

AGENDA ITEM #5: MINUTES

SUBJECT:

Minutes of the previous TTAC meeting.

BACKGROUND:

Minutes of the TTAC meetings held on June 5, 2013 and July 3, 2013. The minutes of the June 5 meeting were revised to address an omission regarding Item #9: *CMAQ Fund Transfer Request: Suffolk*.

Attachment 5-A – Revised minutes of June 5, 2013 meeting

Attachment 5-B – Minutes of July 3, 2013 meeting

RECOMMENDED ACTION:

Approve the minutes.

**Summary Minutes of the HRTPO Transportation
Technical Advisory Committee (TTAC) Meeting
June 5, 2013**

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

TTAC Voting Members in Attendance:

Michael King (Chair, NN)	Jackie Kassel (NN)	Phil Pullen (VB)
Robert Gey (Vice Chair, VB)	Tom Slaughter (NN)	Mark Schnauffer (VB)
Steve Froncillo (Alternate, CH)	Robert Brown (NO)	Reed Nester (WM)
Earl Sorey (CH)	Dale Castellow (NO)	Tim Cross (YK)
Anne Ducey-Ortiz (GL)	Jeff Raliski (NO)	Emily Stock (DRPT)
Lynn Allsbrook (HA)	Susan Wilson (PO)	Keisha Branch (HRT)
Keith Cannady (HA)	James Wright (PO)	Jim Ponticello (VDOT)
John Yorks (HA)	Sherry Earley (SU)	Stephen Rowan (VDOT)
Paul Holt (JC)	Robert Lewis (SU)	Eric Stringfield (VDOT)
Tammy Rosario (JC)	Scott Mills (SU)	Kevan Danker (WATA)

TTAC Voting Members Absent:

Gary Walton (CH)	Peter Stephenson (IW)	Daniel Clayton (WM)
Emily Gibson (GL)	Allen J. Murphy, Jr. (JC)	Steve Martin (WM)
Christopher Perez (GL)	Ellen Roberts (PQ)	J. Mark Carter (YK)
Jamie Oliver (IW)	Debbie Vest (PQ)	Al Maddalena (YK)
Michael Stallings (IW)	Kevin Wyne (PQ)	Kevin Abt (VPA)

TTAC Nonvoting Members In Attendance:

Bob Baldwin (Navy)

TTAC Nonvoting Members Absent:

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

HRTPO Staff:

Sam Belfield	Theresa Jones	Joe Paulus
Rob Case	Kendall Miller	Camelia Ravanbakht
Brian Chenault	Jessica Nappi	Dale Stith
Dwight Farmer	Keith Nichols	Chris Wichman
Kathlene Grauberger	Pavithra Parthasarathi	

Others Recorded Attending:

Ross McFarland (NN); Toni Alger, Bob Matthias (VB); Rich Clifton (RK&K); Karen McPherson (Kimley-Horn); Steve Hetrick (Albeck Gerken); Sam Sink, Julie Timm (HRT); Jasmine Amanin, Sean Crawford, Mitzi Crystal, Carl Jackson, Darryll Lewis, Nathan Milaszewski, Chris Voigt (VDOT); Jason Robinson, Allison Richte (VDOT/Fredericksburg); Rick Case (HRPDC Staff)

Introductions

Chair Michael King introduced Mr. Ross McFarland as the summer intern for the City of Newport News. Mr. Eric Stringfield introduced Ms. Jasmine Amanin and Mr. Sean Crawford as the summer interns for VDOT. Mr. Rob Brown introduced Dale Castellow as Norfolk's newest TTAC voting representative. Ms. Anne Ducey-Ortiz introduced Mr. Jason Robinson and Ms. Allison Richte from the VDOT-Fredericksburg District. Mr. Bob Baldwin introduced himself as the Navy's newest TTAC non-voting representative.

Public Comment Period

There was no public comment.

Submitted Public Comments

There were no submitted public comments in the agenda packet.

Approval of Agenda

Chair King asked for additions or deletions to the TTAC Agenda. Mr. Robert Lewis requested Item #18 – *CMAQ Fund Transfer Request: Suffolk* follow Item #8 – *CMAQ Fund Transfer Request: Hampton*. Mr. Lewis Moved to approve the agenda with the above amendment; seconded by Ms. Sherry Earley. The Motion Carried.

Summary Minutes

Chair King indicated the TTAC Summary Minutes of May 1, 2013 were included in the June TTAC Agenda. He asked for corrections or amendments to the minutes. Hearing none, Mr. Lynn Allsbrook Moved to approve the minutes as written; seconded by Mr. Earl Sorey. The Motion Carried.

Certificate of Appreciation

Chair King presented Mr. Rob Case, HRTPO Principal Transportation Engineer, with a Certificate of Appreciation in recognition of his academic achievement and successful completion of his Doctor of Philosophy Degree in Civil Engineering and his continued dedication and commitment to the TTAC. Mr. Case thanked the TTAC members.

CMAQ/RSTP Fund Transfer Request: Gloucester County and Hampton Roads Transit

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that during the May TTAC meeting, Gloucester County presented an out-of-cycle request to make three Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects eligible to receive Regional Surface Transportation Program (RSTP) funds. The County's intent was to transfer some surplus RSTP funds from two County projects to two County CMAQ projects to advance the CMAQ projects. In addition, the County intended to return the same amount of funding in the out years to the CMAQ reserve.

She add that following a good discussion, the TTAC recommended that instead of approving the out-of-cycle request, HRTPO staff attempt to find a dual-funded (CMAQ & RSTP) project that could accept the surplus RSTP funds in exchange for an equivalent amount of CMAQ funds. HRTPO staff found a candidate HRT project for such an exchange and coordinated with Gloucester County and HRT on a fund exchange strategy.

