AGENDA ITEM #10:   FOR YOUR INFORMATION

A. TRAFFIX SUBCOMMITTEE MINUTES

The minutes from the June 10, 2020 meeting of the TRAFFIX Subcommittee are attached.

Attachment 10-A

B. LONG-RANGE TRANSPORTATION PLAN SUBCOMMITTEE MINUTES

The minutes from the July 1, 2020 meeting of the Long-Range Transportation Plan (LRTP) Subcommittee are attached.

Attachment 10-B

C. HAMPTON ROADS TRANSPORTATION OPERATIONS SUBCOMMITTEE MINUTES

The minutes from the August 10, 2020 meeting of the Hampton Roads Transportation Operations (HRTO) Subcommittee are attached.

Attachment 10-C

D. REGIONAL CONNECTOR STUDY WORKING GROUP MINUTES

The minutes from the October 8, 2020 meeting of the Regional Connector Study (RCS) Working Group are attached.

Attachment 10-D

E. HRTAC PROGRAM DEVELOPMENT MONTHLY EXECUTIVE REPORT

VDOT provides monthly reports to the Hampton Roads Transportation Accountability Commission (HRTAC) staff on the status of the Regional Priority Projects. The report for November 2020 is attached.

Attachment 10-E

F. FEDERAL TRANSIT ADMINISTRATION APPROVAL LETTER OF HRTPO FY 2021 UNIFIED PLANNING WORK PROGRAM

Attached is a letter, dated November 16, 2020, from the Federal Transit Administration (FTA) to Mr. Robert A. Crum, Jr., HRTPO Executive Director, regarding its approval of the FY 2021 Unified Planning Work Program (UPWP).

Attachment 10-F

HRTO Subcommittee Minutes – August 10, 2020

Meeting held via Webex

The meeting was chaired by Mike Miller (VDOT). The meeting started at 9:30 am.

Mr. Keith Nichols (HRTPO) started the meeting by reading the following statement:

Today's meeting is being held electronically in response to Governor Northam's Executive Order 53 and Executive Order 61 and to protect the public health and safety of HRTO members, staff, and the general public. The HRTPO will continue to hold electronic meetings until advised that it is safe to convene meetings in person. These remote meetings are required to complete essential business on behalf of the region.

Per the requirements of the Code of Virginia, the agenda and all attachments and supporting documentation for today's meeting was posted on the HRTPO website approximately one week ago, and electronic copies were provided of this information to HRTO members and other interested parties. Notice of the meeting was also posted for public review.

A recording of today's meeting will be posted on the HRTPO website. In addition, the general public was provided an opportunity to provide comments on today's meeting agenda via two options

1.   Members of the public were invited to submit comments to the HRTO via email.

2.   Members of the public were also invited to call into a dedicated phone line where comments could be recorded for the HRTO.

No comments were received by noon yesterday.

The public and other interested parties have been invited to listen in to today's meeting by using a phone number that was provided.

Attendance will now be recorded by roll call. In addition, each action item will be voted on by roll call vote.

A roll call vote was conducted and the following represents the attendance of the meeting:

Chesapeake - Kevin Eppley
Hampton - None
Newport News - Randy Cooper, Lisa Simpson, Angela Rico
Norfolk - Brian Fowler
Portsmouth - None
Suffolk - Robert Lewis
Virginia Beach - Frank Hickman, Mike Shahsiah, Mike Tippin
York - Steve Kopczynski

Attachment 10-C

VDOT - Mike Corwin, Mike Miller, James Stanek
HRT - Kamlesh Chowdhary
Others - Keith Nichols (HRTPO), Sam Belfield (HRTPO), Iris Vaughn (FHWA), Karen McPherson
(McPherson Consulting)

1. **Public Comment Period**
   - No comments were received from the public.

2. **Minutes** of the March 9th meeting were reviewed. Motion for approval was made by Robert
   Lewis and seconded by Mike Corwin. The minutes were approved.

