

**AGENDA ITEM #6: MINUTES**

**SUBJECT:**

Summary minutes of the previous TTAC meeting.

**BACKGROUND:**

Summary minutes of the TTAC meetings held on May 7, 2014.

Attachment 6

**RECOMMENDED ACTION:**

Approve the minutes.

**Summary Minutes of the HRTPO Transportation  
Technical Advisory Committee (TTAC) Meeting  
May 7, 2014**

The HRTPO Transportation Technical Advisory Committee (TTAC) Meeting was called to order at 9:32 a.m. in the Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

**TTAC Voting Members in Attendance:**

|                                 |                    |                                |
|---------------------------------|--------------------|--------------------------------|
| Michael King (Chair, NN)        | Tom Slaughter (NN) | Tim Cross (YK)                 |
| Robert Gey (Vice Chair, VB)     | Robert Brown (NO)  | Reed Nester (WM)               |
| Steve Froncillo (Alternate, CH) | Susan Wilson (PO)  | Chris Arabia (DRPT)            |
| Steve Lambert (CH)              | James Wright (PO)  | Keisha Branch (Alternate, HRT) |
| Garrey Curry (GL)               | Sherry Earley (SU) | Julie Timm (HRT)               |
| Lynn Allsbrook (HA)             | Robert Lewis (SU)  | Dawn Odom (VDOT)               |
| John Yorks (HA)                 | Scott Mills (SU)   | Stephen Rowan (VDOT)           |
| Paul Holt (JC)                  | Phil Pullen (VB)   | Eric Stringfield (VDOT)        |
| Tammy Rosario (JC)              | Brian Solis (VB)   | Kevin Abt (VPA)                |
| Jackie Kassel (NN)              |                    |                                |

**TTAC Voting Members Absent:**

|                       |                           |                     |
|-----------------------|---------------------------|---------------------|
| Earl Sorey (CH)       | Michael Stallings (IW)    | Kevin Wyne (PQ)     |
| Gary Walton (CH)      | Peter Stephenson (IW)     | Daniel Clayton (WM) |
| Anne Ducey-Ortiz (GL) | Allen J. Murphy, Jr. (JC) | Steve Martin (WM)   |
| Emily Gibson (GL)     | Jeff Raliski (NO)         | J. Mark Carter (YK) |
| Keith Cannady (HA)    | Ellen Roberts (PQ)        | Al Maddalena (YK)   |
| Jamie Oliver (IW)     | Debbie Vest (PQ)          | Kevan Danker (WATA) |

**TTAC Nonvoting Members in Attendance:**

Rhonda Murray (Navy)

**TTAC Nonvoting Members Absent:**

|                    |                |                          |
|--------------------|----------------|--------------------------|
| Ivan Rucker (FHWA) | Tony Cho (FTA) | Clifford Burnette (VDOA) |
|--------------------|----------------|--------------------------|

**HRTPO Staff:**

|                     |                |                    |
|---------------------|----------------|--------------------|
| Sam Belfield        | Theresa Jones  | Joe Paulus         |
| Rob Case            | Mike Kimbrel   | Camelia Ravanbakht |
| Brian Chenault      | Kendall Miller | Dale Stith         |
| Kathlene Grauberger | Keith Nichols  | Chris Wichman      |

**Others Recorded Attending:**

Robert Brown (Citizen); Bob Matthias (VB); Karen McPherson (McPherson Consulting); Rich Clifton (American Infrastructure); Sachin Katkar (RK&K); Derek Piper (Parsons Brinkerhoff); Ron Hodges (HRT); Angela Biney, Laura Farmer, Tony Gibson, Carl Jackson, Darryll Lewis, Angela Rico, Keisha Wilkins (VDOT); Chris Vaigneur (HRPDC Staff)

## **Public Comment Period**

There was no public comment.

## **Submitted Public Comments**

There were no submitted public comments in the agenda packet.

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

Ms. Dawn Odom of VDOT reported that the Annual Urban Construction Initiative Meeting will be held May 21-22 in Lynchburg, VA.

Mr. Chris Arabia of DRPT reported that DRPT is working on the Six-Year Improvement Program (SYIP) with VDOT with recommendations that are moving through the public review process and ultimately to the Commonwealth Transportation Board (CTB).

