George Washington Memorial Highway) from 4 to 6 lanes between Route 630 (Wolf Trap Rd) and Route 173 (Denbigh Boulevard/Goodwin Neck Road). Widen Route 17 (George Washington Memorial Highway) northbound from 2 to 3 lanes from Route 173 (Denbigh Boulevard/Goodwin Neck Road) to Route 634 (Old York-Hampton Highway). The widening on US17 will increase capacity and reduce congestion along the corridor. To that end we request UPC 111787 be added including the following information to the FY 2018-21 TIP:

- No FY 18-21 Previous Obligations
- Add (FY18) PE Obligations (Federal – NHS/NHPP) $400,000
- Add (FY18) PE Obligations (Federal – AC) $433,033
- Add (FY19) PE Obligations (Federal – AC Conversion) $433,033
- Add (FY20) RW Obligations (Federal – AC) $9,575,690
- Add (FY21) RW Obligations (Federal – AC Conversion) $4,302,758
Crum – HRTPO TIP Amendment UPC 111787
April 23, 2018

- Estimate $17,542,603
  - PE Phase: $833,033 Start 8/14/2018 End 7/14/2020 FY2019
  - RW Phase: $9,575,690 Start 7/14/2020 End 12/13/2022 FY2021
  - CN Phase: $7,133,880 Start 12/13/2022 End 12/6/2024 FY2023

- Allocations

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The Department is requesting that the staff of the Hampton Roads TPO process this TIP Amendment at your next meeting. Attached is the proposed TIP workup sheet for your reference. The notes shown on the TIP workup sheet are for changes required in the STIP. Thank you for your support in this effort.

Sincerely,

Eric Stringfield
Hampton Roads District Transportation Planning Director

CC: Ms. Dawn Odom, District ADA PIM
    Ms. Sonya Hallums-Ponton, District Urban Programming
    Ms. Karen Bourne, District Programming
    File//
AGENDA ITEM #9:  FY 2018-2021 TIP AMENDMENT: UPC 101793 – VDOT

*Eric Stringfield, VDOT*

Attached is a request from the Virginia Department of Transportation (VDOT) to amend the FY 2018-2021 Transportation Improvement Program (TIP) to add one project as described below:

- **UPC 101793 – Isle of Wight Multi-Use Trail – Segment 1**
  - Add project to TIP
  - Description: Construct a pedestrian and bicycle trail along Battery Park Road from Nike Park Road to South Church Street in the Town of Smithfield.
  - Cost Estimate as follows:
    - Right of Way (RW): $262,710
    - Construction (CN): $1,299,629
    - Total: $1,562,339
  - Project Phase Schedule as follows:
    - RW: Start 5/30/2014; End 3/3/2017 (Complete)
    - CN: Start 3/3/2017; End 5/31/2018 (Underway)
  - Allocations as follows:
    - Previous allocation of $620,000 TAP plus $155,000 match
  - Obligations as follows:
    - Previous RW Phase obligation of $210,168 STP/EN, plus $52,542 match
    - Previous CN Phase obligation of $620,000 TAP, plus $155,000 match
    - Previous CN Phase obligation of $118,045 STP/EN, plus $29,512 match
    - FY18 CN Phase obligation of $255,594 TAP/F plus $63,899 match
    - FY18 CN Phase obligation of $57,579 AC-Other

This request has been made available for public review and comment from April 25, 2018 through May 9, 2018.

**Mr. Eric Stringfield, VDOT Hampton Roads Transportation Planning Engineer, will brief the TTAC on this item.**

Attachment 9

**RECOMMENDED ACTION:**

Recommend HRTPO Board approval of the TIP amendment.
March 26, 2018

Mr. Robert A. Crum, Jr.
Executive Director
Hampton Roads Transportation Planning Organization
The Regional Building, 723 Woodlake Drive
Chesapeake, Virginia 23320

Dear Mr. Crum,

VDOT requests that the Hampton Roads Transportation Planning Organization (HRTPO) amend the FY 2018-2021 TIP to add project UPC 101793 – Isle of Wight Multi-Use Trail – Segment 1 with cost estimate, allocations, and obligations. Project purpose is to construct a pedestrian and bicycle trail along Battery Park Road from Nike Park Road to South Church Street in the Town of Smithfield (1.3 Miles). Project is linked with UPC 91219. To that end we request UPC 101793 be added including the following information to the FY 2018-21 TIP (via roll-over process):

- Add Previous Obligations
  - RW Phase Federal – STP/EN $ 210,168
  - RW Phase Federal – STP/EN $ 52,542 (Match)
  - CN Phase Federal - TAP $ 620,000
  - CN Phase Federal – TAP $ 155,000 (Match)
  - CN Phase Federal – STP/EN $ 118,045
  - CN Phase Federal – STP/EN $ 29,512 (Match)
- Add (FY18) CN Obligations (Federal – TAP/F) $ 255,594
- Add (FY18) CN Obligations (Federal – TAP/F) $ 63,899 (Match)
- Add (FY18) CN Obligations (Federal – AC Other) $ 57,579
Crum – HRTPO TIP Amendment UPC 101793
March 26, 2018

- Estimate $1,562,339
  - PE Phase: N/A
  - RW Phase: $262,710 Start 5/30/2014 End 3/3/2017 Complete

- Allocations

<table>
<thead>
<tr>
<th>Fund Name</th>
<th>Previous Allocations</th>
<th>FFY2018</th>
<th>FFY2019</th>
<th>FFY2020</th>
<th>FFY2021</th>
</tr>
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<tbody>
<tr>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
</tbody>
</table>

The Department is requesting that the staff of the Hampton Roads TPO process this TIP Amendment at your next meeting. Attached is the proposed TIP workup sheet for your reference. The notes shown on the TIP workup sheet are for changes required in the STIP. Thank you for your support in this effort.

Sincerely,

[Signature]

Eric Stringfield
Hampton Roads District Transportation Planning Director

CC: Ms. Dawn Odom, District ADA PIM
Ms. Sonya Hallums-Ponton, District Urban Programming
Ms. Karen Bourne, District Programming
File//
AGENDA ITEM #10: FY 2018-2021 TIP AMENDMENT: UPC 101794 – VDOT

Eric Stringfield, VDOT

Attached is a request from the Virginia Department of Transportation (VDOT) to amend the FY 2018-2021 Transportation Improvement Program (TIP) to add one project as described below:

- UPC 101794 – Isle of Wight Multi-Use Trail – Segment 2
  - Add project to TIP
  - Description: Construct a pedestrian and bicycle trail along Nike Park Road from Battery Park Road to the Carrolton Nike Park.
  - Cost Estimate as follows:
    - Right of Way (RW): $831,000
    - Construction (CN): $3,970,000
    - Total: $4,801,000
  - Project Phase Schedule as follows:
    - RW: Start 9/8/2014; End 3/3/2017 (Complete)
    - CN: Start 3/3/2017; End 5/31/2018 (Underway)
  - Allocations as follows:
    - Previous allocation of $1,216,127 RevShare TAP plus $1,216,127 match
    - Previous allocation of $137,969 STP/EN
    - Previous allocation of $513,264 Misc
    - Previous allocation of $34,492 LOC
  - Obligations as follows:
    - Previous RW Phase obligation of $205,426 STP/EN, plus $51,356 match
    - Previous CN Phase obligation of $858,302 STP, plus $214,576 match
    - Previous CN Phase obligation of $1,216,127 RevShare, plus $1,216,127 match
    - Previous CN Phase obligation of $1,950,547 AC
    - FY18 CN Phase obligation of $50,129 STP/SU plus $12,532 match
    - FY18 CN Phase obligation of $577 STP/STBG, plus $144 match

This request has been made available for public review and comment from April 25, 2018 through May 9, 2018.

Mr. Eric Stringfield, VDOT Hampton Roads Transportation Planning Engineer, will brief the TTAC on this item.

Attachment 10

RECOMMENDED ACTION:
Recommend HRTPO Board approval of the TIP amendment.
March 26, 2018

Mr. Robert A. Crum, Jr.
Executive Director
Hampton Roads Transportation Planning Organization
The Regional Building, 723 Woodlake Drive
Chesapeake, Virginia 23320

Dear Mr. Crum,

VDOT requests that the Hampton Roads Transportation Planning Organization (HRTPO) amend the FY 2018-2021 TIP to add project UPC 101794 – Isle of Wight Multi-Use Trail – Segment 2 with cost estimate, allocations, and obligations. Project purpose is to construct a pedestrian and bicycle trail along Nike Park Road from Battery Park Road to Carrolton Nike Park in the Town of Smithfield (1.8 Miles). Project is linked with UPC 91219. To that end we request UPC 101794 be added including the following information to the FY 2018-21 TIP (via roll-over process):

- Add Previous Obligations
  - RW Phase Federal – STP/EN $ 205,426
  - RW Phase Federal – STP/EN $ 51,356 (Match)
  - CN Phase Federal - STP $ 858,302
  - CN Phase Federal – STP $ 214,576 (Match)
  - CN Phase Federal – Other: Revenue Sharing $ 1,216,127
  - CN Phase Federal – Other: Revenue Sharing $ 1,216,127 (Match)
  - CN Phase Federal – Other: AC $ 1,950,547
- Add (FY18) CN Obligations (Federal – STP/SU) $ 50,129
- Add (FY18) CN Obligations (Federal – STP) $ 12,532 (Match)
- Add (FY18) CN Obligations (Federal – STP/STBG) $ 577
- Add (FY18) CN Obligations (Federal – STP/STBG) $ 144 (Match)
Crum – HRTPO TIP Amendment UPC 101794
March 26, 2018

- Estimate $4,801,000
  - PE Phase: N/A
  - CN Phase: $3,970,000 Start 3/3/2017 End 5/31/2018 Underway

- Allocations

<table>
<thead>
<tr>
<th>Fund Name</th>
<th>Previous Allocations</th>
<th>FFY2018</th>
<th>FFY2019</th>
<th>FFY2020</th>
<th>FFY2021</th>
</tr>
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<tbody>
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<td>$0</td>
<td>$0</td>
</tr>
</tbody>
</table>

The Department is requesting that the staff of the Hampton Roads TPO process this TIP Amendment at your next meeting. Attached is the proposed TIP workup sheet for your reference. The notes shown on the TIP workup sheet are for changes required in the STIP. Thank you for your support in this effort.

Sincerely,

Eric Stringfield
Hampton Roads District Transportation Planning Director

CC: Ms. Dawn Odom, District ADA PIM
    Ms. Sonya Hallums-Ponton, District Urban Programming
    Ms. Karen Bourne, District Programming
    File//
AGENDA ITEM #11: FY 2018-2021 TIP AMENDMENT: UPC 112923 – VDOT

Eric Stringfield, VDOT

Attached is a request from the Virginia Department of Transportation (VDOT) to amend the FY 2018-2021 Transportation Improvement Program (TIP) to add one project as described below:

- UPC 112923 – I-64 Express Lanes – Segment II
  - Add project to TIP
  - Description: Extend I-64 HOT lanes – 2 lanes from I-264 to I-664/I-264 Interchange at Bowers Hill.
  - Cost Estimate as follows:
    - Preliminary Engineer (PE): $3,500,000
    - Right of Way (RW): N/A
    - Construction (CN): $6,500,000
    - Total: $10,000,000
  - Project Phase Schedule as follows:
    - PE: Start 7/16/2018; End 5/12/2019
    - CN: Start 5/12/2019; End 7/30/2021
  - Allocations as follows:
    - FY19 of $10,000,000 Other-Toll
  - Obligations as follows:
    - FY19 PE Phase obligation of $3,500,000 Other-Toll
    - FY19 CN Phase obligation of $6,500,000 Other-Toll

This request has been made available for public review and comment from April 25, 2018 through May 9, 2018.

Mr. Eric Stringfield, VDOT Hampton Roads Transportation Planning Engineer, will brief the TTAC on this item.

