

AGENDA ITEM #17: FOR YOUR INFORMATION

A. HAMPTON ROADS TRANSPORTATION OPERATIONS SUBCOMMITTEE MINUTES

The draft minutes of the April 8, 2014 meeting of the Hampton Roads Transportation Operations Subcommittee (HRTTO) are attached.

Attachment 17-A

B. HB1048/SB518 ADJUSTMENTS FOR LOCAL PROGRAMS

HB1048 and SB518, signed into law on March 3, 2014, made changes to the funding formula used by the Commonwealth Transportation Board (CTB) for the allocation of funds among highway systems. Specifically, the Act:

- Added municipality maintained primary extension pavements to the portion of funds in the formula available for reconstructing deteriorated pavement on the interstate and primary systems.
- Changed the criteria for unpaved roads addressed in the formula from those carrying more than 200 vehicles per day to those carrying more than 50 vehicles per day.

The VDOT presentation to the CTB on this topic is attached. VDOT plans to hold a webinar to brief local governments on the program. The webinar is tentatively scheduled for June 24, 2014. For more information on the webinar, visit the VDOT Local Assistance Division web page at: <http://www.virginiadot.org/business/local-assistance.asp>.

Attachment 17-B

DRAFT Minutes of the April 8, 2014 HRTO Subcommittee Meeting

Sandy Bottom Nature Park, Hampton, 9:30am

Attendees

Robert Case, HRTPO
Frank Hickman, Va. Beach
Keith Nichols, HRTPO
Brian Fowler, Norfolk
Robert Lewis, Suffolk
Mike Corwin, VDOT
Steve Kopczynski, York
Steve Froncillo, Chesapeake
Bob Rella, PB
Steve Hetrick, Albeck Gerken
Jackie Kassel, Newport News
Scott Cowherd, VDOT
Marty Willson, Hampton
Camelia Ravanbakht, HRTPO
Brian DeFreeuw, Suffolk
David Forster, Va. Pilot

1. Public Comment Period

No comments.

2. Minutes of February 11, 2014 Meeting

No modifications of the minutes – approved.

3. Recognition of HRTO Leadership for 2011 thru 2013

Rob Case (HRTPO) presented a Certificate of Recognition to Frank Hickman (Va. Beach) for serving as HRTO Vice Chair for three years. (Staff plans to present the certificate for Dan Rydzewski (Norfolk) at the June HRTO meeting.)

4. HRTPO Staff Updates

Keith Nichols (HRTPO) reported that he has updated the traffic counts in his Spreadsheet to Calculate River Crossing Closure Impact (on HRTPO website) with 2014 counts to reflect the

impact of tolls on the Midtown and Downtown Tunnels. Keith also updated the capacity of the Gilmerton Bridge to reflect its return to 4-lanes.

5. Operations Strategic Plan

The majority of the April HRTPO meeting was dedicated to discussion of the proposed operations strategic plan (OSP).

a. Time Table for Proposed OSP

Rob Case (HRTPO) reviewed the time table attached to the agenda, noting that—because the RSTP funds for the OSP are FY12 funds—staff plans to move ahead with the OSP in order to obligate those funds before the FY15 fiscal year begins Oct. 1, 2014.

b. History of ITS Strategic Plans

Camelia Ravanbakht (HRTPO) reviewed the history of the regional ITS strategic plans (1995, 2000, and 2004), noting the importance of:

- integrating operations into the MPO planning process
- making the HRTPO Board aware of the significance of traffic operations
- finding an operations champion at the policy level
- basing a strategic plan on current issues.

c. Current State Operations Efforts

Mike Corwin (VDOT)) passed out a handout titled CTB Legislative Report. The handout provided descriptions of the following four bills;

- HB 1095 Innovation and Technology Transportation Fund
- HB 1090 Statewide Transportation Technology Programs
- HB 1098 Smart Transportation Pilot Zone
- HJR 122 Statewide Transportation Technology Goals and Plan of Action

Each bill was discussed as to what impacts they will have on the way we operate and the funding that may be associated with it.