## **Approval of Agenda**

Chair Michael King asked for additions or deletions to the TTAC Agenda. Mr. Steve Rowan requested to add a TIP Amendment request after Agenda Item #7. Mr. Eric Stringfield Moved to approve the agenda as amended; seconded by Mr. Rob Brown. The Motion Carried.

## **Summary Minutes**

Chair King indicated the Summary Minutes of the April 2, 2014 meeting were included in the May TTAC Agenda. He asked for corrections or amendments to the minutes. Hearing none, Mr. Tim Cross Moved to approve the minutes as written; seconded by Mr. John Yorks. The Motion Carried.

## **FY 2012-2015 TIP Amendment: VDOT**

Mr. Steve Rowan reported the Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2012 – 2015 Transportation Improvement Program (TIP) to add one project as follows:

- UPC 100542 – Upgrade Signal Hardware on Warwick Boulevard, from Tabbs Lane to Beechmont Drive, in Newport News.
  - Add project to TIP
  - Total Cost Estimate: \$1,385,000
  - Add PE Phase previous obligation of \$9,000 STP/HES funds, with \$1,000 in state matching funds
  - Add PE phase obligation of \$4,500 HSIP funds, with \$500 in state matching funds, in FFY 2014
  - Add RW phase obligation of \$715,500 HSIP funds, with \$79,500 in state matching funds, in FFY 2014
  - Add CN phase obligation of \$517,500 HSIP funds, with \$57,500 in state matching funds, in FFY 2015

The TIP amendment has been made available for public review and comment. The public review period began on April 30, 2014 and runs through May 14, 2014.

Ms. Jackie Kassel Moved to recommend HRTPO Board approval of the TIP Amendment; seconded by Mr. Stringfield. The Motion Carried.

#### **FY 2012-2015 TIP Amendment: VDOT**

Mr. Steve Rowan reported the Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2012 – 2015 Transportation Improvement Program (TIP) to add one project as follows:

- UPC 105476 – Implement ITS Devices on I-64 in Hampton
  - Add project to TIP.
  - Add FY 2014 CN phase obligation of \$975,000 AC.

The TIP amendment has been made available for public review and comment. The public review period began on May 7, 2014 and runs through May 21, 2014.

Mr. Lynn Allsbrook Moved to recommend HRTPO Board approval of the TIP Amendment; seconded by Mr. Stringfield. The Motion Carried.

#### **FY 2012-2015 TIP Revision – CMAQ Transfer Request: VDOT**

Mr. Steve Rowan reported the Virginia Department of Transportation (VDOT) has requested, on behalf of Gloucester County and James City County, to transfer Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds between several projects in the two counties in order to make better use of the funds. Currently, James City County has older CMAQ funds available on a canceled project, but has no CMAQ projects in the position to immediately use those funds. The fund transfers will allow the timely use of the available older funds on Gloucester County projects, while making later year funds available for James City County projects in a way that will work with the associated project schedules. The requested fund transfers involve the following projects:

- UPC 71616 – Ironbound Road Corridor Improvements in James City County
- UPC 98806 – George Washington Memorial Highway Signal Timing Improvements in Gloucester County
- UPC 100624 – Hayes Road Bicycle and Pedestrian Improvements in Gloucester County
- UPC 102944 – Centerville Road Intersection Improvements in James City County
- UPC 102947 – Richmond Road Intersection Improvements in James City County

The requested fund transfers are as follows:

- Transfer \$303,126 in Previous (FY 2005) CMAQ (no match required) from UPC 71616 to UPC 98806.
- Transfer \$303,126 in FY 2013 CMAQ (including state match) from UPC 98806 to UPC 100624.

- Transfer \$257,098 in FY 2017 CMAQ (including state match) from UPC 100624 to UPC 102944.
- Transfer \$35,400 in FY 2018 CMAQ (including state match) from UPC 100624 to UPC 102944.
- Transfer \$10,628 in FY 2018 CMAQ (including state match) from UPC 100624 to UPC 102947.

Should the HRTPO Board approve the fund transfers detailed above, the FY 2012-2015 TIP will be amended to account for fund transfers through FY 2015. This request has been made available for public review and comment. The public review period began on April 30, 2014 and runs through May 14, 2014.

Mr. Kevin Abt Moved to recommend HRTPO Board approval of the fund transfers and the associated TIP Amendment; seconded by Mr. Paul Holt. The Motion Carried.