Attachment 11

RECOMMENDED ACTION:
Recommend HRTPO Board approval of the TIP amendment.
April 23, 2018

Mr. Robert A. Crum, Jr.
Executive Director
Hampton Roads Transportation Planning Organization
The Regional Building, 723 Woodlake Drive
Chesapeake, Virginia 23320

RE: FY 2018-21 HRTPO TIP Amendment UPC 112923

Dear Mr. Crum,

VDOT requests that the Hampton Roads Transportation Planning Organization (HRTPO) amend the FY 2018-2021 TIP to add project UPC 112923 – I-64 Express Lanes – Segment II with cost estimate, allocations, and obligations. Project purpose is to extend I-64 HOT – 2 lanes from I-264 to I-664/I-264 Interchange at Bowers Hill (15 Miles). To that end we request UPC 112923 be added including the following information to the FY 2018-21 TIP:

- Add (FY19) PE Obligations (Federal – Other - Toll) $ 3,500,000
- Add (FY19) CN Obligations (Federal – Other - Toll) $ 6,500,000
- No FY18-21 RW Obligations
- Estimate $ 10,000,000
  - PE Phase: $ 3,500,000 Start 7/16/2018 End 5/12/2019 FFY2018
  - RW Phase: N/A
  - CN Phase: $ 6,500,000 Start 5/12/2019 End 7/30/2021 FFY2019

- Allocations

<table>
<thead>
<tr>
<th>Fund Name</th>
<th>Previous Allocations</th>
<th>FFY2018</th>
<th>FFY2019</th>
<th>FFY2020</th>
<th>FFY2021</th>
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<td>$10,000,000</td>
<td>$0</td>
<td>$0</td>
</tr>
</tbody>
</table>

WE KEEP VIRGINIA MOVING
Crum – HRTPO TIP Amendment UPC 112923
April 23, 2018

The Department is requesting that the staff of the Hampton Roads TPO process this TIP Amendment at your next meeting. Attached is the proposed TIP workup sheet for your reference. The notes shown on the TIP workup sheet are for changes required in the STIP. Thank you for your support in this effort.

Sincerely,

[Signature]

Eric Stringfield
Hampton Roads District Transportation Planning Director

CC: Ms. Dawn Odom, District ADA PIM
    Ms. Sonya Hallums-Ponton, District Urban Programming
    Ms. Karen Bourne, District Programming
    File/
AGENDA ITEM #12: FY 2018-2021 TIP AMENDMENT: UPC T21555 – VDOT  

*Dawn Odom, VDOT*

Attached is a request from the Virginia Department of Transportation (VDOT) to amend the FY 2018-2021 Transportation Improvement Program (TIP) to add one project as described below:

- **UPC T21555 – Hampton Roads Bridge-Tunnel Expansion**
  - Add project to TIP
  - Description: Widen the I-64 corridor from Settlers Landing Road to I-564 to provide six lanes of capacity and expand the Hampton Roads Bridge-Tunnel (HRBT) to allow for eight lanes of capacity across the water from Hampton to Norfolk.
  - Cost Estimate as follows:
    - Preliminary Engineer (PE): $172,000,001
    - Right of Way (RW): $10,000,001
    - Construction (CN): $3,480,372,002
    - Total: $3,662,372,004
  - Project Phase Schedule as follows:
    - PE: Start 7/1/2018; End 12/30/24
    - RW: Start 7/1/2018; End 7/1/2019
    - CN: Start 3/1/2019; End 12/30/2024
  - Allocations as follows:
    - Allocations are subject to the allocation or resolution of funding to the project by HRTAC on June 21, 2018
      - FY19 of $195,491,750 HRTF
      - FY20 of $278,035,475 HRTF
      - FY21 of $767,930,780 HRTF
      - FY22 of $787,129,050 HRTF
      - FY23 of $806,807,276 HRTF
      - FY24 of $826,977,673 HRTF
  - Obligations as follows:
    - FY18 PE Phase obligation of $54,588,641
    - FY18 RW Phase obligation of $10,000,001
    - FY18 CN Phase obligation of $130,903,108
    - FY19 PE Phase obligation of $9,416,109
    - FY19 CN Phase obligation of $268,619,366
    - FY20 PE Phase obligation of $26,007,185
    - FY20 CN Phase obligation of $741,923,595
    - FY21 PE Phase obligation of $26,657,365
    - FY21 CN Phase obligation of $760,471,685
This request has been made available for public review and comment from April 25, 2018 through May 9, 2018.

Ms. Dawn Odom, VDOT District Planning and Investment Manager, will brief the TTAC on this item.

Attachment 12

**RECOMMENDED ACTION:**

Recommend HRTPO Board approval of the TIP amendment subject to the allocation or resolution of funding to the project by HRTAC on June 21, 2018
April 24, 2018

Mr. Robert A. Crum, Jr.
Executive Director
Hampton Roads Transportation Planning Organization
The Regional Building, 723 Woodlake Drive
Chesapeake, Virginia 23320

Dear Mr. Crum,

The Virginia Department of Transportation (VDOT) requests that the Hampton Roads Transportation Planning Organization (HRTPO) amend the FY 2018-21 Transportation Improvement Program (TIP) to add a new project UPC T21555 I-64 Hampton Roads Bridge-Tunnel Expansion. The project will be administered by VDOT and the project limits are from Settlers Landing Road to I-564. The scope of work is new construction to improve the I-64 corridor to provide six lanes of capacity from Settlers Landing Road to I-564 and expand the Hampton Roads Bridge-Tunnel to allow for eight lanes of capacity across the water from Hampton to Norfolk.

The requested action can be accomplished via a TIP amendment to the HRTPO’s TIP; to that end, we request the addition of UPC T21555 with following information:

- **Schedule**
  - PE start 7/1/18, PE end 12/30/24
  - KW start 7/1/18, RW end 7/1/19
  - CN start 3/1/19, CN end 12/30/24

- **Estimate**
  - PE $172,000,001
  - RW $10,000,001
  - CN $3,480,372,002
  - Total $3,662,372,004

- **Allocations by state fiscal year**
  - The fund source is Hampton Roads Transportation Fund (HRTF) and HRTF allocations are subject to the allocation or resolution of funding to the project by the Hampton Roads Transportation Accountability Commission (HRTAC) on June 21, 2018
  - FY 19 $195,491,750
  - FY 20 $278,035,475
  - FY 21 $767,930,780
  - FY 22 $787,129,050

**WE KEEP VIRGINIA MOVING**
- FY 23 $806,807,276
- FY 24 $826,977,673

- Scheduled obligations by federal fiscal year
  - FFY 18 PE Phase $54,588,641
  - FFY 18 RW Phase $10,000,001
  - FFY 18 CN Phase $130,903,108
  - FFY 19 PE Phase $9,416,109
  - FFY 19 CN Phase $268,619,366
  - FFY 20 PE Phase $26,007,185
  - FFY 20 CN Phase $741,923,595
  - FFY 21 PE Phase $26,657,365
  - FFY 21 CN Phase $760,471,685

The Department is requesting the Hampton Roads TPO process this TIP amendment at their next meeting. Thank you for your support in this effort.

Sincerely,

Dawn Odom
Hampton Roads District Planning and Investment Manager

Cc: Mr. Kevin Page, HRTAC Executive Director
AGENDA ITEM #13: FY 2018-2021 TIP REVISION – REQUEST TO TRANSFER RSTP FUNDING: UPC 102980 – JAMES CITY COUNTY

Paul Holt, James City County

Attached is a request from James City County to transfer a total of $1,544,066 in Regional Surface Transportation Program (RSTP) funds from the HRTPO RSTP Reserve Account to another James City County RSTP eligible project. The specifics of the request are described below:

- Transfer $1,544,066 in FY 2023 RSTP funds, including State Match, from the HRTPO RSTP Reserve Account to the Pocahontas Trail Multimodal Corridor (UPC 102980).

Should the HRTPO Board approve the RSTP fund transfer described above, the transfer will be recorded in the HRTPO RSTP Tracking Table and the CTB Six-Year Improvement Program. This request has been made available for public review and comment from April 25, 2018 through May 9, 2018.

Mr. Paul Holt, Director of Community Development and Planning, will brief the TTAC on this item.

Attachment 13

RECOMMENDED ACTION:

Recommend HRTPO Board approval of the proposed project funding transfer.
April 19, 2018
Mike Kimbrel
Hampton Roads Transportation Planning Organization
The Regional Building
723 Woodlake Drive
Chesapeake, Virginia 23320

RE: Transportation Improvement Program (TIP) Transfer Request for UPC102980, Pocahontas Trail Multimodal Corridor

Dear Mr. Kimbrel:

In the currently adopted Six-Year Improvement Program, the Pocahontas Trail Multimodal Corridor Project (UPC102980) has some funding available, but not enough to complete the project.

In order to place additional funding on this project, James City County respectfully requests the following TIP Transfer:

<table>
<thead>
<tr>
<th>Transfer From</th>
<th>Transfer To</th>
</tr>
</thead>
<tbody>
<tr>
<td>UPC 102980</td>
<td>UPC 102980</td>
</tr>
<tr>
<td>Description</td>
<td>Pocahontas Trail Multimodal Corridor</td>
</tr>
<tr>
<td>Fund Type</td>
<td>RSTP</td>
</tr>
<tr>
<td>Fiscal Year</td>
<td>FY2023</td>
</tr>
<tr>
<td>Amount</td>
<td>$1,544,066</td>
</tr>
</tbody>
</table>

The funding for this proposed transfer is available in the Reserve Account due to another recent transfer request from James City County. Specifically, the transfer of $1,544,066 from the Skiffes Creek Connector Project (UPC100200) to the Reserve Account because an equivalent amount of SmartScale funds were awarded to the Skiffes Creek Connector Project.

Current cost estimates, allocations, obligations, expenditures, and funds available for transfer associated with the affected projects have been confirmed by VDOT and/or coordinated with DRPT.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

Paul D. Holt, III, AICP, CNU-A, CFM
Director of Community Development and Planning
Attached is a request from the City of Newport News to transfer a total of $5,088,142 between UPC 102734 and its three child projects (UPCs 109075, 109076, CNN001). The specifics of the request are described below:

- Transfer $209,686 in FY 2016 Regional Surface Transportation Program (RSTP) funds, including State Match, from the Newport News Transportation Center – Station, Platform, and Site Finishes project (UPC 109076) to the Multimodal High-Speed and Intercity Passenger Rail Station Development project – PE Only (UPC 102734).

- Transfer $1,620,890 in FY 2016 Congestion Mitigation and Air Quality CMAQ) funds, including State Match, from the Multimodal High-Speed and Intercity Passenger Rail Station Development project – PE Only (UPC 102734) to the Newport News Transportation Center – Grading, Drainage, and Utilities project (UPC 109075).

- Transfer $1,182,047 in FY 2016 CMAQ funds from the Newport News Transportation Center – Station, Platform, and Site Finishes project (UPC 109076) to the Newport News Transportation Center – Grading, Drainage, and Utilities project (UPC 109075).

- Transfer $1,664,496 in FY 2017 Intercity Passenger Rail Operating and Capital (IPROC) funds from the Newport News Transportation Center – Grading, Drainage, and Utilities project (UPC 109075) to the Newport News Transportation Center – Station, Platform, and Site Finishes project (UPC 109076).

- Transfer $411,023 in FY 2017 IPROC funds from the Newport News Transportation Center – Grading, Drainage, and Utilities project (UPC 109075) to the Newport News Transportation Center – Track-work and Service Facility project (DRPT CNN001).

Should the HRTPO 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 has been made available for public review and comment from April 25, 2018 through May 9, 2018.

Mr. Bryan Stilley, Engineer II, City of Newport News, will brief the TTAC on this item.

Attachment 14

RECOMMENDED ACTION:
Recommend HRTPO Board approval of the proposed project funding transfers and associated TIP amendment.
April 23, 2018

Mr. Robert A. Crum, Jr.
Executive Director
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, Virginia 23320

Re: TIP Amendment
UPCs 102734, 109075, 109076, CNN001
Newport News Transportation Center

Dear Mr. Crum:

The City of Newport News requests an amendment to the FY 2018-2021 Transportation Improvement Program (TIP) for UPC 102734, Newport News Transportation Center – AMTRAK Multi-modal Station and three child projects (UPCs 109075, 109076, CNN001). These projects have a mix of CMAQ, RSTP, and IPROC funding with construction funds spread over multiple fiscal years.

Previously, the City divided the current single project (UPC 102734) into three child projects to accelerate delivery. Preliminary engineering for all projects will be completed under UPC 102734. Construction and Right of Way activities will be divided into VDOT UPC 109075 NNTC – Grading, Drainage, and Utilities, DRPT CNN0001 NNTC – Track-work and Service Facility, and VDOT UPC 109076 NNTC – Station, Platform, and Site Finishes.

