

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 May 1, 2019 are attached.

Attachment 7

RECOMMENDED ACTION:

Approve the minutes.

**Summary Minutes of the HRTPO Transportation
Technical Advisory Committee (TTAC) Meeting
May 1, 2019**

The HRTPO Transportation Technical Advisory Committee (TTAC) Meeting was called to order at 9:33 a.m. in the Regional Building Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

TTAC Voting Members in Attendance:

Robert Lewis (Chair, SU)	Bryan Stillely (NN)	Tara Reel (VB)
Benjamin Camras (CH)	Robert Brown (NO)	Carolyn Murphy (WM)
Troy Eisenberger (CH)	Brian Fowler (Alternate, NO)	Tim Cross (YK)
Earl Sorey (CH)	Carl Jackson (PO)	Jennifer DeBruhl (DRPT)
Angela Rico (Alternate, HA)	Dannan O'Connell (PQ)	Jamie Jackson (HRT)
Jamie Oliver (IW)	Beth Lewis (SH)	Sonya Hallums-Ponton (VDOT)
Richard Rudnicki (IW)	LJ Hansen (SU)	Dawn Odom (VDOT)
Tammy Rosario(JC)	Jason Souders (Alternate, SU)	Eric Stringfield (VDOT)
Jackie Kassel (NN)	Ric Lowman (VB)	Barbara Nelson (VPA)
Bridjette Parker (NN)	Phil Pullen (VB)	Joshua Moore (WATA)

TTAC Voting Members Absent:

Donald Goodwin (FR)	Amy Inman (NO)	Debbie Vest (PQ)
Carol Rizzio (GL)	Frank Brown (PO)	Michael Johnson (SH)
Mike Hayes (HA)	James Wright (PO)	Lynette Lowe (SH)
Benjamin Sullivan (IW)	Ellen Roberts (PQ)	Tiffany Dubinski (DRPT)
Paul Holt (JC)		

TTAC Nonvoting Members in Attendance:

Michael King (NAVY)

TTAC Nonvoting Members Absent:

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

Sam Belfield	Uros Jovanovic	Keith Nichols
Theresa Brooks	Mike Kimbrel	Leonardo Pineda
Rob Case	Steve Lambert	Jeff Raliski
Kathlene Grauberger	John Mihaly	Dale Stith

Others Recorded Attending:

Jim Long, John Koch (RK&K); Brandon McAdams (VHB); Keisha Branch (HRT); David Jarman, Katie Shannon, (VB); Reginald Viray (VA Tech Transportation Ins); Eitan Altshuler (NAVFAC); Karen McPherson (McPherson Consulting); Caleb Brooks, Karen Bourne, Bruce Duyall, Sharonda Hawkins, Naquana Jenkins, Bryant Porter, Isabella Young (VDOT); Rebecca Sial, Grant Sparks (DRPT) Ana Elezovic (HA); Emily Moser (Kimley-Horn); Karen Samuel Hayes (Moffatt&Nichol); Natoya Nelson (Suffolk Public Schools); Rhonda Russell (NN); Ahmed Ali (CH); Lynn E. Allsbrook (Whitman, Requardt & Assoc.)

Recognition

Chair Robert Lewis acknowledged Ms. Jackie Kassel of Newport News for her years of dedicated service to the community and to the TTAC as she retires as of May 31, 2019. Ms. Kassel expressed her appreciation to the TTAC.

Introduction

Mr. LJ Hansen introduced Natoya Nelson with Suffolk Public Works. Ms. Jennifer DeBruhl introduced Grant Sparks and Rebecca Sial with DRPT.

Public Comment Period

There were no public comments.

Submitted Public Comments

There were no submitted public comments.

Comments and Updates from State and Federal Agencies and the Military

There were no comments from VDOT.

Ms. Jennifer DeBruhl from Virginia Department of Rail and Public Transportation (DRPT) reported that the Six Year Improvement Program (SYIP) is out for public comment. She said DRPT is still accepting comments on the SYIP and that on the rail side, the draft included funding for the Long Bridge.