3. **Regional Emergency Vehicle Preemption (EVP) Standard**
   - Mike Miller (VDOT) introduced the topic. He noted that the HRTO and HRTPO Board set
     a standard of infrared (IR) technology as the regional EVP standard. However, other
     technologies are becoming available. Mike asked if we should we revisit this standard
     and opened the floor for discussion.
   - Steve Kopczynski (York County) noted that, as an emergency responder that uses the
     system, they transport patients to five hospitals, four of which are outside of York
     County. Changing the regional standard could have a significant impact in terms of
     emergency response.
   - Brian Fowler (Norfolk) added that Norfolk is using a portion of the regional grant
     funding to improve/repair EVP using existing Opticom technology on the Virginia Beach
     Boulevard/Military Highway corridors. The city, however, may explore going the
     direction of GPS technology at some point in the future if the city can get additional
     funding. He added that infrared technologies may not be the standard in 5-10 years,
     and that although transit signal priority can use both technologies, it can be cheaper
     with GPS-based centralized systems.
   - Mike Miller responded that it is important that we all keep an eye on new technology,
     but we need to make sure it works. Current money was dedicated to fund EVP with IR
     technology as the regional standard, and if we want to change that we will need to fully
     vet the new standard.
   - Frank Hickman (Virginia Beach) noted that we've been talking about this initiative for 11
     years. The standard is based on the technology available at the time and it's not a
     surprise that technology has surpassed this. Frank added that we also need to look at
     future technologies, and that we might need to form a subcommittee/working group to
     discuss this further so that we are prepared.
   - Mike Miller added that things are going on at VDOT in terms of network security,
     including research by VTRC. As VDOT moves forward, HRTO will be able to use this
     information.
   - Randy Cooper (Newport News) noted that Newport News will have 200+ intersections
     with EVP eventually, and that it's going to take some time to transition. Newport News

is not opposed to changing standards as long as the technology works with existing systems, but wants to make sure we don't lock out other locality emergency vehicles.

- Robert Lewis (Suffolk) mentioned that 80-85% of EVP signals and fire apparatus has been deployed in Suffolk and millions has been invested. He added that we can't be blind to the future but we can't jump blindly into it either.
- Robert Lewis added that EVP is our first attempt at regional cooperation. We are working with FHWA to help us work together as a region. We'll either succeed as a region or FHWA will see us fail. If we can't get EVP to work we won't get traffic signals to work regionally either.
- Kevin Eppley (Chesapeake) noted that we decided on the standard as a region and he doesn't want to see us move out of it anytime soon. The city just invested more into it and the standard must work into the future.
- Mike Miller added that there are lots of technologies out there, but we need to take a deep dive into these technologies. We need data to show what the technology does better, and we need to figure out how to migrate while continuing regional operation with no disruptions.
- Randy Cooper asked if anybody has actually started coding emergency vehicles yet, to which Mike Miller noted that Suffolk has in 80% of the city so far. Randy then mentioned a possible Opticom coding scheme, where the first digit could be the mode (medic or fire vehicle), the second and third digits could be the station number, and the fourth digit could be apparatus. There would be room for other vehicles as well such as BRT. This would allow Newport News to see if there's an issue such as a "Virginia Beach" 1st digit passing through Newport News each day.
- Steve Kopczynski responded that he appreciates what Randy is trying to do, but noted that the County moves apparatus every day and he would prefer a simplified scheme to make sure it isn't too difficult or complicated to maintain. He added that moving forward we should have end users (such as fire personnel) participating in all of these conversations about future technologies.
- Mike Miller added that we can look at Randy's plan moving forward but we would need to check with Robert to see how easy it would be to change the Suffolk equipment. Mike recommended that Randy should get in touch with Robert, and if they agree they should bring this back to the HRTO. Randy responded that in addition to Robert that he will also discuss this with the city's fire department.
- Randy Cooper mentioned that malfunctions may not be a signal that is failing but it could be the result of fire apparatus that is failing. Steve Kopczynski agreed with Randy and noted that recently in York County a failure was the result of operator error and not signal equipment.
- Mike Shahsiah (Virginia Beach) noted that Opticom 764 has been used recently in the city, and it can use IR and GPS. He then asked what timeframe do we have to use the EVP money. Mike Miller responded that he should check with VDOT Local Assistance on the timeframe.