The terms of the project agreements between the City, CSX, and Amtrak necessitated movement of work items between the four projects as well as a corresponding shift in funding distribution between the projects. Additional scope items required by the agreements have been funded by the addition of Local Urban funds. No additional regional funds are being sought as part of the Amendment. The project funding breakdown is as follows:

<table>
<thead>
<tr>
<th>Newport News Transportation Center - AMTRAK Multi-modal Station</th>
<th>CURRENT FUNDING IN THE TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>UPC/ID</td>
<td>Project Activity</td>
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</tr>
<tr>
<td>102734</td>
<td>Preliminary Engineering - All Phases</td>
</tr>
<tr>
<td>109075</td>
<td>Grading, Drainage, Utilities</td>
</tr>
<tr>
<td>109076</td>
<td>Station, Platform, &amp; Site Finishes</td>
</tr>
<tr>
<td>CNN0001</td>
<td>Track-work and Service Facility</td>
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$42,094,779 | $14,509,668 | $6,760,752 | $20,000,000 | $824,359 |
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<th>Project Activity</th>
<th>Phase Type</th>
<th>Lead State Agency</th>
<th>Estimated Cost</th>
<th>CMAQ</th>
<th>RSTP</th>
<th>IPROC</th>
<th>URBAN</th>
<th>Newport News Local CIP</th>
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<tr>
<td>102734</td>
<td>Preliminary Engineering - All Phases</td>
<td>PE</td>
<td>VDOT</td>
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<td>$3,114,657</td>
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<td>109075</td>
<td>Grading, Drainage, Utilities</td>
<td>CN</td>
<td>VDOT</td>
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<tr>
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<td>Station, Platform, &amp; Site Finishes</td>
<td>CN</td>
<td>VDOT</td>
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<td>CNN0001</td>
<td>Track-work and Service Facility</td>
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<td></td>
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<td>$16,268,182</td>
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<td>$20,000,000</td>
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<td>$2,166,712</td>
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The requested funding transfers to complete the above tables are as follows:

### Funds to be transferred from UPC 109076 to UPC 102734

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### Funds to be transferred from UPC 102734 to UPC 109075

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### Funds to be transferred from UPC 109076 to UPC 109075

<table>
<thead>
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<th>CMAQ</th>
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<tbody>
<tr>
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### Funds to be transferred from UPC 109075 to UPC 109076

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<th>IPROC</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>$1,664,496</td>
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</table>

### Funds to be transferred from UPC 109075 to CNN001

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<th>IPROC</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$411,023</td>
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</table>
The City is on schedule to advertise the Grading, Drainage, and Utilities project in fall 2018 with the Track-work and Station projects scheduled to begin in 2019 with full completion in summer of 2020.

The current cost estimates, allocations, obligations, expenditures, and funds available for the transfer associated with the affected project have been confirmed with VDOT and DRPT.

I will be available to discuss the request and address any questions at the Transportation Technical Advisory Committee meeting.

Sincerely,

[Signature]

Jacqueline M. Kassel, P.E.
Chief of Transportation Engineering

JMK/KBS/wjr

pc: VDOT Program Manager, Susan Wilson
AGENDA ITEM #15: HAMPTON ROADS 2040 Long-Range Transportation Plan: Proposed Amendments

Attached are requests from the cities of Chesapeake and Suffolk to amend the Hampton Roads 2040 Long-Range Transportation Plan (LRTP) to add the following projects described below:

A. City of Suffolk – North Suffolk Connector

Attached is a request from the City of Suffolk to amend the 2040 Long-Range Transportation Plan (LRTP). The City would like to replace Finney Avenue Flyover (project 2040-142), which currently appears in the fiscally-constrained Plan as an intermodal project with an estimated cost of $38 million with the North Suffolk Connector (project #2040-135), which appears in the 2040 LRTP Regional Transportation Vision Plan as a scored candidate project.

The City of Suffolk recently funded and completed a study of the North Suffolk Connector project and developed cost estimates for the several alternative alignments. Year-of-expenditure costs for Phase I of the project is estimated to be $34.2 million (2026 year of expenditure dollars), less than the cost associated with the Finney Avenue Flyover project. This requested amendment would not impact LRTP fiscal-constraint, but would allow the City an opportunity to move forward on requesting SMART SCALE funding on this much needed project in a quickly growing sector of our city.

Ms. Sherry Earley, Suffolk Assistant Director of Public Works/City Engineer, will brief the TTAC on this item.

Attachment 15-A

B. City of Virginia Beach – Laskin Road Corridor Projects, Laskin Road Phase III, General Booth Blvd

Attached is a request from the City of Virginia Beach to amend the 2040 LRTP. The City would like to update the phasing and refine the cost estimates for the Laskin Road corridor projects as well as replace two locally-funded highway projects for SMART SCALE Round 3 consideration.

Since the 2040 LRTP was adopted in July 2016, the Laskin Road Phase I, Laskin Road Phase II, and Laskin Road Bridge projects, currently included in the fiscally constrained 2040 LRTP, have been updated. The cost refinement now includes all prior project expenditures associated with design, site acquisition and private utility adjustments, as well as addressing sea level rise and recurrent flooding criteria. The Laskin Road corridor projects were estimated at $95,000,000 in the adopted LRTP. The refined costs are $135,995,306. The recommended course for addressing the $40,995,306 cost estimate increase with City of Virginia Beach local funds is explained below.
In considering highway projects for SMART SCALE Round 3 funding, the City evaluated its list of priority projects through the lens of SMART SCALE screening criteria. Through that process, the City determined that Laskin Road Phase III (Republic Rd to I-264) and the General Booth Blvd (London Bridge Rd to Nimmo Pkwy) projects are stronger candidates per SMART SCALE criteria than the Indian River Rd (Elbow Rd to North Landing Rd) and Ferrell Pkwy (Pleasant Valley Rd to Salem Rd) locally-funded projects that are currently included in the fiscally-constrained 2040 LRTP.

In order to address the additional costs of the existing LRTP fiscally-constrained Laskin Road corridor projects ($40,995,306) and the proposed SMART SCALE Round 3 Virginia Beach projects ($51,778,352), it is recommended that the Indian River Rd and Ferrell Pkwy projects be replaced in the 2040 LRTP. The current estimated costs for the latter projects are $99,000,000, all of which is local City of Virginia Beach funding.

Mr. Brian Solis, Virginia Beach Transportation and Transit Planning Manager, will brief the TTAC on this item.

Attachment 15-B

C. US 58 Corridor Study

The US 58 Corridor Study was initiated in 2017 and is scheduled to be completed the end of this calendar year. The cost of the study is estimated at $151,000, funded by VDOT’s State Planning and Research Work Program.

US 58 is a regionally-significant facility serving as an important freight corridor and hurricane evacuation route. Additionally, US 58 is also being considered as a candidate Round 2 Regional Priority Project. It is therefore recommended that this study be included in the fiscally-constrained 2040 LRTP.

Ms. Dale M. Stith, HRTPO Principal Transportation Planner, will brief TTAC on this agenda item.

The proposed LRTP amendments will be made available for public review and comment, beginning on April 25, 2018 and concluding on May 9, 2018.

RECOMMENDED ACTIONS:

Recommend HRTPO Board approval of the proposed 2040 LRTP amendments.
April 19, 2018

Robert A. Crum, Jr., Executive Director
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, VA 23320

RE: 2040 Long Range Plan Amendment

Dear Mr. Crum:

The City of Suffolk would like to request an amendment to the current 2040 Long Range Transportation Plan (LRTP) that effects two City of Suffolk projects recognized in the plan. Project # 2040-142, Finney Avenue Flyover, which currently appears in the fiscally-constrained plan as an intermodal project with an estimated cost of $38 million and the North Suffolk Connector project #2040-135 which appears in the 2040 LRTP Vision Plan as a scored candidate project.

The City of Suffolk recently funded and completed a study of the North Suffolk Connector project and developed cost estimates for the several alternative alignments. Costs for Phase I of the project are estimated to be $34.2 million (2026 year of expenditure dollars), and are within the range of the Finney Avenue Flyover project costs. The city would like to request that the North Suffolk Connector project be placed in the LRTP and conversely, that the Finney Avenue Flyover be moved to the LRTP Vision Plan. This requested amendment would not impact LRTP fiscal-constraint, but would allow the City an opportunity to move forward on requesting funding on this much needed project in a quickly growing sector of our city.

While the Finney Avenue Flyover remains a much needed project to address certain impacts associated with rail crossings in our downtown area, we believe the project requires additional review of alignments and alternative solutions to be viable at this time. However, the North Suffolk Connector provides for construction of a new roadway alignment that affords a by-pass of two rail crossings on major corridors in Suffolk. As rail impacts are expected to only increase along these corridors, the urgency of funding this project has grown significantly.

It is requested that the Transportation Technical Advisory Committee and the HRPTO Board consider this request at their next meetings.

Thank you in advance for your assistance. If you should have any questions or concerns regarding this request, please call me at 757-514-7703.

Sincerely,

Sherry B. Earley, PE
Assistant Director of Public Works/City Engineer

CC: Eric T. Nielsen, Jr., PE, Director, Public Works
     Robert Lewis, PE, Traffic Engineer, Public Works
     L.J. Hansen, P.E., Assistant Director, Public Works
April 18, 2018

Mr. Robert A. "Bob" Crum, Jr.
Executive Director
Hampton Roads Transportation Planning Organization (HRTPO)
723 Woodlake Drive
Chesapeake, VA 23320

RE: Amendment to the 2040 HRTPO LRTP for City of Virginia Beach local funding and Smart Scale project application consistency

Dear Mr. Crum:

This letter is to request an amendment to the 2040 Long Range Transportation Plan (LRTP) to accomplish the following two items for consideration at the May 2018 Transportation Technical Advisory Committee and Hampton Roads Transportation Planning Organization Board agendas:

- Updated the phasing and refine the cost estimates for the Laskin Road corridor projects
- Updated prioritization of two City of Virginia Beach ("the City") locally-funded 2040 LRTP highway projects for Smart Scale Round 3 consideration

**Laskin Road Corridor Projects – Updated Phasing and Cost Refinement**

Since the 2040 LRTP was adopted in July 2016, the Laskin Road Phase I, Laskin Road Phase II and Laskin Road Bridge projects, currently on the fiscally-constrained projects list, have been updated. Laskin Road Phase I is now segmented into Laskin Road Phase I-A and I-B (see attached phasing map). All of the Laskin Road corridor projects will help improve this Commonwealth-designated Corridor of Statewide Significance, as well as its functionality on the National Highway System, in terms of safety, capacity, multimodal-approach, resiliency and aesthetics.

The project phasing has been updated to sync up with Smart Scale funding for Phase I-A. The cost refinement primarily occurred in the Laskin Road Bridge project which now includes all prior project expenditures associated with design, site acquisition and private utility adjustments for the overall Phase I project as well as addressing sea level rise and recurrent flooding criteria. The Laskin Road corridor projects were estimated at $95,000,000 in the adopted LRTP. The refined costs are $135,995,306. The recommended course for addressing the $40,995,306 with City of Virginia Beach local funds is further explained on the following page.

Attachment 15-B
Updated prioritization of City of Virginia Beach locally-funded 2040 LRTP highway projects

In considering highway projects for Round 3 Smart Scale state funding, the City took an in-depth look at its extensive list of priority projects (the vast majority of which are 100% locally-funded) through the lenses of our region’s Smart Scale screening criteria: Congestion mitigation (45%), Land use (20%), Accessibility (15%), Environmental (10%), Economic development (5%) and Safety (5%). Through that process, the City determined that the Laskin Road Phase III highway project (Republic Rd. to I-264) and General Booth Boulevard (London Bridge Rd. to Nimmo Pkwy.) are stronger candidate projects per the Smart Scale criteria than the Indian River Road (Elbow Rd. to North Landing Rd.) and Ferrell Parkway (Pleasant Valley Rd. to Salem Rd.) locally-funded highway projects that are currently on the LRTP fiscally-constrained projects list.

In order to address the additional costs of the existing LRTP fiscally-constrained Laskin Road corridor projects ($40,995,306) and the proposed Smart Cities Round 3 Virginia Beach projects ($51,778,352), it is recommended that the Indian River Road and Ferrell Parkway be replaced on the existing LRTP fiscally-constrained project list at a value of $99,000,000, all of which is local City of Virginia Beach funding. The difference is clearly outlined in the attached “2040 Long Range Transportation Plan - City of Virginia Beach May 2018 TTAC/HRTPO Board Amendment spreadsheet” and leaves a surplus in the 2040 LRTP fiscally-constrained list of projects of $6,226,342.

Thank you for your attention to this matter. Should you have any question, please feel free to contact me or Brian Solis at (757) 385-2907 or bsolis@vbgov.com.