Ms. Ducey-Ortiz Moved to recommend HRTPO Board approval for the fund transfer request, as well as the associated TIP amendment with the items described above; seconded by Mr. Kevan Danker. The Motion Carried.

CMAQ Fund Transfer Request: James City County

Ms. Tammy Rosario reported James City County is returning a total of \$337,000 in surplus CMAQ funds from two projects to the HRTPO CMAQ Reserve. The County has requested to allocate those funds from the CMAQ Reserve to two CMAQ projects in the County that need additional funds.

Ms. Rosario Moved to recommend HRTPO Board approval for the fund transfer request, as well as the associated TIP amendment; seconded by Mr. Tim Cross. The Motion Carried.

CMAQ Fund Transfer Request: Hampton

Mr. John Yorks reported the City of Hampton is returning a total of \$533,280 in surplus CMAQ funds from four projects to the HRTPO CMAQ Reserve. The City has also requested to allocate those funds from the CMAQ Reserve to four CMAQ projects in the City that need additional funds.

Mr. Yorks Moved to recommend HRTPO Board approval for the fund transfer request, as well as the associated TIP amendment; seconded by Mr. Allsbrook. The Motion Carried.

CMAQ Fund Transfer Request: Suffolk

Ms. Sherry Earley reported the City of Suffolk is returning a total of \$408,928 in surplus CMAQ funds from six projects to the HRTPO CMAQ Reserve. The City has also requested to allocate those funds from the CMAQ Reserve to three CMAQ projects in the City that need additional funds.

Ms. Earley Moved to recommend HRTPO Board approval for the fund transfer request, as well as the associated TIP amendment; seconded by Mr. Lewis. The Motion Carried.

FY 2012-2015 TIP Amendment: Coordinated Public Transit – Human Services Transportation Plan Projects

Ms. Keisha Branch reported HRT is requesting an amendment to the FY 2012-2015 Transportation Improvement Program (TIP) to add Coordinated Plan projects to be funded with FTA Section 5317 funds. She stated that a project selection committee comprised of Coordinated Plan stakeholders met on April 8, 2013 and selected the following six projects.

	Agency – Project Name	Allocated Amount	FTA Program
1	Black & White Cabs of Norfolk – 5 Replacement ADA Taxicabs	\$144,979	NF
2	Black & White Cabs of Virginia Beach – 6 Replacement ADA Taxicabs	\$173,735	NF
3	Senior Services of Southeastern Virginia – 10 Passenger ADA Van Technology	\$40,000	NF
4	Guardian Angel Medical Transport, Inc. – 4 ADA Compliant Vehicles	\$117,757	NF
5	Hampton Roads Transit – Military Transfer Center	\$49,089	NF
6	Norfolk Redevelopment & Housing Authority – Mobility Improvement Transportation Program	\$165,619	NF

Mr. Danker Moved to recommend HRTPO Board approval for the addition of the six projects to the Coordinated Public Transit – Human Services Transportation Plan, as well as the associated TIP amendment; seconded by Ms. Ducey-Ortiz. The Motion Carried.

FY 2012-2015 TIP Amendment: Hampton Roads Transit

Ms. Keisha Branch reported HRT has requested to amend the FY 2012-2015 TIP to transfer \$173,082 in FY 2006 FTA Section 5316 Job Access Reverse Commute (JARC) funds from the HRT Job Access Service Study to the HRT Real-Time Traveler Information System.

Ms. Branch Moved to recommend HRTPO Board approval for the fund transfer request, as well as the associated TIP amendment; seconded by Mr. Jeff Raliski. The Motion Carried.

Roadways Serving the Military and Sea-Level/Storm Surge Rise: Final

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that HRTPO staff presented the draft Roadways Serving the Military and Sea-Level/Storm Surge Rise to TTAC at its May 1, 2013 meeting. The draft report was available for public review and comment from May 1, 2013 through May 17, 2013. No comments were received.

Mr. Allsbrook Moved to approve the Roadways Serving the Military and Sea-Level/Storm Surge Rise: Final Report; seconded by Mr. Yorks. The Motion Carried.

Volumes, Speeds, and Congestion in Hampton Roads: Final

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that HRTPO staff presented the draft Volumes, Speeds, and Congestion in Hampton Roads to TTAC at its May 1, 2013 meeting. The draft report was available for public review and comment from May 1, 2013 through May 15, 2013. No comments were received.

Mr. Robert Gey Moved to approve the Volumes, Speeds, and Congestion in Hampton Roads: Final Report; seconded by Mr. Phil Pullen. The Motion Carried.

Congestion Management Process – The State of Transportation in Hampton Roads: Final

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that HRTPO staff presented the draft State of Transportation in Hampton Roads to TTAC at its April 3, 2013 meeting. The draft report was available for public review and comment from April 3, 2013 through May 1, 2013. No comments were received.

Mr. Allsbrook Moved to approve the State of Transportation in Hampton Roads: Final Report; seconded by Mr. Stringfield. The Motion Carried.

Hampton Roads Regional Travel-Time Reliability Study: Draft

Mr. Keith Nichols, HRTPO Senior Transportation Engineer, reported that in recent years, new technologies have been created that collect travel time and speed data on a continuous basis. One source of such data, provided by INRIX, has been purchased by VDOT and provided to Metropolitan Planning Organizations throughout the state.

HRTPO staff has used this archived travel time and speed data to determine roadway congestion levels throughout Hampton Roads. It has been determined that for a regional roadway network, the level of consistency and dependability in travel times is just as important as the average level of congestion.

This report uses the INRIX travel time and speed data to examine the travel time reliability, which is defined as how much travel times vary over the course of time, as measured from day to day or across different times of the day, of the regional roadway network.

Mr. Nichols stated HRTPO staff will incorporate travel time reliability data into both the Project Prioritization Process and the Congestion Management Process.