- Kevin Eppley mentioned that Chesapeake is upgrading to Opticom 764 and a central system, but the city has no plan on coding devices anytime soon. He added that many devices in the city weren't activating so the city now regularly runs tests.
- Mike Miller asked if other localities test their equipment. Mike Shahsiah replied that Virginia Beach does not regularly test, but the fire department checks their equipment. Based on a request from Steve Kopczynski, Kevin Eppley will send information on the testing equipment to Keith Nichols, who will send it out to the HRTO Subcommittee.

4. **VDOT Traffic Signal System Updates**
   - Michael Miller (VDOT) provided an update to the Subcommittee on recent VDOT Traffic Signal System improvements, and in particular the Route 17 VDOT/Suffolk test bed with KITS. The Route 17 corridor in Suffolk and Isle of Wight County includes 10 VDOT signals and 9 Suffolk signals.
   - Mike Miller added that the test bed can't get underway, however, until KITS is online statewide. VDOT will be using two statewide servers, and KITS will be hosted in cloud. They are currently in Phase II of implementation, and Kimley-Horn has 60 days to get KITS running on the two servers.
   - Mike Miller also added that VDOT will start bringing signals online and is expected to have 1,600 signals online by December 3rd. Of those 1,600 signals, 75 signals in the Eastern Region (60%) will be online. This includes the 9 Suffolk signals.
   - Frank Hickman asked if Suffolk has KITS on the front end? Mike M. responded that for VDOT, KITS is based on the D4 platform. Suffolk has controllers that use different firmware. Suffolk's ATC 2070 controllers, however, can handle KITS. Mike noted that this means that half of the corridor will be on D4 firmware, and the other half will be on Suffolk's firmware, and that using two sets of firmware with KITS is a good test bed.
   - Mike Miller wrapped up the topic by mentioning that VDOT is setting up a demonstration of KITS with Chesapeake. They are looking to meet in small groups with Kimley-Horn, and can do this with other localities too if interested.

5. **HRTPO Update**
   - Sam Belfield (HRTPO) provided an update to the committee on two items:
     - HRTPO staff has updated the HRTO Operations Contacts for Emergencies list, which can be used by Operations staff throughout the region in case of a major emergency such as a hurricane. The updated list, which is comprised of 51 contacts including HRTO members plus additional operations persons, was sent out to each of the contacts on the list last week and Sam would be happy to provide the contact list to any HRTO members that are interested.
     - The September RCTO-TIM working group meeting has been postponed due to COVID-19. No new date has been set. In the meantime Jim Stanek (VDOT), has sent out the "Safe Quick Clearance of Traffic Incidents" guidance that was

published by the International Association of Chiefs of Police to the RCTO-TIM committee, and he would be happy to provide a copy to those that are interested.

6. **For Your Information**
   - Brian Fowler discussed the changes made in ITE yellow clearance times for Red Light Running (RLR) camera intersections. He mentioned that cities with RLR cameras received a letter from VDOT on this, and there was also a Webex meeting. He noted that Norfolk has concerns about the new standards, particularly with issues related to shared lanes and right turn movements. It's a lot more complicated than just applying what it says, and consistency is important.
   - Mike Miller added that VDOT also has anxiety about these new clearance timings.
   - Mike Shahsiah added that Virginia Beach is in the same situation. Virginia Beach recently updated these signals by adding 1.4 seconds to left turns at major intersections and approaches with RLR cameras using the March 2020 ITE formula.
   - Randy Cooper mentioned that Newport News has also changed the clearance times on left turns. Newport News also has concerns, similar to Norfolk and VDOT, and will monitor the impacts at these intersections.
   - Mike Corwin (VDOT) replied that he talked with Mike Clements. He noted that Virginia law says that we must follow ITE guidance for clearance intervals. It would be good to have Mike Clements discuss this at the next meeting.

7. **Meeting Schedule**
   - The next HRTO meeting is scheduled for September 14th, 2020.

The meeting adjourned at 10:42 am.