Mike also described how SERCO (Transportation Operations Center Manager) is developing an Arterial Operations Plan (AOP) that will guide how VDOT deals with State maintained signalized corridors on a day to day basis and City signals during major incidents. As this document is still in an early developmental stage, more information will be shared as it becomes available.

d. Recent Interviews with HRTO Members

Rob Case (HRTPO) presented his organization of the comments he received from HRTO members during February interviews concerning what members wanted from an OSP (see slides on the webpage for this HRTO meeting on the HRTPO website).

e. Perspectives of HRTO Co-Chairs

Brian Fowler (Norfolk) expressed his thoughts regarding key items he felt this study must accomplish in order for the region to achieve success in “Transportation System Management and Operations” (TSM&O). He first noted that his thoughts are the outcome of several years of experience as a signal system and Traffic Management Center manager, and as a consultant tasked with strategic planning for implementing a TSM&O Program in Florida. He stressed that the next generation of “planning” for operations must involve somewhat of a paradigm shift from an occasional “static” plan, to a Program that involves a recurring series of efforts, analogous to the LRTP/“3-C” process. He also stressed that this study should clearly establish, in a meaningful way correlated to “boots on the ground” activities, the goals and performance expectations for operations. He noted that the “operations and technology” life cycle can be very short compared to other transportation investments, thereby supporting the idea that a Program that involves frequent updating of plans and strategies and supports change management is critical. He also noted that historically, nationally and in Hampton Roads, there has been insufficient funding for operations activities and supporting infrastructure, particularly when considering life-cycle costs. The Program would need to address the recurring funding streams necessary for the continual maintenance and improvement of all of the numerous activities that support the operation of the transportation system.

Mike Corwin (VDOT) indicated that, with the initiation of a new plan, we are starting with a blank page. The committee has the ability to define what we desire and what is needed to arrive there. We need to review why the existing plan was created and how successful it has been. What did we not accomplish and why? The new plan should have short term goals that can be accomplished quickly and also plan for the long term.

If the plan is to succeed, there are two basic items that if achieved, will greatly enhance our success:

1. Find a champion to sponsor our goals. Speaker of the House of Delegates William J. Howell comes to mind with his comments on the Future of Transportation in Va.
2. Get endorsement from the HRTPO.

f. Target of Proposed OSP

Rob Case (HRTPO) suggested that the OSP focus on advising the HRTPO Board in its allocation of CMAQ and RSTP dollars to operations. During discussion, Camelia Ravanbakht (HRTPO) suggested that the HRTPO require that operations projects that are candidates for CMAQ or RSTP funding come from the proposed OSP, and that the HRTPO contact the Long-Range Transportation Plan (LRTP) subcommittee to request a set-aside for operations projects in the 2040 LRTP. Following discussion, consensus was reached to focus the OSP on advising the HRTPO Board in its allocation of CMAQ and RSTP dollars to operations.

6. Next Meeting Schedule, Location, and Agenda Items

Mike Corwin (VDOT) led a discussion of the best way to deal with requests from vendors for presentations to HRTPO. The subcommittee reached consensus on holding informal meetings of the HRTPO during odd-numbered months for vendor presentations.

Mike announced that the next (formal) HRTPO meeting will be held June 10 at the Regional Building (in Room D as opposed to the usual Room B).



HB 1048 / SB 518

Adjustments for Local Programs

May 13, 2014
Jennifer B. DeBruhl
Director, Local Assistance Division

Existing CTB Formula Funds

- 25 percent to bridge reconstruction and rehabilitation;
- 25 percent to advancing high priority projects statewide;
- 25 percent to reconstructing deteriorated interstate and primary system pavements determined to have a Combined Condition Index of less than 60;
- 15 percent to projects undertaken pursuant to the PPTA;
- 5 percent to paving unpaved roads carrying more than 200 vehicles per day; and
- 5 percent to smart roadway technology.