The draft version of the Hampton Roads Regional Travel-Time Reliability Study report will be made available for public review and comment from June 5, 2013 through June 19, 2013. HRTPO staff intends to request approval of the final report at the July 2013 TTAC meeting.

Chair King asked what vehicles provided GPS data to the INRIX system. Mr. Nichols replied that fleet vehicles, such as trucks and taxis are equipped with the INRIX devices. Any vehicle driven by an individual who has downloaded the INRIX app is now a probe vehicle. Mr. Nichols added that there are 2-3 million vehicles that INRIX receives information from to develop its data.

Mr. Tom Slaughter inquired as to the accuracy of INRIX data. Mr. Nichols replied the University of Maryland has conducted studies of INRIX and has found the data to be within 2%-3% of actual speeds.

FY 2014-2019 Six-Year Improvement Program: Draft

Ms. Jessica Nappi, HRTPO Senior Transportation Analyst, reported that the Virginia Department of Transportation (VDOT) and Virginia Department of Rail and Public Transportation (DRPT) presented the draft FY 2014-2019 Six-Year Improvement Program (SYIP) to the Commonwealth Transportation Board (CTB) at its May 15, 2013 meeting. The draft SYIP allocates \$15.4 billion, a \$4 billion increase, in funding to transportation improvements over the next six fiscal years beginning July 1, 2013.

The SYIP is updated annually and is the means by which the CTB meets its statutory obligation to allocate funds to interstate, primary and urban highway systems, rail, public transportation, airports, ports, and other programs for the immediate fiscal year. The SYIP also identifies planned program funding for the subsequent five fiscal years.

The draft six-year program funding breakdown, including additional funding for Hampton Roads is below:

- VDOT (Highways and Bridges) – \$11.1 billion (\$2.1 billion increase)
- DRPT (Rail and Public Transportation) – \$3.0 billion (\$0.6 billion increase)
- HRTPO (Hampton Roads Transportation Fund) – \$1.3 billion (HB2313 “Regional Component Fund”)

A comparison of the FY 2013-2018 SYIP versus the draft FY 2014-2019 SYIP for total funding allocations for all systems revealed a 2.1% decrease in funding for the Hampton Roads District.

Highlights of the Virginia Department of Rail and Public Transportation’s (DRPT) FY2014-2019 draft allocations include:

- \$43.8 million for Intercity Passenger Rail Operations and Capital (IPROC) – Beginning in FY 2014
- \$79.9 million for the improvements to the Norfolk Amtrak service to accommodate two more trains
- 27% increase in annual revenues to the Mass Transit Trust Fund

Ms. Nappi stated VDOT is holding a public hearing on June 5, 2013 at the Chesapeake Conference Center at 6:00 p.m. She encouraged the TTAC members to review the draft SYIP and submit comments to VDOT as soon as possible.

Dr. Ravanbakht commented that HRTPO staff reviewed the 2% decrease in overall SYIP funding for the region and discovered that Route 460 funding was not included in the Hampton Roads District and therefore, some of the decrease is accounted for in that project. She indicated that a meeting has been scheduled for next week between HRTPO staff, Mr. Aubrey Layne, CTB Member, and VDOT Programming staff to discuss the decrease.

HRTPO Board May Retreat: Status

Mr. Farmer outlined the statewide revenues generated from HB2313, which could reach \$842 million by 2018. These revenues will be guided by the CTB. Over the next twenty years, the region's amount from the statewide revenues should be roughly \$3 billion.

Two revenue streams are specifically dedicated to Hampton Roads and the HRTPO will have full purview and discretion on how and when to spend these dollars. Beginning in 2014, funding will be approximately \$175 million, growing to \$200 million in 2015, and then by \$7 or \$8 million a year through 2018. Over the next twenty years, an estimated \$5 or \$6 billion should be available from this stream for the HRTPO Board to move projects forward in the next 20 years. Combining the statewide and regional revenues, Hampton Roads will have approximately \$10 billion in available funding over the next twenty years.

Mr. Farmer summarized strategies on how to maximize the HB2313 "regional" component to fund projects including:

- Bond Funded – Mega Projects
- Cash Match Funded – Interstate and Interchange Projects
- Cash Funded – Committed and Local Projects

Mr. Farmer reported HRTPO staff conducted an analysis on bonding capacity in order to potentially leverage HB2313 funds and used the Patriots Crossing, a \$3.5 billion project, for illustrative purposes.

Mr. Farmer stated that different toll amounts will generate various revenues and explained there is a threshold at which a project could be tolled because volumes will drop off and negatively impact revenues.

The following three scenarios were utilized in the analysis:

- A. Use \$1 billion regional bond proceeds with \$1, \$2, and \$3 toll rates. Tolls did not cover the debt service.
- B. Use \$750 million regional bond proceeds and \$750 million State contribution with \$1, \$2, and \$3 toll rates. The \$3 toll rate covered the debt service.
- C. Use \$700 million regional bond proceeds, \$700 million (20%) State contribution, and \$700 million (20%) Federal contribution with \$1, \$2, and \$3 toll rates. The \$2 toll rate covered the debt service.

Mr. Farmer noted that HRTPO staff studied congestion impacts by calculating volume/capacity by applying different toll rates to the harbor crossings with expanded capacity over the next 20 years. Results indicated that a \$2 toll rate almost solves the capacity issue at the Hampton Roads Bridge Tunnel (HRBT) and eliminates congestion from the Monitor Merrimac Memorial Bridge Tunnel (MMMBT).

Mr. Danker suggested each project planned for the future should have a multimodal portion incorporated into it; rather than listing it as an option. Mr. Farmer replied a multimodal option is included in the Record of Decision (ROD) for the Third Crossing at a cost of \$1 billion.