Respectfully,

David L. Hansen
City Manager

DLH:BSS:pam

Attachments: 2040 Long Range Transportation Plan - City of Virginia Beach amendment spreadsheet and Laskin Road corridor phasing map

cc: Mike Kimbrel, HRTPO Deputy Executive Director
    Ronald H. Williams, Jr., Deputy City Manager
    Thomas L. Leahy III, Deputy City Manager
    Robert M. Matthias, Assistant to the City Manager
Table 1 - Costs for Laskin Road Corridor projects in adopted 2040 LRTP

<table>
<thead>
<tr>
<th>2040 Project ID</th>
<th>Project Type</th>
<th>Project Name</th>
<th>From</th>
<th>To</th>
<th>LRTP Estimated Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>2040-171</td>
<td>Urban - Highway</td>
<td>Laskin Road Phase I</td>
<td>Republic Rd</td>
<td>Oriole Dr</td>
<td>$67,000,000</td>
</tr>
<tr>
<td>2040-172</td>
<td>Urban - Highway</td>
<td>Laskin Road Phase II</td>
<td>Oriole Dr</td>
<td>30th/31st St.</td>
<td>$10,000,000</td>
</tr>
<tr>
<td>N/A</td>
<td>Bridge</td>
<td>Laskin Road Bridge Replacement</td>
<td>Laskin Rd</td>
<td>Laskin Rd</td>
<td>$18,000,000</td>
</tr>
</tbody>
</table>

Costs for Laskin Road Corridor projects in adopted 2040 LRTP

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<tbody>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>$95,000,000</td>
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Table 2 - Updated Costs and Phasing for Laskin Road Corridor projects for amended 2040 LRTP

<table>
<thead>
<tr>
<th>CVB CIP ID</th>
<th>Project Type</th>
<th>Project Name</th>
<th>From</th>
<th>To</th>
<th>LRTP Amended Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-126</td>
<td>Urban - Highway</td>
<td>Laskin Road Phase I-A</td>
<td>Republic Rd</td>
<td>Laskin Rd Bridge</td>
<td>$30,126,700</td>
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<tr>
<td>2-156</td>
<td>Urban - Highway</td>
<td>Laskin Road Phase I-B</td>
<td>Red Robin Rd</td>
<td>Oriole Dr</td>
<td>$25,397,280</td>
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<tr>
<td>2-165</td>
<td>Urban - Highway</td>
<td>Laskin Road Phase II</td>
<td>Oriole Dr</td>
<td>30th/31st St.</td>
<td>$19,492,500</td>
</tr>
<tr>
<td>N/A</td>
<td>Bridge</td>
<td>Laskin Road Bridge Replacement</td>
<td>Laskin Rd</td>
<td>Laskin Rd</td>
<td>$60,978,826</td>
</tr>
</tbody>
</table>

Updated costs for Laskin Road Corridor projects for amended 2040 LRTP

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<thead>
<tr>
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<th>Total</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$135,995,306</td>
</tr>
</tbody>
</table>

Difference in original and updated updated costs for Laskin Road Corridor projects for amended 2040 LRTP

($40,995,306)

Table 3 - Smart Scale Round 3 projects for amended 2040 LRTP

<table>
<thead>
<tr>
<th>CVB CIP ID</th>
<th>Project Type</th>
<th>Project Name</th>
<th>From</th>
<th>To</th>
<th>City Estimated Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-146</td>
<td>Urban - Highway</td>
<td>Laskin Road Phase III</td>
<td>Republic Rd</td>
<td>I-264</td>
<td>$33,778,352</td>
</tr>
<tr>
<td>N/A</td>
<td>Urban - Highway</td>
<td>General Booth Blvd</td>
<td>London Bridge Rd</td>
<td>Nimmo Pkwy</td>
<td>$18,000,000</td>
</tr>
</tbody>
</table>

Costs identified in the 2040 LRTP

$0

Smart Scale Round 3 projects for amended 2040 LRTP

<table>
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<tr>
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<th>Total</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>($51,778,352)</td>
</tr>
</tbody>
</table>

Total difference in updated costs for Laskin Road projects + new Smart Scale Round 3 projects for amended 2040 LRTP

($92,773,658)

Table 4 - Virginia Beach Locally-funded Highway Projects to be removed from adopted 2040 LRTP

<table>
<thead>
<tr>
<th>2040 Project ID</th>
<th>Project Type</th>
<th>Project Name</th>
<th>From</th>
<th>To</th>
<th>LRTP Estimated Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>Urban-Highway</td>
<td>Indian River Rd</td>
<td>Elbow Rd</td>
<td>North Landing Rd</td>
<td>$68,000,000</td>
</tr>
<tr>
<td>N/A</td>
<td>Urban-Highway</td>
<td>Ferrell Pkwy</td>
<td>Pleasant Valley Rd</td>
<td>Salem Rd</td>
<td>$31,000,000</td>
</tr>
</tbody>
</table>

Net difference in the amended fiscally-constrained 2040 LRTP =

$6,226,342
AGENDA ITEM #16: 2019 UNIFIED PLANNING WORK PROGRAM: FINAL  
John Mihaly, HRTPO

The draft report was presented to the TTAC on April 4, 2018 and made available for public review and comment from April 4, 2018 through April 18, 2018. Comments received from Chesapeake, Gloucester County, and the Virginia Port Authority (VPA) have been addressed in the final report.

Enclosure 16: 2019 Unified Planning Work Program: Final

Mr. John Mihaly, Senior Transportation Planner, will brief the TTAC on this item.

RECOMMENDED ACTION:
Recommend HRTPO Board approval of the final report.
AGENDA ITEM #17:  HRTPO CMAQ AND RSTP PROJECT SELECTION PROCESS 2017
FINAL REPORT

John Mihaly, HRTPO

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 Program (CMAQ) 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 enclosed report summarizes the work of selecting CMAQ and RSTP projects during the 2017 CMAQ/RSTP Project Selection Process. Selected projects received allocations of CMAQ or RSTP funds in Fiscal Year 2024. The CMAQ and RSTP projects and allocations were approved by the HRTPO Board on October 19, 2017.

Mr. John Mihaly, Senior Transportation Planner, will brief the TTAC on this item.

Enclosure 17:  HRTPO FY 2017 CMAQ/RSTP Project Selection Process Report

RECOMMENDED ACTION:

Recommend HRTPO Board approval of the final report.
AGENDA ITEM #18:  HAMPTON ROADS REGIONAL BRIDGE STUDY: FINAL
Keith Nichols, HRTPO

The draft report was presented to the TTAC on April 4, 2018 and made available for public review and comment from April 4, 2018 through April 20, 2018. Comments received have been addressed in the final report.

Mr. Keith Nichols, Principal Transportation Engineer, will brief the TTAC on this item.

Enclosure 18:  Hampton Roads Regional Bridge Study: Final

RECOMMENDED ACTION:
Recommend HRTPO Board approval of the final report.
AGENDA ITEM #19: SAFETY PERFORMANCE MEASURES AMENDMENT FOR FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP): John Mihaly, HRTPO

A key feature of MAP-21 (and continued under the FAST Act) is the establishment of national performance goals in the areas of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. This legislation also requires Metropolitan Planning Organizations (MPOs) to prepare and set targets for the following federally-established performance measures:

- Roadway Safety
- Pavement Condition
- Bridge Condition
- Roadway Performance
- Freight Movement
- Transit Asset Management and Safety
- On-road mobile source emissions and traffic congestion for CMAQ Program

The FAST Act also requires Transportation Improvement Programs (TIPs) include a description of the anticipated effect of the TIP toward achieving the performance targets identified by the MPO. The TIP must also link investment priorities in the TIP to the achievement of performance targets in the plans.

HRTPO has prepared a website (https://www.hrtpo.org/page/regional-performance-measures-and-targets/) that describes these performance measures and targets, and HRTPO will also prepare a report on performance measures and targets on an annual basis. The HRTPO has established performance targets in the area of roadway safety and will establish targets in the remaining areas by November 2018. The first report will be released in late 2018.

The performance measures and targets are required to be addressed in the TIP prior to any amendments after May 27, 2018.

Attached is a draft TIP Performance Measures section to be added to the FY 2018-2021 TIP document.

Mr. John Mihaly, Senior Transportation Planner, will brief the TTAC on this item.

Attachment 19

RECOMMENDED ACTIONS:
Recommend HRTPO Board approval of the amendment.
TIP – Performance Measures

A key feature of MAP-21 (and continued under the FAST Act) is the establishment of national performance goals in the areas of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. This legislation also requires Metropolitan Planning Organizations (MPOs) to prepare and set targets for the following federally-established performance measures:

- Roadway Safety
- Pavement Condition
- Bridge Condition
- Roadway Performance
- Freight Movement
- Transit Asset Management and Safety
- On-road mobile source emissions and traffic congestion for CMAQ Program

The FAST Act also requires Transportation Improvement Programs (TIPs) include a description of the anticipated effect of the TIP toward achieving the performance targets identified by the MPO. The TIP must also link investment priorities in the TIP to the achievement of performance targets in the plans.

HRTPO has prepared a website (https://www.hrtpo.org/page/regional-performance-measures-and-targets/) that describes these performance measures and targets, and HRTPO will also prepare a report on performance measures and targets on an annual basis. The first report will be released in late 2018.

As of the publishing date of this report, the HRTPO has established performance targets in the area of roadway safety, which are described below. HRTPO will establish targets in the remaining areas by November 2018.

Roadway Safety

The first performance targets that had to be established by MPOs are in the area of roadway safety. There are five safety measures that MPOs are required to establish targets and monitor progress for:

- Fatalities
- Fatality Rate
- Serious Injuries
- Serious Injury Rate
- Bike/Pedestrian Fatalities & Serious Injuries (combined)

Based on the advice of the Performance Measures working group and the Hampton Roads Transportation Technical Advisory Committee (TTAC), the HRTPO Board established the following annual roadway safety targets at their February 2018 meeting:
### Future Annual Target Values

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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Fatality Reduction</td>
<td>3.6%</td>
</tr>
<tr>
<td>Serious Injury Reduction</td>
<td>5.0%</td>
</tr>
<tr>
<td>Reduction in Bike/Pedestrian Fatalities and Serious Injuries Combined</td>
<td>4.0%</td>
</tr>
<tr>
<td>Increase in Vehicle-Miles of Travel</td>
<td>1.5%</td>
</tr>
</tbody>
</table>

The fatality reduction target is based on Vision Zero, where the number of fatalities is reduced by a set amount each year to reach a goal of zero fatalities by 2045, the horizon of the upcoming Hampton Roads Long-Range Transportation Plan. The remaining annual reduction targets are based on the statewide targets that were established by VDOT, which are included in the Virginia 2017-2021 Strategic Highway Safety Plan.

Based on these annual reduction targets, HRTPO has set the following regional targets for the year 2018:

### 2018 Safety Performance Targets

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<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>102</td>
</tr>
<tr>
<td>Fatality Rate (per 100 Million VMT)</td>
<td>0.69</td>
</tr>
<tr>
<td>Serious Injuries</td>
<td>1,522</td>
</tr>
<tr>
<td>Serious Injury Rate (per 100 Million VMT)</td>
<td>10.39</td>
</tr>
<tr>
<td>Number of Bike/Pedestrian Fatalities and Serious Injuries Combined</td>
<td>193</td>
</tr>
</tbody>
</table>

There are a number of programmatic ways that the TIP will help Hampton Roads meet these targets:

**HSIP**

The Highway Safety Improvement Program (HSIP) is a core program administered at the federal level by the U.S. Department of Transportation's (USDOT) Federal Highway Administration (FHWA) Office of Safety. HSIP's purpose is to make significant progress in reducing highway fatalities and serious injuries on all public roadways.

The Highway Safety Improvement Program was established as a core Federal-aid program in 2005. Funding for HSIP was greatly increased in 2012 under the Moving Ahead for Progress in the 21st Century Act (MAP-21) transportation authorization program. Over $2.4 billion was allocated annually to the Highway Safety Improvement Program under
MAP-21. Funding levels decreased slightly under the current transportation authorization program, The Fixing America's Surface Transportation (FAST) Act. About $2.2 billion was allocated to the Highway Safety Improvement Program in FY 2016, increasing to $2.4 billion in FY 2020.

Virginia’s HSIP funding has also increased in recent years. Virginia received an average apportionment of $38.3 million in Federal Fiscal Years (FFY) 2006-2009 under SAFETEA-LU, and $42.8 million in FFY 2010-2012 under SAFETEA-LU extensions. Under MAP-21, Virginia was allocated $60 - $65 million in HSIP funds in each Federal Fiscal Year from 2013 to 2015. Under the FAST Act, Virginia was allocated $59.6 million in HSIP funds in FFY 2016, which will increase to $64.4 million in FFY 2020.

To be eligible for HSIP funding, a project must be a strategy, activity, or project on a public road that corrects or improves a hazardous road location or feature, or addresses a highway safety problem.

SMART SCALE

Virginia’s SMART SCALE is about selecting the right transportation projects for funding and ensuring the best use of limited tax dollars. It is the method of scoring planned projects included in VTrans that are funded by House Bill 1887. Transportation projects are scored based on an objective, outcome-based process that is transparent to the public and allows decision-makers to be held accountable to taxpayers. Once projects are scored and prioritized, the Commonwealth Transportation Board (CTB) has the best information possible to select the right projects for funding.

Two SMART SCALE safety measures evaluate how each project addresses multimodal transportation safety concerns through implementation of crash reduction strategies. Listed below are brief summaries of the two measures.
RSTP Project Prioritization Process

As the metropolitan planning organization (MPO) for the Hampton Roads metropolitan planning area (MPA), the Hampton Roads Transportation Planning Organization (HRTPO) is responsible for project selection and allocation of funds under two federal funding programs – the Congestion Mitigation and Air Quality (CMAQ) improvement program and the Regional Surface Transportation Program (RSTP).

The FAST Act converted the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBGP). The STBGP promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. Regional Surface Transportation Program (RSTP) funds are STBGP funds that are apportioned to specific regions within the State.