Changes to CTB Formula Resulting from HB 1048/SB 518

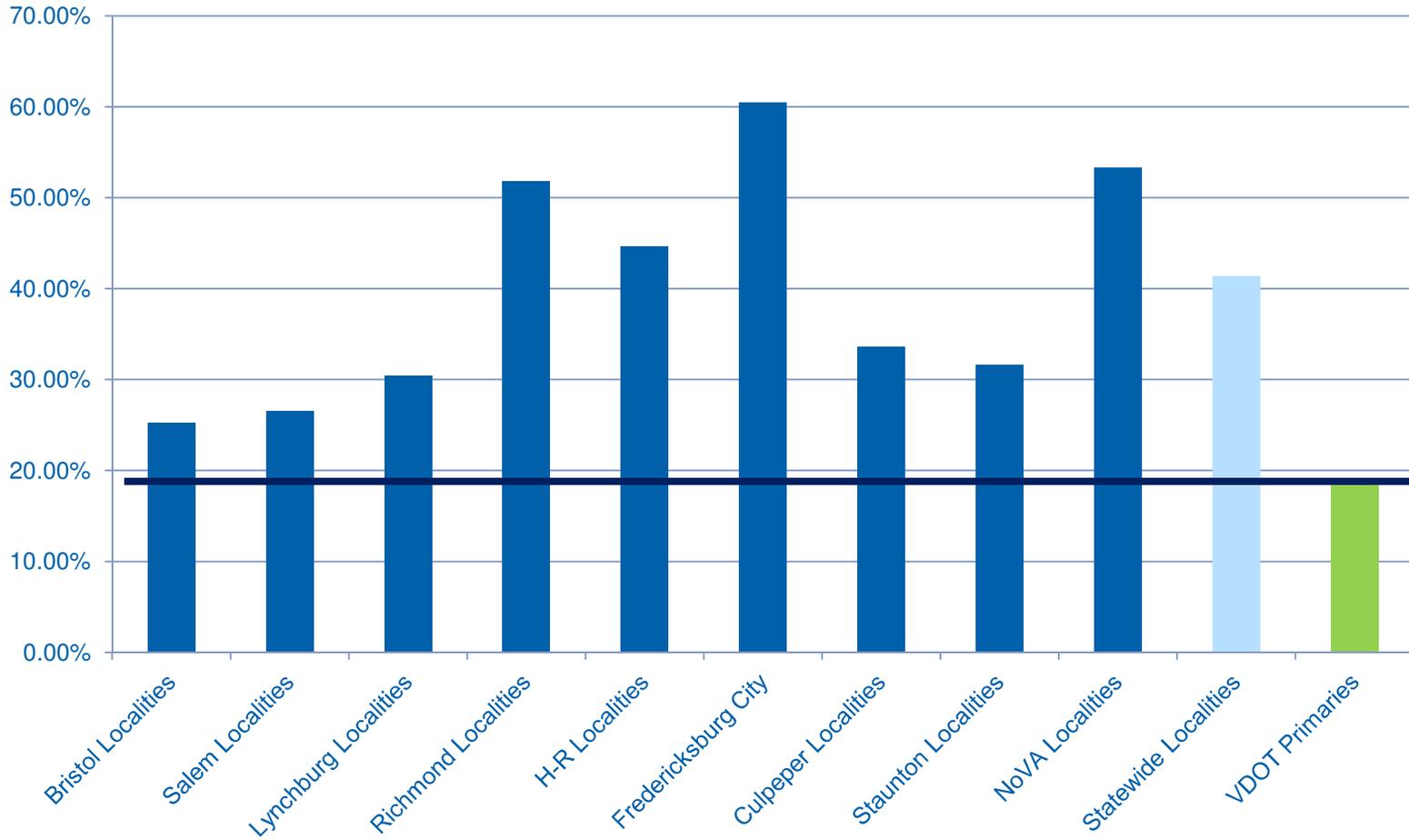
- 25 percent to bridge reconstruction and rehabilitation;
- 25 percent to advancing high priority projects statewide;
- 25 percent to reconstructing deteriorated interstate, primary system *and municipality maintained primary extension* pavements determined to have a Combined Condition Index of less than 60;
- 15 percent to projects undertaken pursuant to the PPTA;
- 5 percent to paving unpaved roads carrying more than **50** vehicles per day; and
- 5 percent to smart roadway technology.