Revised CMAQ & RSTP Allocations – FY 2014-2019

Dr. Camelia Ravanbakht, HRTPO Executive Director reported that in an email message dated May 29, 2013, Mr. Steve Rowan, Hampton Roads District PIM Director, provided HRTPO staff with the final budget figures for the FY 2014–2019 Six-Year Improvement Program (SYIP) and noted additional reductions in CMAQ and RSTP marks from what was provided in the draft figures released in March 2013. The additional reductions are summarized on the next page:

RSTP Adjustments by Fiscal Year

FY 14 (Reduction of \$39,849 includes match)

FY15 – FY19 (Reduction of \$20,015 each year, includes state match)

Total Reduction for Six-Year Period = \$139,924 (includes state match)

CMAQ Adjustments by Fiscal Year

FY 14 (Reduction of \$26,877 includes match)

FY15 – FY19 (Reduction of \$13,497 each year, includes state match)

Total Reduction for Six-Year Period = \$94,362 (includes state match)

Dr. Ravanbakht stated that HRTPO staff coordinated with staff from Hampton, Newport News, and Virginia Beach to address the necessary reductions in RSTP allocations.

Dr. Ravanbakht indicated HRTPO staff is recommending that the TRAFFIX program reduce its allocations by the amount needed in order to make up for the deficient. In the original CMAQ and RSTP reductions, the TRAFFIC program remained untouched. She noted that HRT staff has agreed to this solution.

Mr. Danker asked if TTAC members could view the updated CMAQ and RSTP allocations. Dr. Ravanbakht replied the updated spreadsheet would be emailed to TTAC this afternoon.

Mr. Yorks Moved to recommend HRTPO Board approval of the HRTPO staff recommendation with regards to the revised CMAQ and RSTP allocations; seconded by Ms. Jackie Kassel. The Motion Carried.

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 section of the agenda packet and noted the TRAFFIX Oversight Subcommittee will meet directly following the TTAC meeting in Room D.

Announcements

Chair King acknowledged the written announcements in the agenda packet.

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 11:14 a.m.

Summary Minutes of the HRTPO Transportation Technical Advisory Committee (TTAC) Meeting July 3, 2013

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

TTAC Voting Members in Attendance:

Michael King (Chair, NN)	Mark Schnaufer (VB)	Reed Nester (WM)
Robert Gey (Vice Chair, VB)	Robert Brown (NO)	Tim Cross (YK)
Steve Froncillo (Alternate, CH)	Dale Castellow (NO)	Emily Stock (DRPT)
Anne Ducey-Ortiz (GL)	Jeff Raliski (NO)	Keisha Branch (HRT)
Lynn Allsbrook (HA)	James Wright (PO)	Stephen Rowan (VDOT)
Keith Cannady (HA)	Kevin Wyne (PQ)	Eric Stringfield (VDOT)
Tammy Rosario (JC)	Sherry Earley (SU)	Kevin Abt (VPA)
Tom Slaughter (NN)	Robert Lewis (SU)	Jamie Jackson (Alternate, WATA)
Phil Pullen (VB)		

TTAC Voting Members Absent:

Earl Sorey (CH)	Peter Stephenson (IW)	Scott Mills (SU)
Gary Walton (CH)	Paul Holt (JC)	Daniel Clayton (WM)
Emily Gibson (GL)	Allen J. Murphy, Jr. (JC)	Steve Martin (WM)
Christopher Perez (GL)	Jackie Kassel (NN)	J. Mark Carter (YK)
John Yorks (HA)	Ellen Roberts (PQ)	Al Maddalena (YK)
Jamie Oliver (IW)	Susan Wilson (PO)	Jim Ponticello (VDOT)
Michael Stallings (IW)	Debbie Vest (PQ)	Kevan Danker (WATA)

TTAC Nonvoting Members In Attendance:

Bob Baldwin (Navy)

TTAC Nonvoting Members Absent:

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

HRTPO Staff:

Sam Belfield	Theresa Jones	Pavithra Parthasarathi
Rob Case	Mike Kimbrel	Joe Paulus
Brian Chenault	Kendall Miller	Camelia Ravanbakht
Dwight Farmer	Jessica Nappi	Dale Stith
Kathlene Grauberger	Keith Nichols	

Others Recorded Attending:

Ross McFarland (NN); Phillip Koetter, Bob Matthias, (VB); Karen McPherson (Kimley-Horn); David Forster (Virginian-Pilot); Julie Timm (HRT); Angela Biney, Scott Cowherd, Mitzi Crystal, Jennifer DeBruhl, Todd Halacy, Carl Jackson, Tynell Johnson, Nathan Milaszewski, Rick Via, Chris Voigt (VDOT); Jason Robinson, Allison Richte (VDOT/Fredericksburg); Rick Case, Chris Vaigneur (HRPDC Staff)

Introductions

Mr. Eric Stringfield introduced Mr. Tynell Johnson as VDOT's Engineering Scholar.

Public Comment Period

There was no public comment.

Submitted Public Comments

There were no submitted public comments in the agenda packet.

Approval of Agenda

Chair King asked for additions or deletions to the TTAC Agenda. Mr. Steve Rowan requested to add three VDOT TIP amendments as one item after Item #8. Ms. Keisha Branch Moved to approve the agenda with the one amendment; seconded by Mr. Stringfield. The Motion Carried.

Summary Minutes

Chair King indicated the TTAC Summary Minutes of June 5, 2013 were included in the July TTAC Agenda. He asked for corrections or amendments to the minutes. Ms. Sherry Earley indicated Item #9 *CMAQ Fund Transfer Request: Suffolk* was not included in the minutes. It was agreed to approve the June 5, 2013 minutes at the September 4, 2013 TTAC meeting once the minutes for that item were included.