There were no comments from VPA.

There was no representative in attendance from FHWA.

There were no comments from the U.S. Navy.

Approval of Agenda

Chair Robert Lewis asked for additions or deletions with regard to the TTAC Agenda. Hearing none, Mr. Eric Stringfield Moved to approve the agenda as written; seconded by Ms. Jacqueline Kassel. The Motion Carried.

Summary Minutes

Chair Lewis reported that the TTAC summary minutes from the April 3, 2019, meeting were included in the May 1, 2019 Agenda Packet. Chair Lewis asked for any additions or corrections to the minutes. Hearing none, Mr. Timothy Cross Moved to approve the minutes as written; seconded by Mr. Joshua Moore. The Motion Carried.

FY 2018-2021 TIP Amendment Request: UPC 109382

Mr. Eric Stringfield reported that the Virginia Department of Transportation (VDOT) is requesting to amend the Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) to revise the schedule, allocations, and obligations for one project as described below:

- UPC 109382 – Deep Creek Bridge Replacement
 - Revise Schedule as follows:
 - Preliminary Engineering (PE): Start: 5/28/2015; End: 1/9/2017
 - Right of Way (RW): Start: 1/9/2017; End: 8/29/2019
 - Construction (CN) Start: Start: 8/29/2019; End: 3/23/2022
 - Revise Allocations as follows:
 - Add FY Previous State Funds (STF) allocation of \$28,468,000
 - Add FY 2018 District Grants Program/National Highway Performance Program (DGP/NHPP) allocation of \$80,000, plus \$20,000 State match
 - Revise FY 2020 DGP/NHPP allocation to be \$4,613,426, plus \$1,153,356 State match
 - Revise FY 2021 DGP/NHPP allocation to be \$11,306,574, plus \$2,826,644 State match
 - Revise Obligations as follows:
 - Remove FY 2018 PE Phase Advanced Construction (AC) obligation of \$6,400,000
 - Add FY 2019 PE Phase National Highway System/National Highway Performance Program (NHS/NHPP) obligation of \$6,400,000
 - Remove FY 2020 PE Phase AC-Conversion obligation of \$6,400,000
 - Remove FY 2018 RW Phase AC obligation of \$8,000,000
 - Add FY 2019 RW Phase AC obligation of \$8,000,000
 - Revise FY 2020 RW Phase AC-Conversion obligation to be \$8,000,000

- Remove FY 2021 RW Phase AC-Conversion obligation of \$6,700,185
- Add FY 2019 CN Phase AC obligation of \$5,600,000
- Add FY 2019 CN Phase AC-Other obligation of \$28,468,000
- Add FY 2020 CN Phase AC-Conversion obligation of \$5,600,000

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

This request was made available for public review and comment from April 25, 2019 through May 9, 2019.

Mr. Earl Sorey Moved to recommend HRTPO Board approval of the TIP Amendment; seconded by Mr. LJ Hansen. The Motion Carried.

FY 2018-2021 TIP Revision: Request to Transfer CMAQ Funding: UPC 113830

Mr. Carl Jackson reported that the City of Portsmouth is requesting to revise the estimate of one project and transfer a total of \$97,809 in Congestion Mitigation Air Quality Improvement Program (CMAQ) funds from one completed project to another eligible project. The specifics of the request are described below:

- UPC 113830 – Portsmouth Emergency Vehicle Preemption
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$24,049
 - Right of Way (RW): \$0
 - Construction (CN): \$277,760
 - Total Cost Estimate: \$301,809
 - Receive \$78,247 of FY 2013 CMAQ funds, plus \$19,562 State Match, from completed project Portsmouth Traffic Signal Upgrades Phases 2-4 (UPC 97720)

This project may be classified exempt under the EPA transportation conformity rule category of "Traffic control devices and operating assistance other than signalization projects", and therefore does not require a conformity determination (per 40 CFR 93.126, Table 2 – Exempt Projects).