Primary Extensions

- **Those routes maintained by Cities or Towns that carry a primary route number for continuity.**
 - 4,260 lane miles statewide (nearly ½ in Hampton Roads District)
 - Locally maintained primary extensions represent 14% of eligible lane mileage
- **VML and Virginia First Cities Coalition sought clarification of the Code language to ensure eligibility of locally maintained primary extensions for CTB set-aside for primary pavements**



% Deficient Pavement Local Primaries / VDOT Primaries



Recommendation for Primary Extensions

- **Set aside 14% of the CTB formula paving allocation for locally maintained primary extensions**
- **Accept applications on an annual basis to support pavement overlay, rehabilitation, or reconstruction projects**
 - **Maximum request of \$1M per locality, per year**
 - **Roadway must have Critical Condition Index rating of 60 or less**
 - **Projects must be advertised within 6 months of allocation. Projects that are selected and do not meet this criteria may be subject to deallocation.**
 - **Maintenance of Effort Certification – funding supplements, not replaces, the current level of funding/level of effort on the part of the locality**
- **Prioritize projects for funding based on technical score that considers pavement condition, traffic volume, and past expenditures**
 - **Pavement condition (CCI) – 50%**
 - **Traffic volume – 35%**
 - **Prior expenditures – 15%**
- **Full implementation will require regular collection of pavement condition data on the locally maintained primary extensions.**

Implications Primary Extension Set-aside

- **Estimated set-aside funding by year:**

FY15	FY16	FY17	FY18	FY19	FY20
\$4.9M	\$9.2M	\$13.4M	\$13.6M	\$14.6M	\$14.2M

- **Net results:**
 - **Increases funding available for paving projects on locally maintained primary extensions (\$70M over 6 years)**
 - **In order to maintain target of 82% of interstate and primary pavements (VDOT maintained), \$70M will need to come from maintenance budget. This will impact the amount of funding going toward secondary paving.**

Unpaved Roads

- **The CTB Formula established a 200 vpd threshold for “high volume unpaved roads” - formula unpaved road funding threshold is 50 vpd**
- **FY14 was the first year funds were distributed using the CTB formula**
 - 93 counties had “eligible” unpaved roads
 - 43 of those counties had less than 2 miles of unpaved roads over 200 vpd
 - 66 of those counties had less than 5 miles of unpaved roads over 200 vpd
 - 12 counties received funding that they were unable to program based on the 200 vpd threshold
- **Change to 50 vpd ensures that:**
 - Most counties have the opportunity to receive CTB formula unpaved road funding
 - Furthers the goal of eliminating the backlog of unpaved road mileage
 - Provides greater geographic equity
- **Focus on providing a hard-surface road at the lowest cost**

Recommendation for High Volume Unpaved Roads

- There are still issues specific to high volume unpaved roads that warrant special consideration for funding
- Set aside 10% of CTB formula unpaved road funds to provide supplemental funding for providing a hard-surface on high volume unpaved roads
- Accept applications for funding on an annual basis for unpaved roadways carrying over 500 vpd, with a maximum request of \$300,000 per locality, per year
 - **28 Counties with 55 unpaved roadway segments representing approximately 44 centerline miles would be eligible**

Recommendation for High Volume Unpaved Roads

- **Prioritize applications based on the following criteria:**
 - **Higher volume routes - 20%**
 - **Engineering complete and necessary right of way secured - 20%**
 - **Construction will begin within 6 months - 15%**
 - **Additional local funds allocated - 15%**
 - **Project addresses identified safety issues - 15%**
 - **Direct access to schools/community/public service facilities - 15%**

Implications High Volume Unpaved Road Set-aside

- **Estimated set-aside funding by year:**
 - **FY17-20 Funding may be subject to HB2**

FY15	FY16	FY17	FY18	FY19	FY20
\$700,000	\$1.3M	\$1.9M	\$1.9M	\$2.1M	\$2.1M

Timeline/Next Steps

- **May – Presentation at CTB Workshop**
- **June – Present resolution for action at CTB Meeting**
- **June – Call for applications**
- **August 1 – Applications Due**
- **October – Tentative FY15 allocations presented to CTB**
- **November – Final FY15 allocations presented to CTB**



HB 1048 / SB 518

Adjustments for Local Programs

May 13, 2014
Jennifer B. DeBruhl
Director, Local Assistance Division