TTAC Officers: Term Renewal

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported the current Chair and Vice Chair will complete their first one-year terms in September. Rather than go through the process of appointing a Nominating Subcommittee and holding elections in October, the HRTPO staff recommended renewing the terms of the current officers for another year. She stated HRTPO staff has coordinated with Chair Michael King and Vice Chair Robert Gey and they have expressed their willingness to serve another one-year term.

Mr Lynn Allsbrook Moved to approve Chair Michael King and Vice Chair Robert Gey for another one year term as TTAC officers; seconded by Mr. Robert Lewis. The Motion Carried.

FY 2012-2015 TIP Amendment: DRPT

Ms. Emily Stock reported DRPT is requesting to amend the Hampton Roads FY 2012 – 2015 Transportation Improvement Program (TIP) to add a new project as described below:

- SSV0003 – New Freedom – Western Tidewater Transportation Coordination
 - Add project to TIP
 - Recipient: Senior Services of Southeastern Virginia
 - Funding: \$120,000 in New Freedom funds (including state and local matches)

The TIP amendment has been made available for public review and comment. The public review period began on June 26, 2013 and runs through July 10, 2013.

Mr. Mark Schnauffer asked for the source of funding with regard to the local match. Mr. Joe Paulus, HRTPO Special Transportation Advisor, replied the recipient, Senior Services of Southeastern Virginia, is providing the local match.

Ms. Stock Moved to recommend HRTPO Board approval of the TIP amendment; seconded by Mr. Keith Cannady. The Motion Carried.

FY 2012-2015 TIP Amendment: HRTPO

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, reported the final FY 2014-2019 Six-Year Improvement Program (SYIP), approved by the Commonwealth Transportation Board (CTB) on June 19, 2013, included FY 2014 Revenue Sharing funds on three projects that had previously been approved by the HRTPO Board to receive FY 2018 and FY 2019 Regional Surface Transportation Program (RSTP) funds. The Revenue Sharing funds fully funded two of the three projects, which allowed the RSTP funds that had been allocated to those projects to be returned to the HRTPO RSTP Reserve. The requested amendment to the Hampton Roads FY 2012 – 2015 Transportation Improvement Program (TIP) is described below:

- UPC 102995 – Nansemond Parkway/Wilroy Road Intersection Improvements in Suffolk
 - Add new project to TIP, with a total cost of \$1,600,000; fully funded with FY 2014 revenue sharing funds
 - Transfer \$200,000 FY 2018 RSTP funds (including state match) to RSTP Reserve
 - Transfer \$539,153 FY 2019 RSTP funds (including state match) to RSTP Reserve
- UPC 102998 – US Route 58 Bypass/Godwin Boulevard Interchange Improvements in Suffolk
 - Add new project to TIP, with a total cost of \$1,000,000; fully funded with FY 2014 revenue sharing funds
 - Transfer \$1 million FY 2018 RSTP funds (including state match) to RSTP Reserve

- UPC 103005 – Centerville Turnpike Widening from Kempsville Road to Indian River Road in Virginia Beach
 - Add new project to TIP, with a total cost of \$31,000,000; fully funded with a combination of FY 2014 revenue sharing funds, FY 2014 local funds, and FY 2018 and FY 2019 RSTP funds

The TIP amendment has been made available for public review and comment. The public review period began on June 26, 2013 and runs through July 10, 2013.

Mr. Lewis Moved to recommend HRTPO Board approval of the TIP amendment; seconded by Mr. Phil Pullen. The Motion Carried.

FY 2012-2015 TIP Amendment: VDOT

Mr. Steven Rowan reported VDOT is requesting to amend the Hampton Roads FY 2012 – 2015 Transportation Improvement Program (TIP) to add a new project as described below:

- UPC 103974 – Purchase Replacement Ferry by HRT
 - Add project to FY 2012 – 2015 TIP
 - Obligate \$1,797,600 of Ferry Boat Discretionary (Federal-Demo) funds
 - Obligate \$2,000,000 of AC-Other funds in FFY13

Mr. Rowan reported VDOT’s second amendment to the Hampton Roads FY 2012-2015 TIP requests that the TIP be modified to reflect actual and planned obligations on UPC 84366 as described below:

- Update PE based on actual obligations, add \$460,000 (CM) Previous (Match = \$115,000) and add an additional \$327,200 (CM) FFY13 (Match = \$81,800) based on current estimate.
- Update RW, adding \$5,077,395 (CM) FFY13 (Match = \$1,269,349).
- Update CN, add \$442,886 (CM) FFY14 (Match = \$110,722), add \$5,520 (STP) FFY14 (Match = \$1,380), add \$3,833,512 (AC-CM) FFY 14 and \$878,082 (AC-Other) FFY14, for a total AC of \$4,711,594 in FFY14 (Match = \$1,177,899); convert \$1,222,281 AC to obligation in FFY15 – Federal AC Conversion (Match = \$305,570).
- Updated total estimated cost to \$13,780,744 (PE = \$984,000, RW - \$6,346,744, CN = \$6,450,000).

Mr. Rowan reported VDOT’s third amendment to the Hampton Roads FY 2012-2015 TIP requests that the TIP be modified to add UPC 104905 (I-64 Capacity Improvements, From: Route 143 Jefferson Avenue, To: Route 199 Humelsine Parkway) as described below:

- Add project to the HRTPO TIP
- Total Estimated Cost: \$100,000,000 (PE = \$10,000,000; RW = \$25,000,000; CN = \$65,000,000)
- Add PE Planned Obligations: \$298,872 (NH) FFY13, with Match = \$74,718. Add \$7,701,128 (AC-NH) in FFY13, with Match = \$1,925,282.