### **FY 2015-2018 Transportation Improvement Program: Draft**

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

VDOT, DRPT, HRTPO staff, and local public transit agencies developed the draft TIP project list, drawing projects from the approved LRTP. The draft TIP project list was then reviewed by the aforementioned agencies and the localities. The draft TIP document is currently out for public review from April 30, 2014 through May 30, 2014. Public outreach on the draft TIP includes:

- HRTPO website, Facebook, and Twitter feeds
- 6,000 HRTPO eNewsletter recipients
- 62 community centers
- 20 YMCA/YWCA locations
- Special effort to solicit comments from stakeholders involved with goods movement
- Document posted on member locality websites

Mr. Kimbrel indicated there are 29 new projects that are not included in the current TIP and he highlighted several projects from the draft FY 2015-2018 TIP.

He requested that TTAC members review the draft TIP document and submit comments by COB Wednesday, May 21, 2014. He stated the draft TIP document will be presented to the HRTPO Board on May 15, 2014 with final approval anticipated to occur in July 2014.

## Public Comment

At this time, a citizen who had arrived after the public comment period was given the opportunity to address the TTAC. Chair King asked him to limit his comments to three minutes.

### **Mr. Robert Brown**

*Thank you Mr. Chairman. Ladies and Gentlemen. As a qualifier, I need to tell you that I work for Higgerson and Buchanan Company and we built most or did the base work and most of the construction on all the highways in this area, the interstate, all of the major shopping centers, Greenbrier Mall, Pembroke, Military Circle, worked in Langley Field, rebuilt that. We rebuilt the runway at the Atlanta Airport, Interstate 40 up in Winston-Salem, and the company also had a dredging outfit and they had a railroad outfit which I got familiar with those. But, what the main concern that I have here is the Third Crossing. Out of all of that experience, I have never seen a project as ill-conceived as that one project as it T-bones the Monitor-Merrimac. It does not cross Hampton Roads Harbor and will do nothing to increase the flow from the North to the Southside. What is the solution to that problem? It seems to me that that was conceived to get the trucks off of Hampton Boulevard. Well most of that truck traffic is containers. An electric tramway, tunnel, under the Elizabeth River from NIT, which I also put some of the parking lot in, over to Craney Island, there at the Coast Guard Base, which I also worked at, would accomplish that goal at about a tenth of the cost that you would spend on the Third Crossing. The reason for that is because it requires a minimal amount of ventilation and lighting and it would have almost no environmental impact whatsoever as far as trestles and bridge work and all that kind of thing. It would be, what you do is you roll them, you put on low design railroad containers, tramways, and you roll them in and haul them out the other side. You can move ten times more containers out of there than you will ever move any other kind of way. That way – the truck marshalling yard can be built over at Craney Island – it has got direct access to the west and takes all that truck traffic off the Norfolk streets except what is going out International Boulevard towards Wards Corner which is going that way anyway. But, the main, one of the other main reasons that I am here is because that money that would be wasted on that Third Crossing, which really is not crossing, should be put into a Third Crossing from Fourth View Street over to the area just to the east of Fort Monroe and tie back into Interstate 64. What you need to do, just to make sure that this is not just a bunch of hot wind coming out, is go on YouTube and look up Halcrow St. Petersburg Flood Prevention Barrier. There are about three YouTube videos there and this is not St. Petersburg, Florida, you might have guessed. It is in Russia. That project saved St. Petersburg from a flood, a 50 year flood, and the same thing – the other thing is, without building that project, you are, the last time I was here was about six months ago. Now you are six months closer to a major disaster in this area from a flood, so the only thing I have got to advise is take advantage of what has already been done. Everything you need to know about flood gates, the channel gates, tidal control, environmental studies – everything has been done right there at St. Petersburg, Russia. Thank you.*

## **Congestion Management Process – The State of Transportation in Hampton Roads: Draft**

Mr. Keith Nichols, HRTPO Senior Transportation Engineer, reported that as part of the Congestion Management Process (CMP) and the HRTPO's commitment to track regional performance measures, staff annually produces the State of Transportation in Hampton Roads report. This report details the current status of all facets of the transportation system in Hampton Roads, including air, rail, water, and highways. Many aspects of the highway system are highlighted, including roadway usage, bridge conditions, costs of congestion, commuting characteristics, roadway safety, truck data, transit usage, active transportation, highway funding, and operations.