Should the HRTPO Board approve the funding transfer described above, the FY 2018-2021 Transportation Improvement Program (TIP) will be amended to update the funding information associated with the projects. This request was made available for public review and comment from April 25, 2019 through May 9, 2019.

Mr. Joshua Moore Moved to recommend HRTPO Board approval of the proposed project funding transfer and associated TIP amendment; seconded by Ms. Carolyn Murphy. The Motion Carried.

FY 2020 Unified Planning Work Program Final

Mr. Mike Kimbrel, HRTPO Deputy Executive Director, reported that the draft UPWP was presented to the TTAC and HRTPO Board at their April meetings and was made available for public review and comment from April 3, 2019 through April 17, 2019. One comment was received and is included in the appendices of the final report.

Ms. Carolyn Murphy Moved to recommend HRTPO Board approval of the FY 2020 UPWP; seconded by Ms. Tammy Rosario. The Motion Carried.

FY 2018-2021 Transportation Improvement Program (TIP) Amendment: Performance Measure Update

Mr. John Mihaly, HRTPO Senior Transportation Planner, reported that 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

Mr. Mihaly stated that the FAST Act also requires that 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.

He noted that HRTPO Staff has prepared a website (<https://www.hrtpo.org/page/regional-performance-measures-and-targets/>) that describes these performance measures and targets.

Mr. Mihaly stated that the Pavement Condition, Bridge Condition, Roadway Performance, and Freight measures and targets are required to be addressed in the TIP prior to any amendments on or after May 20, 2019. The “On-road mobile source emissions and traffic

congestion for CMAQ Program” measure is not applicable since Hampton Roads is currently classified as an attainment area for All National Ambient Air Quality Standards

Mr. Eric Stringfield Moved to recommend HRTPO Board approval of the TIP amendment; seconded by Mr. Joshua Moore. The Motion Carried.

Bowers Hill Interchange Improvement Study: Alternatives

Mr. Tim Hayman, VDOT Hampton Roads District, Senior Design Project Manager, outlined three alternatives considered in the study:

- No Build Alternative
- Alternative I: Braided Ramps,
- Alternative II: Full Interchange

Concerns were raised by some TTAC members regarding potential congestion on I-664 during peak periods. Mr. Hayman stated that, in order to be able to tell the differences between how the alternatives performed, capacity improvements on I-664 were assumed for modeling purposes. After extensive discussion, Mr. Earl Sorey Moved to halt the study and to create a working group composed of localities and VDOT to ensure that the project is consistent with HRTAC’s charge to relieve congestion; seconded by Mr. Carl Jackson. The Motion Carried.

2045 Long-Range Transportation Plan Status Update

Ms. Dale Stith, HRTPO Principal Transportation Planner, reported that as the region’s Metropolitan Planning Organization (MPO), one of the core functions of the HRTPO is to develop, approve, and maintain a fiscally-constrained Long-Range Transportation Plan (LRTP). With a planning horizon of at least 20 years, the LRTP serves as the blueprint for enhancing the region’s multimodal transportation system. The LRTP is updated periodically to reflect changing conditions such as new planning priorities, population projections, economic change, and anticipated travel demand.

She stated that for the past few years, HRTPO staff has been working on updating the regional Long-Range Transportation Plan (LRTP) to the horizon year of 2045. As part of her briefing, Ms. Stith provided status on the following items:

- Update to the Regional Travel Demand Model
- Visioning process for the LRTP
- Scenario planning
- Project Prioritization Tool
- Collection of candidate projects
- Next steps

She noted that in July she will provide another LRTP update to both the TTAC and the HRTPO Board.

Research in Emerging Technologies

Mr. Reginald Viray, Research Associate with the Center for Advanced Automotive Research at the Virginia Tech Transportation Institute (VTTI), stated that VTTI conducts research to save lives, time, and money and protect the environment. As one of seven premier research institutes created by Virginia Tech to answer national challenges, VTTI is continually advancing transportation through innovation and has impacted public policy on national and international levels. Mr. Viray provided scenarios that will test roadways by outfitting vehicles with different sensors and system configurations for new infrastructure.