The process for obtaining RSTP funding for transportation projects is a competitive one. Proposed projects are evaluated and ranked by HRTPO staff using a specific set of criteria that have been approved by the HRTPO Board. HRTPO’s Transportation Programming Subcommittee (TPS) – taking into account the available funding, policies and priorities of the HRTPO and Commonwealth Transportation Board (CTB), and using the ranked project lists as a guide – produces a list of recommended projects and funding allocations for consideration by the Transportation Technical Advisory Committee (TTAC) and the HRTPO Board. For more information on the CMAQ/RSTP Project Selection Process, see the guide posted on the HRTPO website (https://www.hrtpo.org/page/cmaq-and-rstp/).  

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<table>
<thead>
<tr>
<th>ID</th>
<th>Measure Name</th>
<th>Measure Description</th>
<th>Measure Objective</th>
<th>Measure Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>S.1</td>
<td>EPDO of Fatal and Injury crashes</td>
<td>Equivalent property damage only (EPDO) of fatal and injury crashes expected to be avoided due to project implementation</td>
<td>Estimate number of fatalities and injury crashes (weighted by “equivalent property damage only” crack value used by FHWA) at the project location and the expected effectiveness of project specific countermeasures in reducing crash occurrence</td>
<td>50%*</td>
</tr>
<tr>
<td>S.2</td>
<td>EPDO Rate of Fatal and Injury crashes</td>
<td>Equivalent property damage only (EPDO) of fatal and injury crashes per 100 million vehicle miles traveled (VMT) expected to be avoided due to project implementation</td>
<td>Similar to S.1, but by focusing on the change in fatality and injury crashes (weighted by “equivalent property damage only” value used by FHWA) per VMT. The measure considers projects that address areas with a high rate of crashes that may be outside of high-volume roadways</td>
<td>50%</td>
</tr>
</tbody>
</table>

* 100% for Transit and Transportation Demand Management projects.

More information about the SMART SCALE project prioritization process, including a technical guide for applicants, is available at [www.vasmartscale.org](http://www.vasmartscale.org).
RSTP candidate project evaluation methodology includes several project categories that address safety as an integral part of the overall scoring. RSTP candidate project categories that include a safety component are listed below:

**Other Transit, Other Fixed Guideway and Transit ITS Projects**

<table>
<thead>
<tr>
<th>Evaluation Consideration</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Will the project increase service reliability of the transit system?</td>
<td>0-25</td>
</tr>
<tr>
<td><strong>Will the project improve passenger safety, comfort and convenience?</strong></td>
<td>0-30</td>
</tr>
<tr>
<td>Does the project improve efficiency of the transit system?</td>
<td>0-10</td>
</tr>
<tr>
<td>Does the project improve the revenue collection?</td>
<td>0-25</td>
</tr>
<tr>
<td>Does the project improve transit data collection system?</td>
<td>0-10</td>
</tr>
</tbody>
</table>

**Alternatives Analysis and Feasibility Studies**

<table>
<thead>
<tr>
<th>Evaluation Consideration</th>
<th>Points</th>
<th>Yes or No</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Is the study necessary to address a major issue or to revise the LRTP?</td>
<td>0-25</td>
<td></td>
</tr>
<tr>
<td>2. Is the study necessary to address a safety issue?</td>
<td>0-15</td>
<td></td>
</tr>
<tr>
<td>3. Is the study concerned with encouraging multimodal transportation?</td>
<td>0-10</td>
<td></td>
</tr>
<tr>
<td>4. Does the study address the mobility or accessibility needs of the region?</td>
<td>0-20</td>
<td></td>
</tr>
<tr>
<td>5. Is the study well defined in terms of purpose, design concept and scope?</td>
<td>0-10</td>
<td></td>
</tr>
<tr>
<td>6. Do the goals and objectives of the study show support for economic development?</td>
<td>0-10</td>
<td></td>
</tr>
<tr>
<td>7. Do the goals and objectives demonstrate preservation or protection of the environment?</td>
<td>0-10</td>
<td></td>
</tr>
</tbody>
</table>
Intelligent Transportation Systems Projects

<table>
<thead>
<tr>
<th>Evaluation Consideration</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Will the project improve traffic flow during peak congestion periods and special events?</td>
<td>0-15</td>
</tr>
<tr>
<td><strong>Will the project directly reduce the number or severity of accidents, which occur on roadways?</strong></td>
<td>0-25</td>
</tr>
<tr>
<td>Will the project improve level of service, increase service capacity, or contribute to incident management?</td>
<td>0-20</td>
</tr>
<tr>
<td>Does the project address the mobility or accessibility needs of the region?</td>
<td>0-10</td>
</tr>
<tr>
<td>Does the project improve the linkage and communications among various operating agencies to provide better and accurate traffic information to the motorists?</td>
<td>0-20</td>
</tr>
<tr>
<td>Is the project part of the Regional ITS Strategic Plan?</td>
<td>0-10</td>
</tr>
</tbody>
</table>

RSTP Highway Projects

RSTP highway-type candidate projects are scored using the HRTPO Project Prioritization Tool. The Project Prioritization Tool evaluates projects for utility, viability, and economic vitality when scoring candidate projects. The Tool is separated into categories (i.e. highway, bridge/tunnel, interchange etc.) as the evaluation for these project types differ. The weighting factors for safety fall into the project utility factor and are listed below:

<table>
<thead>
<tr>
<th>Highway Projects Weighting Factors</th>
<th>Weighting</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PROJECT UTILITY</strong></td>
<td></td>
</tr>
<tr>
<td>Congestion Level:</td>
<td></td>
</tr>
<tr>
<td>% Reduction in Existing and Future V/C Ratios (Daily Delay)</td>
<td>10.00</td>
</tr>
<tr>
<td>Existing V/C Ratio</td>
<td>10.00</td>
</tr>
<tr>
<td>Impact to Nearby Roadways</td>
<td>10.00</td>
</tr>
<tr>
<td>System Continuity and Connectivity</td>
<td></td>
</tr>
<tr>
<td>Safety and Security:</td>
<td>15.00</td>
</tr>
<tr>
<td>Crash Ratio</td>
<td>8.00</td>
</tr>
<tr>
<td>Improvement to Incident Management or Evacuation Routes</td>
<td>7.00</td>
</tr>
<tr>
<td>Cost Effectiveness (Cost/VMT)</td>
<td>15.00</td>
</tr>
<tr>
<td>Land Use/Future Development Compatibility</td>
<td>10.00</td>
</tr>
<tr>
<td>Modal Enhancements:</td>
<td>5.00</td>
</tr>
<tr>
<td>Enhances Other Categories</td>
<td>3.00</td>
</tr>
<tr>
<td>Improves Vehicular Access</td>
<td>2.00</td>
</tr>
<tr>
<td><strong>PROJECT UTILITY TOTAL</strong></td>
<td>100.00</td>
</tr>
</tbody>
</table>
### Interchange Projects Weighting Factors

<table>
<thead>
<tr>
<th>Criteria and Sub-criteria</th>
<th>Weighting</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PROJECT UTILITY</strong></td>
<td></td>
</tr>
<tr>
<td>Congestion Level:</td>
<td></td>
</tr>
<tr>
<td>Existing Queue Conditions: Number of Approaches with Queues</td>
<td>10.00</td>
</tr>
<tr>
<td>Queue Improvements: Number of Approaches Improved</td>
<td>10.00</td>
</tr>
<tr>
<td>Number of Movements Added or Improved</td>
<td>10.00</td>
</tr>
<tr>
<td>System Continuity and Connectivity</td>
<td>25.00</td>
</tr>
<tr>
<td>Safety and Security:</td>
<td></td>
</tr>
<tr>
<td>Crash Ratio</td>
<td>8.00</td>
</tr>
<tr>
<td>Improvement to Incident Management or Evacuation Routes</td>
<td>7.00</td>
</tr>
<tr>
<td>Cost Effectiveness (Cost/VMT)</td>
<td>15.00</td>
</tr>
<tr>
<td>Land Use/Future Development Compatibility</td>
<td>10.00</td>
</tr>
<tr>
<td>Modal Enhancements:</td>
<td></td>
</tr>
<tr>
<td>Enhances Other Categories</td>
<td>3.00</td>
</tr>
<tr>
<td>Improves Vehicular Access</td>
<td>2.00</td>
</tr>
<tr>
<td><strong>PROJECT UTILITY TOTAL</strong></td>
<td><strong>100.00</strong></td>
</tr>
</tbody>
</table>

### Bridge & Tunnel Projects Weighting Factors

<table>
<thead>
<tr>
<th>Criteria and Sub-criteria</th>
<th>Weighting</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PROJECT UTILITY</strong></td>
<td></td>
</tr>
<tr>
<td>Congestion Level:</td>
<td></td>
</tr>
<tr>
<td>% Reduction in Existing and Future V/C Ratios (Daily Delay)</td>
<td>10.00</td>
</tr>
<tr>
<td>Existing V/C Ratio</td>
<td>10.00</td>
</tr>
<tr>
<td>Impact to Nearby Roadways</td>
<td>10.00</td>
</tr>
<tr>
<td>Infrastructure Condition (Bridge Sufficiency, Tunnel Condition, Obsolescence)</td>
<td>20.00</td>
</tr>
<tr>
<td>System Continuity and Connectivity</td>
<td>10.00</td>
</tr>
<tr>
<td>Safety and Security:</td>
<td></td>
</tr>
<tr>
<td>Crash Ratio</td>
<td>4.50</td>
</tr>
<tr>
<td>Improvement to Incident Management or Evacuation Routes</td>
<td>3.00</td>
</tr>
<tr>
<td>Failure Impact (Impact of Detour to Alternate Crossing)</td>
<td>2.50</td>
</tr>
<tr>
<td>Cost Effectiveness (Cost/VMT)</td>
<td>15.00</td>
</tr>
<tr>
<td>Land Use/Future Development Compatibility</td>
<td>10.00</td>
</tr>
<tr>
<td>Modal Enhancements:</td>
<td></td>
</tr>
<tr>
<td>Improves Vehicular Access</td>
<td>2.00</td>
</tr>
<tr>
<td>Enhances Other Categories</td>
<td>1.50</td>
</tr>
<tr>
<td>Provides Continuous Maritime Crossing</td>
<td>1.50</td>
</tr>
<tr>
<td><strong>PROJECT UTILITY TOTAL</strong></td>
<td><strong>100.00</strong></td>
</tr>
</tbody>
</table>
Active Transportation Projects

In general, Active Transportation (AT) projects are planned and constructed to benefit the safety and mobility of all AT users. There are a number of Federal, State, Regional, and Local funding sources that can be used for AT improvements. While many are specifically dedicated to transportation uses, others are non-transportation sources, which can be flexed for use in active transportation purposes. Two of the largest funding sources dedicated to AT improvements are the Transportation Alternatives (TA) Set-Aside Program and the Bicycle and Pedestrian Safety Program:

**TA Set-Aside Program** - The Transportation Alternatives Program (TAP) was first authorized in the Moving Ahead for Progress in the 21st Century Act (MAP-21) Federal surface transportation authorization program and provides funding for programs and projects defined as transportation alternatives. These include on- and off-road pedestrian and bicycle facilities, infrastructure for improving non-automobile access to public transit and enhanced mobility, community improvement activities, and environmental mitigation. Also included in the TA Set-Aside is the Safe Routes to School program projects and Complete Streets.

VDOT’s Local Assistance Division (LAD) coordinates the application process and scoring of proposed projects. Localities submit eligible projects to VDOT for review and scoring. The Commonwealth Transportation Board (CTB) allocates a portion of available TAP funding pursuant to VDOT guidance. Within Metropolitan Planning Areas (MPAs) and Transportation Management Areas (TMAs), the responsible Metropolitan Planning Organization (MPO) is also responsible for selecting scored projects for MPO-administered funding allocations. More information on the TA Set-Aside Program can be found at: [http://www.virginiadot.org/business/prehancegrants.asp](http://www.virginiadot.org/business/prehancegrants.asp).

**Bicycle and Pedestrian Safety Program** - Within VDOT’s administration of the Highway Safety Improvement Program is the Bicycle and Pedestrian Safety Program (BPSP). VDOT developed the BPSP due to the limitations of assessing and prioritizing non-motorized improvements. Because active transportation safety improvement proposals typically do not have the sufficient crash numbers needed to rank well for project selection under the typical HSIP project selection methods, BPSP proposals are selected based on risk factors that are compared to other active transportation projects.

The amount of funding devoted to the BPSP is 10% of the annual HSIP allocation that Virginia receives. Under the HSIP allocation levels included in the FAST act, the BPSP annual apportionment is approximately $6 million. Each active transportation project can be financed with 90% coming from federal HSIP funding, with the state or locality providing the remaining 10% match.