Mr. Tom Slaughter stated it was his understanding that UPC 104905 would be completed in four years; however, he noted there are obligations through FY 2019 and asked for clarification. Mr. Rowan replied construction will not begin on the project until FY 2017. Mr. Christopher Voigt reminded the TTAC members that air quality conformity requirements are scheduled to expire on July 20, 2013.

Ms. Stock Moved to recommend HRTPO Board approval of the three TIP amendments listed above, seconded by Mr. Kevin Abt. The Motion Carried.

CMAQ Fund Transfer Request: Virginia Beach

Mr. Pullen reported the City of Virginia Beach is requesting the transfer of a total of \$1,227,587 in surplus CMAQ funds from four completed projects to one active project in the City, as follows:

- Transfer the funds itemized below to UPC 84366 (Indian River Road/Kempsville Road Intersection Improvements)
 - \$118,438 in FY 2010 CMAQ funds (including state match) from UPC 84346 (S. Independence Boulevard/Lynnhaven Parkway Intersection Improvements)
 - \$149,809 in FY 2009 CMAQ funds (including state match) from UPC 84341 (General Booth Boulevard/London Bridge Road Left-Turn Lane)
 - \$550,215 in FY 2010 CMAQ funds (including state match) from UPC 84338 (Independence Boulevard/Dahlia Drive Intersection Improvements)
 - \$409,125 in FY 2008 CMAQ funds (including state match) from UPC 84132 (Princess Anne Road/Salem Road Intersection Improvements)

Mr. Rowan expressed his support for the project; however, stressed the need to obligate the older funds quickly due to time constraints regarding the end of the fiscal federal year at the end of September.

Mr. Rowan Moved to recommend HRTPO Board approval for the CMAQ fund transfer request, as well as the associated TIP amendment; seconded by Mr. Lewis. The Motion Carried.

CMAQ Fund Transfer Request: Portsmouth

Mr. James Wright reported the City of Portsmouth is requesting the transfer of CMAQ funds from one City project to another to cover a cost increase. The Alexander's Corner Intersection Improvements Project (UPC 83438) is currently under construction and anticipated to be complete in August 2013. To cover the \$125,000 increased cost, the City proposes the following:

- Transfer \$100,000 in FY 2002 CMAQ funds from UPC 98825 (Portsmouth Signal Timing Improvements – Phase III) to UPC 83438.
 - The City will provide the required 20 percent local match (\$25,000) from the City's capital improvement program budget.

- Assuming approval of the City's transfer request, the City will cancel UPC 98825 and request that the balance of funds remaining on the project (\$20,000 FY 2002 CMAQ) be transferred to the HRTPO CMAQ reserve.

Mr. Wright Moved to recommend HRTPO Board approval for the CMAQ fund transfer request, as well as the associated TIP amendment; seconded by Mr. Abt. The Motion Carried.

Hampton Roads Regional Travel Time Reliability Study: Final

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that HRTPO staff presented the draft Hampton Roads Regional Travel Time Reliability Study to TTAC at its June 5, 2013 meeting. The draft report was available for public review and comment from June 5, 2013 through June 20, 2013. No comments were received.

Mr. Tim Cross Moved to approve the Hampton Roads Regional Travel Time Reliability Study: Final Report; seconded by Mr. Wright. The Motion Carried.

Update HRTPO Title VI and LEP Plan: Final

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported the Title VI and LEP Plan has been updated. The purpose of the Title VI/LEP Plan is to describe the measures taken by the HRTPO to assure compliance with the rules and regulations associated with Title VI and subsequent nondiscrimination laws, Environmental Justice, and LEP.

The plan was made available for public review and comment from May 6, 2013 through June 6, 2013. No comments were received.

Mr. Allsbrook Moved to approve the updated HRTPO Title VI and LEP Plan: Final Report; seconded by Mr. Schnaufer. The Motion Carried.

Transportation Alternatives Program

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, reported the Transportation Alternatives Program (TAP), established under MAP-21, provides funding for a variety of transportation activities that were previously eligible for funding under separate programs under SAFETEA-LU, including Transportation Enhancements (TE), Recreational Trails, and Safe Routes to School. He noted some projects that were eligible under TE are not eligible under TAP. He indicated the VDOT Local Assistance Division (LAD) coordinates the TAP in Virginia and provided important dates associated with the FY 2015 TAP:

- August 2013 – Call for applications (Coordinated by VDOT LAD)
- 2013 – Applicant Workshops
 - August 13, 2013 – 10:00 a.m.
Smithfield Conference Center
220 North Church Street
Smithfield, VA 23430

- September 18, 2013 – Letter to HRTPO requesting resolution of support
- November 1, 2013 – Application Deadline (Submit to VDOT LAD)

Dr. Ravanbakht expressed her gratitude to Ms. Jennifer DeBruhl of the VDOT Local Assistance Division for her efforts on the new Transportation Alternatives Program under MAP-21.

Mr. Kimbrel encouraged TTAC members to submit their application and request an HRTPO resolution of support by the deadlines indicated above.

Existing and Future Truck Delay in Hampton Roads

Mr. Sam Belfield, HRTPO Senior Transportation Engineer, reported this study builds on the analysis of existing truck volumes and delays contained in the HRTPO's *Hampton Roads Regional Freight Study* (September 2012) by forecasting future truck volumes and delays in Hampton Roads.

The study uses the new truck component and time-of-day capability of the regional travel demand model to forecast truck volumes and congestion to be faced by trucks in the next 20 years. The study purpose is two-fold: to forecast truck volumes and congestion to be faced by trucks (hours of delay) in the next 20 years, and to incorporate truck delay results into future versions of the Project Prioritization Tool to improve the HRTPO Board's ability to consider freight in project scoring and selection.