Transit Operating and Capital Prioritization: Update

Ms. Jennifer DeBruhl, DRPT Chief of Public Transportation, reported that legislation passed in the 2018 General Assembly Session required a number of modifications to Virginia Department of Rail and Public Transportation (DRPT) transit funding programs. The FY 2020-2025 Six Year Improvement Program (SYIP) marks the implementation of transit capital prioritization and performance based operating allocation (known as MERIT). The statewide transit capital prioritization program will include factors such as:

- Congestion Mitigation
- Economic Development
- Accessibility
- Safety
- Environmental Quality
- Land Use

Ms. DeBruhl noted that statewide Operating Funds were built upon the work that began with the Transit Service Delivery Advisory Committee (TSDAC) and legislation dating back to 2011. All of the statewide operating funds were allocated on the basis of service delivery factors and made available for public comment at least one year before the application. Factors that were taken into consideration were:

- Passengers Per Revenue Hour
- Passengers Per Revenue Mile
- Net Cost Per Passenger

Transportation Programming Subcommittee Meeting: Update

Mr. John Mihaly, HRTPO Senior Transportation Planner, reported that the Transportation Programming Subcommittee (TPS) held a meeting on April 19, 2019. The Subcommittee discussed the following items:

- 2019 CMAQ and RSTP Project Selection Process
 - The “penciled-in” amounts for previously approved RSTP projects exceeded the anticipated available funding in FY 2026 by more than \$18 million. The TPS therefore recommended that no new applications be accepted this year for FY 2026 CMAQ and RSTP funding.
- FY 2020–2025 CMAQ and RSTP Marks/Reserves: Update
 - The updated marks resulted in an RSTP funding increase in FY 2025 along with slight decreases in FY 2020-2024. There were slight decreases in CMAQ Program funding in FY 2020 and 2024 as well as an increase in FY 2025.
- HRTPO Project Prioritization Tool: Potential Enhancements and Weighting Factors
 - HRTPO staff has been working with the Project Prioritization Working Group and the LRTP Subcommittee and other HRTPO advisory committees to develop potential enhancements and update the weighting factors of the HRTPO Project Prioritization Tool.
- FY 2019 Highway Infrastructure Program (HIP) Funding Availability
 - The 2018 Federal Appropriations Act includes funding for the Highway Infrastructure Programs. The funds (RSTP balance entry) resulting from this apportionment of \$4,884,116 is available for obligation until September 30, 2021 and final vouchered by September 2026. Any amounts not obligated before September 30, 2021, shall lapse.
- FAST Act Rescission: Potential Impact to CMAQ Funding
 - The current federal highway authorization, Fixing America’s Surface Transportation Act (FAST Act), contains language providing for a nationwide rescission of \$7.569 billion of unobligated contract authority. This rescission will result in a reduction of federal funding not yet obligated to a phase of work (Preliminary Engineering, Right of Way, or Construction).

Three-Month Tentative Schedule

Due to the Fourth of July holiday, Mr. Bryan Stillely Moved to move the regularly scheduled July 3, 2019 TTAC meeting to July 10, 2019; seconded by Mr. LJ Hansen. The Motion Carried. The 9:30 a.m. meeting start time remains the same.

For Your Information

Chair Lewis noted the For Your Information items in the Agenda Packet.

Announcements

Chair Lewis reminded everyone there will not be a LRTP Subcommittee meeting following TTAC.

Old/New Business

Mr. Stringfield inquired as to when the working group would be established with regard to the Bowers Hill Interchange Improvements Study. Chair Lewis stated the TTAC will finalize its plans once VDOT brings forth the feedback from VDOT's Central office. TTAC members agreed to form the working group at its June meeting.

Adjournment

With no further business to come before the Hampton Roads Transportation Technical Advisory Committee, the meeting adjourned at 11:45 a.m.