Over the last decade, several facets of transportation in Hampton Roads have changed, including;

- Decrease of Air Travel
- Drastic Increase of Amtrak Ridership
- Increase of Public Transit Passenger Trips
- Increase of General Cargo Tonnage
- Slight Decrease in Travel Time to Work
- Slight Decrease in Vehicles Miles Traveled
- Decrease in Crashes

Compared to 35 other similar metropolitan areas, Hampton Roads ranks 8th worst in congestion; however, it has one of the lowest statewide fuel taxes and the best percentage of funds used for new Statewide Highway Construction.

He noted the draft version of the State of Transportation 2014 report will be made available for public review and comment from May 7, 2014 through May 21, 2014 and requested comments be submitted by COB Wednesday, May 21, 2014. HRTPO staff intends to request approval of the final report at the June 2014 TTAC and HRTPO Board Meetings.

Mr. Gey asked how Hampton Roads compares to Northern Virginia. Mr. Nichols replied that Northern Virginia is much larger than Hampton Roads and it is hard to separate out that data since Washington, DC and parts of Maryland are also included in this data.

Dr. Camelia Ravanbakht inquired as to the total coverage provided by INRIX for the Hampton Roads region. Mr. Nichols replied INRIX covers 70% of the roadway network in Hampton Roads.

### **HRTPO Prioritization Process: 2040 LRTP Candidate Projects – Status Update**

Ms. Dale Stith, HRTPO Senior Transportation Planner, reported that the 2040 LRTP is currently on schedule in Year 3 out of 4 in its development. There are over 200 candidate projects in the 2040 LRTP and Ms. Stith stated that the projects include highway, transit, rail, ferry, and active transportation projects. This list was developed using the 2034 LRTP projects as a base, and was then expanded to include public input received via the 2040 LRTP Visioning Survey as well as locality input received through work with the LRTP Subcommittee. Data collected from the localities on their respective projects will be used to evaluate the candidate projects using the HRTPO Project Prioritization Tool.

Concurrent public outreach was conducted on the 2040 LRTP Candidate Projects as follows:

- HRTPO Advisory Committees
- Regional Civic Organizations
- Regional Libraries, City/County Administrative Offices, Community Centers
- HRTPO Environmental Justice and E-Newsletter Databases
- Responders from the LRTP Visioning Survey
- HRTPO and Locality Websites
- Social Meetings
- Public Meetings in Poquoson and Chesapeake
- Survey on Candidate Projects

Ms. Stith summarized the next steps in the development of the 2040 LRTP as follows:

- Current Efforts – Collection and Reviewing Project Data
- Remainder of 2014 – 2040 Costs Estimates, Project Prioritization/Project Evaluation, and Development of the Financial Plan
- Year 2015 – Fiscally-Constrained List of Projects, Air quality Conformity (if necessary), and Draft Report
- January 2016 – HRTPO Board Approved 2040 LRTP

### **2040 LRTP: Revenue Estimates**

Ms. Laura Farmer, Director of the Financial Planning Division of VDOT, reported that the Long-Range Transportation Plans (LRTP) developed by Metropolitan Planning Organizations (MPO) must be fiscally-constrained, meaning that funding, sufficient to cover the costs associated with LRTP projects, must be identified. LRTPs must include a financial plan that demonstrates how the adopted transportation plan can be implemented. This financial plan contains estimates of costs and identification of revenue sources that are reasonably expected to be available to adequately cover costs to construct, operate, and maintain highways and public transportation systems.

Estimated funding for allocation for the Constrained Long-Range Plan is always built on the most recently approved Six-Year Financial Plan (SYFP) and Six-Year Improvement Program (SYIP). VDOT completed the most recent long-range forecast for transportation funding in November 2013.

The LRTP is supported by estimated revenues from several sources:

- State Transportation Revenue Sources (Retail Sales and Use Tax, Sales Tax on Motor Fuel, Motor Vehicle Sales and Use Tax – major sources)
- Federal Transportation Revenue Sources (National Highway Performance Program, Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, Highway Safety Improvement Program, MAP-21)
- Capital Projects Revenue Bonds (FY 2014 for Highway projects only)
- Federal Grant Anticipation Revenue Vehicle Bonds (GARVEE Bonds)
- For Hampton Roads and Northern Virginia, dedicated regional funding provided in HB2313 from the 2013 GA Session

Ms. Farmer stated that the first priority in the transportation infrastructure is to provide for maintenance of existing facilities and roadways.