Mr. Belfield summarized the methodology used in the study and presented maps which illustrated the change in weekday truck volumes (20-year forecast versus 2010 existing) for both the Peninsula and the Southside. The region is expecting a substantial amount of truck growth to occur on I-64 on the Peninsula with an additional 1,700 – 3,500 trucks per weekday. The tolls at the DT/MT/MLK Extension are expected to shift truck travel throughout the area in the future, with nearly 1,500 and 1,000 additional trucks are projected to use I-64 in Chesapeake across the High Rise Bridge and Military Highway across the Gilmerton Bridge, respectively.

Data from 2010 identified high truck delays of 15 plus hours between Jefferson Avenue and Fort Eustis, and the Hampton Roads Bridge Tunnel (HRBT). The 20-year forecast predicts that the entire stretch of I-64 on the Peninsula will have a 15 plus hour truck delay. On the Southside, current truck delays are experienced at the HRBT, the Downtown and Midtown Tunnels, the I-64/I-264 Interchange, and I-64 in Chesapeake across the High Rise Bridge. The 20-year forecast predicts the Downtown and Midtown Tunnels are expected to improve slightly due to the tolls that will be in place. However, several other locations across the Southside are predicted to become problem areas, including the Gilmerton and High Rise Bridges, Route 58, and I-664.

HRTPO staff also compared 18 high profile corridors in the region based on the 2010 data and the 20-year forecast, indicating that I-64 on the Peninsula is by far the worst roadway for truck delay in the future.

Recommendations from this study include considering the inclusion of the I-64 Widening project on the Peninsula and the I-64 Southside Widening project in the next Long-Range Transportation Plan (LRTP).

The draft Existing and Future Truck Delay in Hampton Roads report is now available on the HRTPO website and public review and comment period is open until July 26, 2013. Approval of this report is anticipated at the September TTAC and HRTPO Board meetings.

Mr. Abt expressed his appreciation to HRTPO staff for producing this report. He noted the Port has plans to complete the build-out of the ATM facility which will dramatically increase the capacity of the terminal and the number of trucks traveling the 164 corridor. He asked for clarification regarding the 164 corridor at I-664 which shows minimal truck delay both now and in the future. Mr. Belfield replied HRTPO staff utilized the change method when running the truck model; taking into account changes and projects that may occur in the future that make sense for the region.

Mr. Belfield stated HRTPO staff has been updating the Freight Transportation Advisory Committee (FTAC) during the entire study.

Dr. Rob Case explained the model calculates trucks based on employment in those particular zones. These calculations would be based on the employment predictions by the City of Portsmouth in 2034 and noted the figures in the study should reflect the growth of the Port. He stated that although the movement of trucks on the 164 corridor (Western Freeway) may double in the future, the 164 corridor will be able to handle the capacity.

Mr. Abt indicated he will be submitting a public comment on behalf of the Port regarding his concern because he believes the 164 corridor will become an issue in the future.

Mr. Schnauffer asked whether the I-64 interim solution for the widening on the Peninsula was included. Mr. Belfield replied the results did not contain these improvements as the data utilized was through 2018. HRTPO staff worked utilizing a 2018 network in order to build off of it as projects for 2014 are selected so not to bias the results.

Mr. Schnauffer expressed concern with regard to inserting truck delay as another criterion for the Project Prioritization Tool. He was also uncomfortable with the recommendation to insert both I-64 corridors into the LRTP as it would be premature to predict their scores. Dr. Ravanbakht agreed and stated the projects should be considered as candidate projects for the 2040 LRTP.

Dr. Case noted by incorporating the results of this study into the Project Prioritization Tool, it would assist in refining the tool by predicting more accurate scores.

Mr. Keith Cannady expressed his concern regarding how the TAZ data was used in the study. He suggested HRTPO staff review methods developed by other Ports in projecting truck increase. Dr. Pavithra Parthasarathi replied the TAZ data was not the only consideration utilized in the model; rather, there were specific truck zones that accounted for areas that had large truck volumes.

Regional Performance Measures – FY 2013 Update: Draft

Dr. Rob Case, HRTPO Principal Transportation Engineer, reported that in 2009, the General Assembly passed legislation giving the Commonwealth Transportation Board (CTB) authority to:

“require that appropriate regional organizations develop...quantifiable measures and achievable goals for the urban region relating to, but not limited to, congestion reduction and safety, transit and high-occupancy vehicle (HOV) usage, job-to-housing ratios, job and housing access to transit and pedestrian facilities, air quality, movement of freight by rail, and per capita vehicle miles traveled.”

In 2011, the HRTPO Board and the Commonwealth Transportation Board (CTB) approved a list of Regional Performance Measures (RPMs) for Hampton Roads. In April 2012, the HRTPO Board approved desired trends and values for these measures and forwarded them to the Office of the Secretary of Transportation.

Dr. Case outlined the eleven HRTPO RPM categories established by the State, except for the maintenance measure created by HRTPO staff. The Financial System Measures category was also created by staff based on public comments received.

Additional comments by both the public and the Port led staff to create two new measures for FY 2013:

- On-Time Performance, Amtrak
- Operating Cost Ratio, Amtrak

He directed the Committee’s attention several charts identifying the values and targets from the year 2000 to 2013. He noted that any changes since the previous year were shown in the last two columns, with the figures mainly in the 2012 column due to the time lapse in accumulating the 2013 data.

Dr. Case summarized selected RPM data for the region, including

- A downward trend in annual highway-rail crossing accidents
- An increase in the on-time performance for the newly created On-Time Performance, Amtrak category utilizing 2012 data for Richmond/Newport News
- A favorable downward trend in the Operating Cost Ratio, Amtrak for the Washington-Newport News 2012 data
- Improvement in the air quality in the region
- An improvement in the pavement condition of VDOT maintained roads in 2012; however, the 2013 data is not available yet

Dr. Case requested TTAC members review and comment on the updated RPM list and data charts by July 22, 2013 with anticipated approval by the TTAC and the HRTPO Board in September 2013. He indicated the performance measures will be revised, as necessary, in order to comply with MAP-21.