Eligible BPSP proposals must address documented non-motorized safety concerns on any public road, public surface transportation facility, or publicly owned bicycle or pedestrian pathway or trail.
AGENDA ITEM #20: PROJECT CONSISTENCY WITH THE LONG-RANGE TRANSPORTATION PLAN (LRTP)

Dale Stith, HRTPO

Recent policy changes in the SMART SCALE process requires that all project submissions must be consistent with the regional fiscally-constrained Long-Range Transportation Plan, or have an accompanying resolution of support from the MPO. At the March 7, 2018 Transportation Technical Advisory Committee, this issue of project consistency with the LRTP was brought up and the recommended action was to discuss the issue in more detail with the LRTP Subcommittee.

At its April 4, 2018 Meeting, the LRTP Subcommittee discussed the following two issues at length:

- Whether SMART SCALE project submissions relating to studies included in the LRTP should be considered consistent.
- Several localities expressed concern that since the regional prioritization process and the Commonwealth's SMART SCALE prioritization process do not evaluate projects using the same metrics, several of their most competitive potential SMART SCALE projects are not currently included in the LRTP.
  - These localities further maintained that there needs to be enough flexibility in the LRTP planning and/or amendment process to aid in the localities pursuit of funding.

After much discussion, the LRTP Subcommittee made the following recommendations:

- **LRTP Subcommittee Recommendation #1:**
  - Modify the HRTPO Guidance on SMART SCALE to allow the HRTPO Board to consider issuing resolutions of support for projects not currently included in the fiscally-constrained LRTP, with the understanding that if said projects receive SMART SCALE funding, the LRTP would be amended to maintain fiscal-constraint according to the current LRTP SMART SCALE amendment policy (see Attachment 19-A for LRTP SMART SCALE Amendment policy).

- **LRTP Subcommittee Recommendation #2**
  - Any construction project (or phase of a project) that comes out of a study currently included in the LRTP be considered consistent with the LRTP, and that if said project receives SMART SCALE funding, the LRTP would be amended to maintain fiscal-constraint according to the current LRTP SMART SCALE amendment policy (see Attachment 19-B for LRTP SMART SCALE Amendment policy).
In addition to the LRTP Subcommittee recommendation, HRTPO staff recommends that all SMART SCALE project submissions requesting a resolution of support be consistent with the LRTP goals.

**Ms. Dale Stith, Principal Transportation Planner, will brief the LRTP Subcommittee on this agenda item.**

Attachment 20-A: LRTP SMART SCALE Amendment Policy  
Attachment 20-B: Draft Minutes from the April 4, 2018 LRTP Subcommittee Meeting

**Recommended Action:**
Recommend HRTPO Board approval of the following recommendations:

**20-A: HRTPO Guidance on SMART SCALE**
- Modify the *HRTPO Guidance on SMART SCALE* to allow the HRTPO Board to consider issuing resolutions of support for projects not currently included in the fiscally-constrained LRTP as long as said projects are consistent with the goals of the LRTP, and with the understanding that if said projects receive SMART SCALE funding, the LRTP would be amended to maintain fiscal-constraint according to the current LRTP SMART SCALE amendment policy.

**20-B: LRTP Project Consistency**
- Any construction project (or phase of a project) that comes out of a study currently included in the LRTP be considered consistent with the LRTP, and that if said project receives SMART SCALE funding, the LRTP would be amended to maintain fiscal-constraint according to the current LRTP SMART SCALE amendment policy.
Current LRTP Amendment Policy for SMART SCALE Projects

- HRTPO staff preference for SMART SCALE applications is for the project to already be included in the current LRTP.
- If a locality receives SMART SCALE funding for a regionally-significant project not included in the LRTP:
  - the locality must identify a current LRTP project within its jurisdiction from which to transfer LRTP planning funds.
  - if there are insufficient LRTP planning funds on projects within the jurisdiction of the locality receiving SMART SCALE funds, then consensus from the LRTP Subcommittee with a recommendation to TTAC will be needed before an amendment can be considered by the HRTPO Board.

Approved by the HRTPO Board at its September 15, 2016 Meeting.
Summary Minutes
HRTPO Long-Range Transportation Plan Subcommittee
Meeting of April 4, 2018

1. Call to Order
Chair Paul Holt called the meeting to order at 10:51 a.m. in the Regional Building Board Room, with the following in attendance:

Members in Attendance:
Paul Holt (Chair, JC) Katie Shannon (VB)
Benjamin Camras (CH) Carolyn Murphy (WM)
Steve Froncillo (CH) Aaron B. Small (WM)
Earl Sorey (CH) Tim Cross (YK)
Lindy Harper (GL) Ray Amoruso (HRT)
Mike Hayes (HA) Keisha Branch (HRT)
Garrett Morgan (NN) Jamie Jackson (HRT)
Bridjette Parker (NN) Rhonda Murray (NAVY)
Bryan Stilley (NN) Jeff Florin (VPA)
Jeffrey Raliski (NO) Dawn Odom (VDOT)
Sherry Earley (SU) Eric Stringfield (VDOT)
Robert Gey (VB)
Phil Pullen (VB)
Tara Reel (VB)

HRTPO/HRPDC Staff:
Mike Kimbrel John Mihaly
Dale Stith Sam Belfield
Theresa Brooks Steve Lambert
Leonardo Pineda II Kathlene Grauberger
Keith Nichols

Others Recorded Attending:
Ray Hunt (VDOT)
Angela Biney (VDOT)
Caleb Brooks (VDOT)
Jerry Pauley (VDOT)
Karen McPherson (McPherson Consulting)

2. Public Comment Period
Since the meeting began prior to 11:30 AM, the public comment period was moved to the end (per disclaimer on the website that addresses early meeting starts). There were no public comments.
3. Submitted Public Comments
There were no submitted public comments.

4. Approval of Agenda
Chair Holt asked for additions or deletions to the LRTP Agenda. Hearing none, Mr. Jeff Florin Moved to approve the agenda as written; seconded by Mr. Eric Stringfield. The Motion Carried.

5. Approval of February 7, 2018 Minutes
Chair Holt reported that the LRTP summary minutes from the February 7, 2015 meeting were included in the April 4, 2018 LRTP Subcommittee Agenda. Chair Holt asked for any additions or corrections to the minutes. Hearing none, Mr. Tim Cross Moved to approve the minutes as written; seconded by Ms. Carolyn Murphy. The Motion Carried.

6. Project Consistency with the Long-Range Transportation Plan
Recent policy changes in the SMART SCALE process require that all project submissions must be consistent with the regional fiscally-constrained Long-Range Transportation Plan (LRTP), or have an accompanying resolution of support from the MPO. At the March 7, 2018 Transportation Technical Advisory Committee (TTAC), the issue of project consistency with the LRTP was raised and the recommended action was to further discuss the issue in more detail with the LRTP Subcommittee.

Ms. Dale Stith briefed the LRTP Subcommittee members on this agenda item. In her presentation, Ms. Stith briefly reminded members that the 2040 LRTP revenue forecast includes SMART SCALE funding assumptions and reviewed the current HRTPO LRTP amendment policy for SMART SCALE projects, which was approved by the HRTPO Board at its meeting on September 15, 2016. Under this policy, HRTPO staff preference for SMART SCALE applications is for the project to already be included in the current LRTP. If a locality receives SMART SCALE funding for a regionally-significant project not included in the LRTP, then:
- the locality must identify a current LRTP project within its jurisdiction from which to transfer LRTP planning funds; or
- if there are insufficient LRTP planning funds on projects within the jurisdiction of the locality receiving SMART SCALE funds, then consensus from the LRTP Subcommittee with a recommendation to TTAC will be needed before an amendment can be considered by the HRTPO Board.

Previous rounds of SMART SCALE did not require all project submissions be consistent with the adopted LRTP, resulting in the need for the current amendment policy. As part of Round 3 of SMART SCALE, all projects are required to be consistent with the adopted LRTP or must provide a resolution of support from the respective MPO Policy Board.

According to the current HRTPO Guidance on SMART SCALE, in response to a request for HRTPO support of project applications, HRTPO staff will review proposed projects to ensure consistency with the current, fiscally-constrained LRTP and the fiscally-
constrained TIP, as applicable. For projects found to be consistent with the fiscally-constrained LRTP, an HRTPo resolution of support will be provided to the Applicant (resolutions of support will not be issued for projects not currently consistent with the LRTP).

The LRTP Subcommittee discussed the following two issues at length:

1) Regarding whether SMART SCALE project submissions relating to studies included in the LRTP should be considered consistent, the Subcommittee expressed both concern and support.

   - Initial concerns expressed were that studies cannot be funded under SMART SCALE, however, this was clarified that project applications would be for the construction of projects (or phases of a project) that are currently reflected as a study in the LRTP.

   - Additional concerns included maintaining fiscal-constraint as construction cost estimates are higher than study estimates.

   - Support for considering studies as consistent with the LRTP included permitting flexibility within the LRTP planning process, recognizing that a project could have progressed from the study phase to construction phase in the years between Plan adoption and current day, and acknowledging that fiscal-constraint can be maintained by employing the current LRTP amendment policy for SMART SCALE projects.

2) Several localities expressed concern that since the regional prioritization process and the state SMART SCALE prioritization process do not evaluate projects using the same metrics, several of their most competitive potential SMART SCALE projects are not currently included in the LRTP. These localities further maintained that there needs to be enough flexibility in the LRTP planning and/or amendment process to aid in the localities pursuit of funding.

   - Suggestions to address this issue included better aligning the regional prioritization process with the state’s SMART SCALE prioritization process – Ms. Stith explained that reviewing the regional Project Prioritization Tool for potential improvements, including better aligning the regional Tool with SMART SCALE, is underway but will not be complete in time for Round 3. Ms. Dawn Odom remarked that the regional prioritization process has worked well for the HRTPo and that whether to modify the Tool to better align with the state process that has changed with each Round and has the potential to change with Administrations should be considered at length before proceeding. Chair Holt recommended that the Subcommittee further discuss the issue in-depth before actually making modifications.
Another suggestion was to not include SMART SCALE assumptions in the long-range revenue forecast – Ms. Stith stated that this could be a guiding principle to consider for the 2045 LRTP depending on what the SMART SCALE forecast will be, however, that the current 2040 LRTP already includes SMART SCALE assumptions.

Another suggestion was to consider project applications not currently included in the LRTP as consistent subject to receiving SMART SCALE funds, and amending the Plan and fiscal-constraint based on the current policy. Ms. Stith stated that a “contingent consistency” was not likely to be approved.

Another suggestion was to re-visit the HRTPO Guidance on SMART SCALE to allow for the Board to consider issuing resolutions of support for projects not currently included in the LRTP.

After further discussion, the following motions were made:

Mr. Robert Gey Moved to recommend that TTAC consider modifying the HRTPO Guidance on SMART SCALE to allow the HRTPO Board to consider issuing resolutions of support for projects not currently included in the fiscally-constrained LRTP, with the understanding that if said projects receive SMART SCALE funding, the LRTP would be amended to maintain fiscal-constraint according to the current LRTP SMART SCALE amendment policy, seconded by Mr. Earl Sorey. The Motion Carried with Mr. Jeff Raliski voting in opposition.

Mr. Tim Cross Moved to recommend to TTAC that any construction project (or phase of a project) that comes out of a study currently included in the LRTP be considered consistent with the LRTP, and that if said project receives SMART SCALE funding, the LRTP would be amended to maintain fiscal-constraint according to the current LRTP SMART SCALE amendment policy, seconded by Mr. Gey. The Motion Carried.

7. 2045 LRTP: Transportation Analysis Zone (TAZ) Base Year (2015) Update and Boundary Review
Mr. Leonardo Pineda II provided a brief status report to the LRTP Subcommittee regarding the review of TAZ base year data and boundary review.

8. Old/New Business
None.

9. Next Meeting
The next LRTP Subcommittee meeting is tentatively scheduled for May 2, 2018 at 11:30 a.m. to 1:30 p.m. (following the TTAC meeting).

ADJOURNMENT 12:46 p.m.
AGENDA ITEM #21: HAMPTON ROADS MILITARY TRANSPORTATION NEEDS STUDY: DRAFT
Sam Belfield, HRTPO

The overall purpose of this planning effort is to determine military transportation needs and to provide an efficient and safe transportation network for the military in Hampton Roads. This 2018 update to the Hampton Roads Military Transportation Needs Study provides an update to Phases I (Highway Network Analysis, September 2011) and III (Roadways Serving the Military and Sea Level Rise/Storm Surge, July 2013) using the most recent data and analysis.

Based on stakeholder input, HRTPO staff identified a roadway network that includes both the Strategic Highway Network (STRAHNET) and additional roadways that serve the military sites and intermodal facilities not included in the STRAHNET. Staff reviewed this “Roadways Serving the Military in Hampton Roads” network to determine deficient locations, such as congested segments, deficient bridges, low bridge and tunnel vertical clearances, lane widths below military preferences, and segments vulnerable to flooding. The HRTPO staff will incorporate this work into future iterations of the Congestion Management Process (CMP) and the regional Long-Range Transportation Plan (LRTP) Project Prioritization Tool to assist decision makers as they select future transportation projects.