Total revenue forecasted for Hampton Roads for the 2040 LRTP is \$25.1 billion allocated as follows:

- Maintenance – VDOT and Localities – \$12.0 billion
- Construction – \$4.4 billion
- Regional Funding – \$8.4 billion
- Admin and Other Areas – \$0.3 billion



She stated that there have been revenue updates for state, federal, and regional sources since the SYFP and SYIP were approved in June 2013, and VDOT will re-examine the revenue estimates which may or may not change the anticipated forecast.

Dr. Ravanbakht inquired as to the difference between the SYFP and the SYIP. Ms. Farmer replied the funding included in the SYIP is one component of the SYFP.

Mr. Pullen inquired as to whether the funding will be refined to show urban allocations for each city. Ms. Farmer replied that most of the forecast consists of regional funds; however, some will be urban dollars. She noted that she would look into his request and report back to HRTPO staff.

Dr. Ravanbakht stated the allocation of urban funds will be further discussed at the next LRTP Subcommittee meeting.

### **FY 2012-2015 TIP: Quarterly Snapshot**

Mr. Chris Wichman, HRTPO Transportation Planner, reported there were 15 TIP projects that had significant expenditures (over \$1 million) from January – March 2014. Almost \$40 million was spent on the Route 460 project; however, as of March 14, 2014, Transportation Secretary Layne stated the Route 460 contract had been suspended due to an environmental permit delay. During this quarter, Mr. Wichman stated 19 projects recorded their first construction expenditures.

Mr. Wichman presented a pie chart showing that during the past three months approximately \$35 million was spent on Preliminary Engineering, \$5 million on Right of Way Acquisition, and \$70 million on Construction.

HRTPO staff has begun tracking transit project expenditures and he highlighted HRT's Bus Replacement and Rebuild and the Systemwide Bus Stop Sign Program projects.

He stated 25 CMAQ and RSTP projects showed no expenditures during the past two quarters, including:

- 10 completed/cancelled projects awaiting financial close
- 10 active projects with delayed or unknown status
- 5 newly active projects awaiting first expenditure

Next steps include:

- Coordinate with CMAQ and RSTP project sponsors to determine the reasons projects appear to be stalled, how to move the projects forward, and whether funds should be reallocated to other projects.
- Refine "Quarterly Snapshot" procedures and performance measures as the FY 2015-2018 TIP is developed.

## **Statewide Park & Ride Investment Strategy Priority List: VDOT**

Mr. Carl Jackson, VDOT Transportation Planning Specialist, reported that VDOT recently completed a Statewide Park & Ride Study with a mission to develop, deliver, operate, and maintain a system of Park and Ride facilities that supports the Commonwealth's initiative to reduce congestion and vehicle miles traveled and supports the long-term vision of a multi-modal transportation system.

Deliverables from this study include:

- Park & Ride Lot Audit and Inventory Database
- Recommendations for New, Expanded, and Relocated Lots
- Reconstructed Website and Embeddable Widget
- Park & Ride Program Goals and Objectives/Best Practices
- Public Outreach – User Survey

He indicated that VDOT has now commenced a Park & Ride Lot Investment Strategies study to evaluate and prioritize recommendations for new, expanded, and enhanced Park & Ride lots throughout Virginia and is seeking stakeholder input. VDOT has developed a preliminary list of 15 recommendations for the Hampton Roads District.

Ms. Julie Timm inquired as to VDOT's schedule to implement the new lots. Mr. Jackson replied that decision will be made by the CTB; however, he noted VDOT will continue to perform regular maintenance at its current lots.

Ms. Timm asked whether VDOT had consulted HRT regarding the implementation of new lots since it will affect HRT bus routes. Mr. Jackson replied VDOT will contact HRT.

### **Three-Month Tentative Schedule**

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

### **For Your Information**

Chair King highlighted the items in the For Your Information in the section of the agenda packet.

### **Announcements**

Chair King acknowledged the written announcements in the agenda packet and stated the TRAFFIX meeting will convene in Conference Room D following TTAC.

### **Old/New Business**

There was no old/new business.

## **Adjournment**

With no further business to come before the Hampton Roads Transportation Technical Advisory Committee, the meeting adjourned at 11:03 a.m.