2040 LRTP Visioning Survey Report: Draft

Ms. Theresa Jones, HRTPO Transportation Engineer, reported HRTPO staff has conducted a Visioning Survey as part of the development of the Vision & Goals for the 2040 Long-Range Transportation Plan (LRTP). The survey was utilized as a tool to gather public input to assist in defining a vision for the 2040 LRTP and to help identify projects needed to improve the transportation infrastructure in Hampton Roads. The survey began on October 10, 2012 and ran through December 31, 2012.

Ms. Jones stated participants were asked 20 questions to help HRTPO staff capture opinions and perspectives on transportation issues across the region with a total of 1,805 responses received and analyzed.

The draft report summarizes the findings of the survey and specifies the next steps in incorporating the findings in the development of the 2040 LRTP.

The draft report will be made available for public review and comment from July 3, 2013 through July 17, 2013 with anticipated approval at the September TTAC and HRTPO Board meetings.

Locally Maintained Pavement Condition Assessment: VDOT

Ms. Jennifer DeBruhl, VDOT Local Assistance Division Director, reported that during its meeting on June 15, 2011, the Commonwealth Transportation Board (CTB) had significant discussion regarding the distribution of maintenance funds across systems and localities. At its July 20, 2011 meeting, the CTB established a Subcommittee to:

- Evaluate the issues surrounding equalization of maintenance fund allocations
- Consider options that could be addressed administratively and legislatively
- Develop recommendations for the effective and equitable distribution of maintenance funds
- Present those recommendations to the Board on or before December 31, 2011

At the October 19, 2011 CTB meeting, VDOT staff reported that a lack of available data on local system conditions and performance limited further analysis and recommended that a Local Government Working Group be reconvened to advance the collection and analysis of system condition and performance data on locally maintained systems. The Working Group has been working on the problem since that time.

Ms. DeBruhl stated that the following local pavement data was collected as requested by the CTB:

- Data collected from Summer 2012 – Spring 2013
- 84 localities across the State were involved
- 5,875 lane miles collected, or approximately 20% of the locally maintained lane miles
- Compared locality primary extensions to VDOT primary routes

- Compared locality non-primary routes to VDOT Secondary Routes
- Reviewed Deficient Arterial Pavements

The Local Government Working Group concluded that local arterial pavement is generally in the same or worse condition than similar roadways maintained by VDOT. It was also found that 71 of the 86 localities that receive maintenance payments are expending more on maintenance than the amount received from VDOT.

Ms. DeBruhl concluded, stating the Local Government Working Group recommended making no changes to the current methodology for Local Government maintenance payments. The Group will continue to track overall system performance, monitor progress, and assess needs over time.

Real-Time System Management Information Program: VDOT

Mr. Scott Cowherd of VDOT, reported that Section 1201 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires the establishment of a Real-Time System Management Information Program that provides, in all states, the capability to monitor the traffic and travel conditions of major highways and to share these data with state and local governments and with the public.

The rule became effective on December 23, 2010. Establishment of the Real-Time Information Program for the interstate system shall be completed no later than November 8, 2014. Establishment of the Real-Time Information Program for state-designated, metropolitan routes of significance shall be completed no later than November 8, 2016.

Mr. Robert Gey asked whether there was a mandate that all localities meet the program's criteria. Mr. Cowherd replied the FHWA set forth the mandate that all localities comply with the data by the November 2014 and 2016 deadlines.

Dr. Ravanbakht suggested Mr. Cowherd work with the HRTPO Subcommittee on this matter.

I-264 Corridor Study: VDOT

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported the I-264 study is an ongoing multimodal corridor study between the City of Virginia Beach and VDOT, and includes the proposed extension of the Tide light rail project and traffic analysis on Virginia Beach Boulevard and Laskin Road.

Congestion Pricing Video

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that congestion pricing is a strategy for improving traffic conditions at congested facilities by encouraging motorists to adjust the timing of their trips to non-peak traffic periods. Congestion pricing typically involves a varying fee structure, with motorists paying more to use a facility during peak periods and less (or nothing) to use the same facility during off-peak periods.

An eight-minute video was viewed that described congestion pricing in general, as well as a specific application of the strategy in Stockholm, Sweden.

Dr. Ravanbakht stated the HRTPO Board approved a resolution regarding the support of the Third Crossing construction (in phases), continued maintenance efforts at the HRBT, and the study of congestion pricing.

Mr. Dwight Farmer, HRTPO Executive Director, requested the TTAC members explain all aspects of congestion pricing to their respective leaders as there is much misleading information concerning the subject.

August TTAC Meeting: Cancellation

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, stated it is now customary to cancel the August TTAC meeting due to the cancellation of the August HRTPO Board meeting each year.

Mr. Cross Moved to cancel the August 2013 TTAC meeting; seconded by Ms. Anne Ducey-Ortiz. The Motion Carried.

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 and noted the LRTP Subcommittee will meet directly following the TTAC meeting.

Announcements

Chair King acknowledged the written announcements in the agenda packet.

Old/New Business

Ms. Branch expressed her gratitude to Mr. Mark Schnauffer for his efforts on the Virginia Beach Light Rail Extension Study. Mr. Schnauffer stated he has taken a position in Arlington County and will be leaving the area shortly.

Dr. Ravanbakht stated HRTPO staff is working to have an updated list of data for projects utilizing the Project Prioritization Tool for the HRTPO Board by its September meeting as the Board will be making policy decisions on how to use the HB2313 revenues.

Adjournment

With no further business to come before the Hampton Roads Transportation Technical Advisory Committee, the meeting adjourned at 11:50 a.m.