The draft Hampton Roads Military Transportation Needs Study – 2018 Update will be made available for public review and comment from May 2, 2018 through May 23, 2018.

Mr. Sam Belfield, Senior Transportation Engineer, will brief the TTAC on this item.

Enclosure 21: Hampton Roads Military Transportation Needs Study: Draft

RECOMMENDED ACTION:
Review the draft report and submit comments to Sam Belfield (sbelfield@hrtpo.org) by COB on Wednesday, May 23, 2018.
AGENDA ITEM #22: VAMPO LETTER ON NEW STATE TRANSPORTATION REVENUE SYSTEM  
John Mihaly, HRTPO

The Virginia Association of Metropolitan Planning Organizations (VAMPO) has drafted a letter (attached) to Virginia Secretary of Transportation Shannon Valentine expressing concern about the sustainability of the State’s current system for generating revenue for funding transportation projects due to the system’s reliance on gas taxes. In the letter, VAMPO requests that the State conduct a study of alternative systems for generating revenue for transportation improvements.

VAMPO is seeking support for the letter and study request from Virginia’s MPOs.

Mr. John Mihaly, Senior Transportation Planner, will brief the TTAC on this item.

Attachment 22

RECOMMENDED ACTION:
For discussion and informational purposes.
June 1, 2018

Honorable Shannon Valentine
Secretary of Transportation
Commonwealth of Virginia
1111 East Broad Street
Richmond, VA  23219

RE: Request for State to Study Developing a New State Transportation Revenue System Not Based on Gas Taxes

Dear Secretary Valentine:

We are writing because we are concerned with the future sustainability of our existing state transportation revenue system because of its reliance on gas taxes. We feel that the existing level of transportation funding is inadequate to meet statewide needs. The last round of Smart Scale had over $9 Billion in project requests competing for only about $1 Billion in available funding.

As the existing vehicle fleet continues to transition to more fuel efficient, hybrid, electric, and other vehicle types which do not use gas, our gas tax revenues are expected to decrease significantly relative to usage of our transportation system as measured by metrics such as Vehicle Miles Traveled (VMT), transit ridership, etc. According to a study by Forbes, at the end of 2016, electric vehicles accounted for less than 1% of the U.S. Market share, but this is projected to grow to between 8% and 11% by 2025 and between 25% and 38% by 2030. If the current transportation funding system is left unchanged, this transition will cause the amount of transportation funding available for Smart Scale and other State funding programs to decrease significantly in the coming years. We appreciate the work the Commonwealth has done to develop the Smart Scale system for prioritizing the use of scarce transportation funding, but it will be of limited use in the future if there is little to no transportation funding to prioritize.

Nationally, several states have studied this issue, e.g., California, Illinois, Oregon, Washington, etc., and are considering alternative systems for raising transportation revenues not based on gas taxes, e.g., mileage-based fees. The Commonwealth has been a leader in transportation innovation nationally for many years in many areas including the Virginia Automated 20xx statewide strategic

Member Organizations

www.VAMPO.org

Attachment 22
planning effort that is studying the transition to autonomous vehicles. This issue is another opportunity for the Commonwealth to be a leader. We request that the Commonwealth conduct a study of alternative systems for raising transportation revenues, which could include potential ways to shift from a transportation revenue system based on gas taxes to a new alternative transportation revenue system not based on gas taxes that can provide a sustainable way to fund transportation in the 21st century, among other alternatives. We would appreciate your consideration of this request.

Sincerely,
AGENDA ITEM #23:  TRANSIT FUNDING REFORM  

Jennifer DeBruhl, DRPT

The 2018 General Assembly passed comprehensive legislation making numerous changes to the administration of and revenues for mass transit in the Commonwealth, specifically as it relates to funding of the Washington Metropolitan Area Transit Authority (WMATA) and the disbursement of funds in the Commonwealth Mass Transit Fund. Additionally, the 2018 General Assembly included in the legislation several transit reforms such as prioritization of statewide transit capital funds, allocation of statewide operating funds based on service delivery factors, and implementation of urban agency strategic plans. DRPT, in consultation with the Transit Service Delivery Advisory Committee, will implement these reforms over the upcoming year.

Ms. Jennifer DeBruhl, DRPT Chief of Public Transportation, will brief the TTAC on this item.

RECOMMENDED ACTION:
For discussion and informational purposes.
AGENDA ITEM #24: THREE-MONTH TENTATIVE SCHEDULE

June 2018
Wednesday, June 6, 2018

• 2045 LRTP: Hampton Roads 2015 Transportation Analysis Zones & Boundary Modifications - Draft
• Transportation Connectivity Gaps Analysis Study: Draft
• Southampton County Active Transportation Plan: Draft
• HRTPO Annual Roadway Performance Report – 2018 Edition
• Linking Hampton Roads: A Regional Active Transportation Plan: Update
• 2018 CMAQ/RSTP Project Selection Process: Overview and Timeline

July 2018
Wednesday, July 11, 2018

• Transportation Connectivity Gaps Analysis Study: Final
• Hampton Roads Military Transportation Needs Study: Final
• Nominating Subcommittee
• Active Transportation Safety Study: Draft
• 2045 LRTP: Statistically Significant Survey: Results
• 2045 LRTP: Hampton Roads 2015 Transportation Analysis Zones & Boundary Modifications - Final
• 2045 LRTP: Hampton Roads 2045 Socioeconomic Data by Transportation Analysis Zone

August 2018
Wednesday, August 1, 2018

The August TTAC Meeting is usually cancelled.
AGENDA ITEM #25: FOR YOUR INFORMATION

A. HAMPTON ROADS TRANSPORTATION OPERATION SUBCOMMITTEE (HRTO) MINUTES

The minutes from the February 13, 2018 meeting of the Hampton Roads Transportation Operation (HRTO) Subcommittee are attached.

Attachment 25-A

B. HRTAC PROGRAM DEVELOPMENT MONTHLY EXECUTIVE REPORT

VDOT provides monthly reports to Hampton Roads Transportation Accountability Commission (HRTAC) staff on the status of the Regional Priority Projects. The report for April 2018 is attached.

Attachment 25-B
The meeting was chaired by Mike Miller (VDOT)

1. **Public Comment Period**
   - Nobody from the public requested to speak.

2. **Minutes** of the October 10th meeting were reviewed. Motion for approval was made by Jackie Kassel and seconded by Scott Cowherd. The minutes were approved.

3. **Roadway Condition Information**
   - Scott Cowherd (VDOT) made a presentation on the Real-time Traffic Incident Management Information System (RTIMIS) Strategic Plan Phase I. Highlights of the presentation include:
     - PSAP Integration
     - Short-term Opportunities (0-2 years) from the Hampton Roads Operations Strategy, specifically the Computer-Aided Dispatch (CAD) Enhancements (Strategy 4.1.3)
     - Top 10 Attributes
       1. Incident Type
       2. Incident Location
          - Route (number and/or name), nearest mile marker and/or cross street, special facility if applicable
       3. Incident Detection Source
          - Helps determine if incident confirmed from onset, though may be moot point if majority of PSAP calls are from public
       4. PSAP Responder Status
          - Waiting, dispatched, on scene, clear (distinguish between only PSAP clear or entire incident scene clear of incident and all responders), details or execution may change if multiple departments under one PSAP
       5. Lane Impact
          - Reported, confirmed, projected, updated as conditions change
       6. Injuries/Fatalities
          - Reported, confirmed
       7. Agency on Scene Status
          - Fire, Rescue, LPD; responding, on scene
       8. Infrastructure Damage
          - Bridge hit, guardrail damage, traffic signal damage
       9. Incident Details

Attachment 25-A
* Tractor trailer, overturned, cargo spill, vehicle fluid spill or hazmat, etc. Helps give sense of potential lane impacts and incident duration

10. Traffic Delays

- Mike Miller mentioned that the new statewide ATMS is coming, by the end of the year at the TOC. The new ATMS will have this integration, but it is not known yet what data will be integrated. It will be a web-based tool. Mike Miller then asked if any of these 10 attributes be eliminated, or should any other attributes be added?
- Steve Froncillo stated that cities won’t have all 10 pieces of information throughout the crash.
- Brian Fowler was concerned that none of this information currently exists in Norfolk, and this needs to be a 2-way street. He doesn’t think Norfolk police could ever provide all of this data, but that as a TOC operator maybe he can. In Norfolk the TOC can provide more information than our police CAD system.
- Scott Cowherd mentioned that the ATMS will have a gateway developed in it. The gateway will roll into the new ATMS. These 10 attributes are fields that they are already going to have. Localities would need to add these attributes as they develop/update your systems. VDOT and localities can share data through the gateway if we settle on these 10 attributes.
- Frank Hickman asked if the new ATMS will replace RTIMIS. Scott Cowherd responded that RTIMIS will not be replaced but will provide a direct feed to the ATMS.
- Brian Fowler asked if this is already developed. Scott Cowherd replied that this is already part of VA Traffic. It just makes it more valuable with locality data.
- Mike Miller stated that there may be some reluctance because we are looking at Step 3 or Step 4 rather than this Step 1. This could be a programmatic change for many localities. TOC operators aren’t used to putting data in CAD systems.
- Brian Fowler stated that expectations need to be set, especially with available resources. Some info some of the time is better than nothing. 24/7 full coverage is probably not going to happen.
- Brian Fowler asked what the value is of getting each other city’s info. He sees good value in getting information on the Interstates. And Norfolk could use good information on arterials that cross into Virginia Beach. He feels like the info coming from VDOT will be much more important than the info the cities will provide, and info from other localities has less value to Norfolk.
- Brian Fowler asked if VDOT thinks this information is going to be helpful to them. Scott Cowherd said absolutely. It was included in discussions when the Operations Strategy was developed. Things haven’t changed since the Operations Strategy was developed, or maybe they’ve gotten worse due to the importance of data. Scott mentioned the need to get action behind this if the need is there to implement, and it’s not a costly first step.
Brian Fowler asked if there is a version of RTIMIS we can put on our workstations. Scott Cowherd stated that RTIMIS is web-based. He added that RTIMIS is not the problem but rather the data that is being entered is the problem. Some localities can provide more data than others. RTIMIS is still working, but lack of data is causing issues with use.

Frank Hickman mentioned that the info piece is very important. Especially for Smart Cities and the VDOT Smart Portal. We need to start somewhere.

Multiple committee members stated that they need to talk with their TOC and EOC staff to see what they need.

Scott Cowherd asked members to look at their individual systems regarding these Top 10 attributes.

Mike Miller stated in summary:
  - It’s one of the things in the Operations Strategy
  - As a group, we need to decide where this falls in our value scheme.
  - Is there high value?
  - The larger Hampton Roads gets the more importance this has.

4. Hampton Roads Operations Strategy

Keith Nichols (HRTPO) notified the committee that the first phase of the Hampton Roads Regional Operations Strategy was finalized in May 2015. With $300,000 still available in this project, VDOT has indicated that this task will need to be billed in the near future or the task will be closed and the funds returned to the RSTP reserve due to the amount of time that has passed.

There was consensus within the committee that the money should be used for the next phase of the Operations Strategy, rather than returning the money to the RSTP pot.

Scott Cowherd mentioned that there are a lot of things in the Operations Strategy that VDOT has moved forward on, including TE standards.
  - Task 4.2.1 – VDOT is currently working on this.
  - Task 4.2.2 – Would require a feasibility study.
  - Task 4.2.4 – VDOT has moved forward in recent years.
  - VDOT is also looking at the other 4.1 tasks from the Operations Strategy

The committee discussed possibilities for the next phase, including:
  - Corridor ITS projects including cameras
  - The impact of connected/automated vehicles on systems
  - Continuing to develop near-term steps, such as further use of CAD/RTIMIS/ATMS.
  - Performance measures report card.
  - Assessment of and enhanced communication for Corridors of Regional Significance (CoRS).
  - Examination of a 24/7/365 regional TOC on a component by component basis
There was also a discussion involving consistency in controllers. The statewide controller and firmware has been selected – an ATC controller with D4 firmware. Mike Miller mentioned that about 30% of Eastern Region controllers will be upgraded as part of Phase I. Based on the discussion it was decided that we need to have Mike Clements (Traffic Signal and Arterial System Program Manager) at the next HRTO meeting to discuss timelines and what the comm will look like.

There was also further discussion on RTIMIS. Mike Miller said that he will get in touch about RTIMIS with each locality in the next month. Scott Cowherd said we can get in touch with him regarding any issues with RTIMIS, and that he will send along RTIMIS login info and documentation to Keith Nichols, who will forward it to the committee.

The committee decided to take specific tasks from the Operations Strategy and move forward.

Steve Froncillo proposed a study of the gaps. Assessment of the CoRS and 30% design level plans for Tasks 4.1.1 and 4.1.2, including planning level cost estimates.

A motion was made by Brian Fowler (Norfolk). The motion was to use a consultant (preferably Kimley-Horn, VDOT’s on-call consultant that was used in Phase I) to take a look at Strategy 4.1.1 – Corridors of Regional Significance (CoRS), and confirm that these corridors are appropriate. Once these corridors are finalized, develop concept plans and research what would need to happen on these CoRS to meet the goals of the Operations Strategy study. Areas from the Operations Strategy that will be further examined are 4.1.3 (Computer Aided Dispatch Enhancements), 4.2.1 (Controller Platform), and 4.3.2 (Regional 24/7/365 TOC). This will include investigating the feasibility of a consistent controller platform and integrated VDOT/Locality communication.

The motion was made by Brian Fowler, seconded by Frank Hickman, and unanimously approved by the committee.

The Project Steering Team (Mike Miller/Scott Cowherd, Frank Hickman/Mike Shahsiah, Robert Lewis, Steve Froncillo, Brian Fowler, Keith Nichols) will meet before the next HRTO meeting to further clarify the next phase, preferably with the consultant.

VDOT will remain the project manager for this next phase, and Mike Miller will be in touch with the Central Office regarding using the on-call contract with Kimley-Horn and opening the discussion with the consultant.

5. Emergency Vehicle Preemption

At last June’s HRTO meeting, the committee voted to split the money allocated to the EVP project evenly among the cities that still want to receive their share of the funds. This amounts to $204,000 for each locality and VDOT. Keith Nichols (HRTPO) stated that he discussed this item recently with Eric Stringfield (VDOT). VDOT will split the project into separate UPCs for each locality and will submit a TIP amendment for this item at the April TTAC meeting, with approval by the HRTPO Board expected at their May meeting. It was noted that all of the funds are currently allocated under Preliminary

Attachment 25-A
Engineering, and cities may need to adjust Preliminary Engineering and Construction costs for their project when they are ready to obligate the funds.

6. **Regional Procedures for Planned Closures at River Crossings**
   - Keith Nichols (HRTPO) made a presentation on the Regional Procedures for Planned Closures at River Crossings. This was a refresher on the procedures document, spreadsheet, and Outlook distribution list, since it has been five years (2013) since this effort was undertaken.
   - After the presentation, Mike Corwin (VDOT) mentioned that VDOT has made significant progress to ensure that simultaneous closures do not occur. This includes internal mechanisms such as the lane closures tool, and communication with the operators of other crossings, such as Chesapeake with the Gilmerton Bridge.

7. **HRTPO Update**
   - Keith Nichols (HRTPO) mentioned that Camelia Ravanbakht, Deputy Executive Director of the HRTPO, retired on January 31st. He also mentioned that Mike Kimbrel was promoted to the Deputy Executive Director position, effective February 16th.
   - Sam Belfield (HRTPO) discussed a summary of two recent RCTO-TIM Working Group meetings from November. This included information on:
     i. The Towing and Recovery Incentive Program (TRIP), which is a quick clearance incentive program that pays heavy-duty towers bonuses for clearing commercial vehicle wrecks in under 90 min.
     ii. Virginia Department of Agriculture and Consumer Services, which provides inspection and grading services to ensure food safety. They are contacted for all emergency response involving food or beverage.

8. **For Your Information**
   - The committee was notified of four upcoming SHRP-2 Traffic Incident Management (TIM) training workshops, and two RCTO-TIM Working Group meetings.

9. The next HRTO Subcommittee meeting will be held at the Regional Building at 9:30 AM on April 10th.
I-64 Peninsula Widening- Segment I

Project Scope:
From 0.50 miles east of Yorktown Road/Rte 238 (Exit 247) to 1.55 miles west of Jefferson Ave/Rte 143 (Exit 255) (6.5 miles)
  o Additional 12’ wide travel lanes and 12’ wide shoulder lanes within the existing median space
  o Repair and widening of 6 bridges and 2 major culverts
  o Strengthened shoulder lane from Ft Eustis Blvd Interchange to Jefferson Avenue Interchange

Project Financial Summary:

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Project Schedule:
Notice To Proceed (NTP) March 2015
Project Completion December 2017
Schedule Status Completed

Project Status:
  o Completion achieved on 01 December 2017
I-64 Peninsula Widening- Segment II

Project Scope:
From MM 241.30, 1.05 miles west of Hummelsine Parkway/Rte 199 (Exit 242) to where the Segment I project ends at MM 248.35, 0.50 miles east of Yorktown Road/Rte 238 (Exit 247) (7.1 miles)
- Additional 12’ wide travel lanes and 12’ wide shoulder lanes within the existing median space
- Repair and widening of 9 bridges and 6 major culverts
- Reconstruction of existing roadway

Project Financial Summary:

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Project Schedule:
- Notice To Proceed: February 2016
- Project Completion: May 2019
- Schedule Status: On Schedule

Project Status:
- Continued grading drainage basins and subgrade stabilization
- Continued installation of drainage pipe and structures throughout the median
- Started median barrier and median guardrail installation
- Resumed Phase 1 (median lanes) pavement construction

Latex Modified Concrete Overlay Placement I-64 EB over ramp to Rte. 143
I-64 Peninsula Widening- Segment III

Project Scope:
From approximately 1.0 mile West of Rte 199 (Exit 234) to where the Segment II project ends at 1.05 miles west of Hummelsine Parkway/Rte 199 (Exit 242) (8.2 miles)
- Additional 12’ wide travel lanes and 12’ wide shoulder lanes within the existing median space
- Replacement of the two Queen’s Creek bridges, repair and widening of 4 bridges, 3 major culverts
- Reconstruction of existing mainline roadway

Project Financial Summary:

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Project Schedule:
- Notice To Proceed: January 2018
- Project Completion: September 2021
- Schedule Status: On-Schedule

Project Status:
- Field Surveys, utility designations, roadway and bridge borings are underway
- Coordination meetings have been held with Camp Peary and the National Park Service
- Scope Validation Period ends on May 2, 2018, Contractor to begin Interstate Maintenance in July 2018
- A Public Information Meeting is being planned for June
I-64/I-264- Phase I

Project Scope:
From the I-64 Twin Bridges to the I-264/Newtown Road Interchange
- Widening westbound I-64 by adding a second exit lane from Twin Bridges to the I-64/I-264 interchange
- Introducing a new two lane Collector-Distributor (C-D) roadway from I-64 to the Newtown Road interchange
- Constructing a new two-lane flyover ramp from westbound I-64 tying into the existing eastbound I-264 C-D road

Project Financial Summary:

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<th>Project Component</th>
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Project Schedule:
- Notice To Proceed: October 2016
- Project Completion: October 2019
- Schedule Status: On-Schedule

Project Status:
- Completing Retaining Wall M; I-64 WB approach to Curlew Avenue overpass
- Placing Precast Concrete and Steel Bridge Girders; Bridge B-603, Curlew Avenue to Kempsville Road
- Box Culvert 8-34 and Foundation for Retaining Wall Q, I-264 EB Newtown Road Exit 15A
I-64/I-264- Phase II

Project Scope:
From the I-264/Newtown Road Interchange to the I-264/Witchduck Road Interchange
- Extends the new C-D roadway from the Newtown Road interchange to the Witchduck Road interchange
- Reconfigure the Newtown Road and Witchduck Road interchange ramps south of I-264
- Constructing a new overpass that connects Greenwich Road south side of I-264 and Cleveland north of I-264

Project Financial Summary:

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Project Schedule:

Award December 2017
Notice to Proceed February 2018
Projected Completion September 2021
Schedule Status On-Schedule

Project Status:
- Demolished 7-11 Newtown and Greenwich Road
- South Newtown Road construction access to support drilled shaft foundations, columns and sewer relocations
- Delineated wetlands throughout project

Former Site 7-11 Newton Road and Greenwich Roads

Construction Entrance South Newtown Road
I-64 Southside Widening and High Rise Bridge- Phase I

Project Scope:
From approximately the I-64/264/664 Interchange at Bowers Hill and extending to the I-64/464 Interchange in Chesapeake
- Widening from 4 to 6 lanes
- Constructing a new High Rise Bridge parallel to and to the South of the existing High Rise Bridge
- Addition of Shoulder Lanes between the Route 17 and I-464 interchanges

Project Financial Summary:

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Project Schedule:
- Award: October 2017
- Notice to Proceed: November 2017
- Project Completion: July 2021
- Schedule Status: On-Schedule

Project Status:
- Conducting coordination meetings with permitting agencies, railroad companies, and other stakeholders for permit and ROW acquisition
- Roadway, bridge and ROW design submittals by the Design-Builder are being received and reviewed by VDOT
- Field investigation work by the Design-Builder is complete except for the borings at the potential noise barrier locations which will be ongoing until 5/25/18
- The scope validation period ended on 3/16/18 and GPC has submitted their general notice of scope validation items
I-64 Hampton Roads Bridge-Tunnel Expansion

Refinement of Preferred Alternative

Project Scope:

Preliminary work for the I-64 corridor from I-664 to I-564, including the following activities for refinement of the Preferred Alternative and initial activities to develop the most appropriate procurement approach for expansion of the HRBT:

- Land survey, including photogrammetry, right-of-way verification, planimetric mapping, digital terrain modeling, and initial utility designation
- Wetlands survey/delineation to obtain preliminary Jurisdictional Determination
- Cultural resources/archaeological survey (land and marine)
- Hazardous materials investigations (land and marine)
- Geotechnical investigations (land and marine)
- Environmental permitting and agency coordination, including for in-channel geotechnical sampling
- Evaluation of disposal options for sediment dredge material and excavated boring material
- Procurement preparation, including industry outreach (Request for Information process, industry forum, meetings with potential proposers) and assessment of procurement- and delivery-method alternatives

Project Financial Summary:

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Route 460/58/13 Connector

**Study Scope:**
Study from approximately the I-664/U.S. Route 58 Interchange and extending to the Business U.S. Route 460 and the Suffolk Northern Bypass (U.S. Route 13/58/460) Interchange:
  o Improve existing roadway to interstate standards and address roadway deficiencies
  o Improve accessibility to/from the SPSA Regional Landfill
  o Improve accessibility to/from the Hampton Roads Executive Airport

**Study Financial Summary:**

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**Study Schedule:**
Begin NEPA Process  June 2017
Study Completion  June 2020

**Study Status:**
  o Concurrence received on range of alternatives to be carried forward for evaluation in Environmental Assessment (EA) in March 2018
  o Field work to collect resource information within the study area is concluding
  o Technical studies and EA documentation are underway
I-64/I-264 - Phase III

Project Scope:
Study/design to improve the remaining I-64/I-264 movements
- Includes I-64 Eastbound (EB) movements to I-264
- Includes I-264 movements to I-64

Project Financial Summary:

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Project Schedule:
Release of Request for Proposals September 2017
Anticipated Consultant Contract April 2018

Project Status:
- Professional engineering services contract awarded to HNTB
- Project scoping meeting held on 1/30/18
- Contract negotiations underway, expected to be completed in April 2018
Bowers Hill Interchange

Study Scope:
Develop NEPA document and supporting studies for improvements to the I-64/I-264/I-664 Interchange and the Route 58/Route 460 Interchange (Bowers Hill).

Study Financial Summary:

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Study Schedule:
Begin NEPA Process          October 2017
Completion                   October 2019

Study Status:
- Consultant support work is currently underway
- The study team is targeting April as the first interaction with the Federal Agencies under the merged process. The initial coordination will be focused on introducing the study and working towards concurrence on methodologies.
- Scoping letters sent out on March 12, 2018
- Virtual Public Meeting being planned for mid-May 2018
Ft. Eustis Interchange

Project Scope:
Replace the I-64 Ft Eustis Interchange to mitigate congestion and improve safety.

Project Financial Summary: TBD

Project Schedule: TBD

Project Status: TBD

I-64 Southside Widening and High Rise Bridge- Phase II

Project Scope:
From approximately the I-64/464 Interchange in Chesapeake extending to the I-64/264/664 Interchange at Bowers Hill
  o Widening from 6 to 8 lanes
  o Replacing the existing High Rise Bridge
  o Rebuild the four Interchanges

Project Financial Summary: TBD

Project Schedule: TBD

Project Status: TBD
AGENDA ITEM #26: ANNOUNCEMENTS

Announcements of interest to the TTAC may be made at this time.

A. HRTPO BOARD MEETING

The HRTPO Board will meet on Thursday, May 17, 2018 in the Regional Board Room. The meeting will begin at 10:30 a.m.

B. TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING

The next meeting of the Transportation Technical Advisory Committee (TTAC) will be on Wednesday, June 6, 2018, in the Regional Building Board Room. The meeting will begin at 9:30 a.m.
AGENDA ITEM #27: OLD/NEW BUSINESS

ADJOURNMENT