

**RICHMOND REGIONAL
TRANSPORTATION PLANNING ORGANIZATION**

MINUTES OF MEETING

April 7, 2016

MEMBERS PRESENT

W. Canova Peterson, IV, **Chairman**Hanover County
Steve A. Elswick, **Vice Chairman**Chesterfield County
Parker C. Agelasto City of Richmond
Manuel Alvarez, Jr..... Goochland County
Jonathan Baliles City of Richmond
Robert H. Cary Secretary of Transportation Designee: VDOT
Kathy C. Graziano City of Richmond
Edward L. Henson, III Town of Ashland
James M. HollandChesterfield County
Angela Kelly-Wiecek.....Hanover County
Floyd H. Miles, Sr..... Charles City County
Robert P. Morris (Nonvoting)..... CTAC
Larry J. Nordvig.....Powhatan County
Patricia S. O'Bannon Henrico County
Patricia A. Paige..... New Kent County
Ivan Rucker (Nonvoting) FHWA
Frank J. Thornton..... Henrico County
Von Tisdale (Nonvoting) RideFinders
Christopher WinslowChesterfield County

MEMBERS ABSENT

Nick Britton (Nonvoting).....DRPT
Cliff Burnette (Nonvoting) VDA
Thomas Fletcher (Nonvoting)..... CTAC
Angela L. Gray..... RMTA
David Green..... GRTC Transit System
Susan F. LascoletteGoochland County
Chris Lloyd (Nonvoting)..... EDAC
Ryan Long (Nonvoting) FTA
Brian Montgomery (Nonvoting) EDAC
Michelle R. Mosby..... City of Richmond
John Rutledge..... CRAC
C. Thomas Tiller, Jr. New Kent County

ALTERNATE MEMBERS PRESENT, NOT VOTING

Wayne Hazzard (Alternate)Hanover County
Carson L. Tucker (Alternate).....Powhatan County

CALL TO ORDER

TPO Chairman W. Canova Peterson, IV, called the April 7, 2016 meeting of the Richmond Regional Transportation Planning Organization (TPO) to order at approximately 9:30 a.m. in the Richmond Regional Planning District Commission board room.

CERTIFICATION OF MEETING QUORUM

TPO Secretary Barbara S. Nelson reported that a quorum was present.

PLEDGE OF ALLEGIANCE

At the request of the Chairman, Manuel Alvarez, Jr., led the TPO in the Pledge of Allegiance to the flag.

I. ADMINISTRATION

A. Approval of TPO Agenda

On motion by Kathy C. Graziano, seconded by Angela Kelly-Wiecek, the TPO unanimously voted to approve the April 7, 2016 meeting agenda as presented.

B. Minutes of the February 4, 2016 TPO Meeting

On motion by Kathy C. Graziano, seconded by Floyd H. Miles, Sr., the TPO unanimously approved the minutes of the February 4, 2016 TPO meeting as presented.

C. Open Public Comment Period

There were no requests to address the TPO.

D. TPO Chairman's Report

Chairman Peterson reported that the Richmond Region Transportation Forum was very informative with many good speakers providing important information to all members of the board.

1. Nominating Committee for FY 2017 TPO Officers

Chairman Peterson reported that Manuel Alvarez and Frank Thornton have agreed to serve as the FY 17 TPO Officers Nominating Committee and called for a motion and second to establish the Nominating Committee. On motion of Angela Kelly-Wiecek, seconded by Kathy C. Graziano, the TPO unanimously voted to establish the FY 17 TPO Officers Nominating Committee.

2. Other Business

No other business was reported.

E. TPO Secretary's Report –

1. Public Participation Plan (PPP) Revision

Barbara Nelson reported that staff has been notified by FHWA and FTA that the one thing delaying federal certification of the TPO is a revision to the TPO Public Participation Plan (PPP). She said while the TPO has documented processes for how to engage the public in amendments to the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), the process were not included in the PPP. Ms. Nelson said staff has addressed that deficiency and the draft revised PPP incorporating these process has been circulated for review and comment to the Technical Advisory Committee (TAC), the Citizens Transportation Advisory Committee (CTAC) and the Elderly and Disability Advisory Committee (EDAC) and is now out for public review from April 5 through May 19. She said staff will incorporate and address any comments received from the public and advisory committees in the staff report for the June meeting when the TPO will be asked to consider adopting the draft revised PPP document. In response to inquiries about how much input the TPO receives through Twitter and Facebook and how many Twitter followers the TPO has, Ms. Nelson said Chuck Gates, RRPDC Manager of Community Affairs, tracks that and she said she would provide an update on the impact of social media at a future meeting. Angela Kelly-Wiecek

checked online and reported that the RRPDC has 1,217 followers and the TPO has 208 followers on Twitter. Parker Agelasto reported that the RRPDC has received 142 likes on Facebook and the TPO has received 50 likes.

2. Information Items

a. TPO December Work Status Report; and

b. TPO December Financial Status Report

Ms. Nelson reported on both the February TPO Work Status and Financial Status reports included in tab 3 of the agenda package. Ms. Nelson reported that staff has been primarily engaged in work on *plan2040*, the allocations for the Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) program funds as well as the Transportation Alternative Program (TAP) funds, the FY 17 work program and budget and other work efforts included in the report in the agenda package. Pat O'Bannon requested a presentation on the Twitter and Facebook pages and Ms. Nelson responded that that information would be part of a larger presentation. Ms. Nelson said one aspect of a new staff position which will soon be filled is public participation and so staff will provide a comprehensive presentation.

II. NEW BUSINESS

A. 2015 Air quality Update by Department of Environmental Quality (DEQ)

Doris McLeod, Air Quality Planner with DEQ, provided a briefing on air quality and issues occurring in the Richmond/Petersburg area. Ms. McLeod said ozone has historically been a problem in for the region though in recent years, the air quality for ozone has gotten markedly better. She explained how ozone is created noting it is primarily a summertime pollutant, the primary component of smog, and is a lung irritant affecting multiple populations. Ozone is heavily regulated by the federal Clean Air Act (CAA) under National Ambient Air Quality Standards (NAAQS) and she reviewed the evolution of federal health-based ozone requirements to the current 2015 standard of 70 parts per billion (ppb) (or .07 parts per million – ppm) and the ozone history in the Richmond/Petersburg area. Ms. McLeod reviewed data that would indicate good news for the area which has a current average of .063 ppm, well below the .07 ppm standard and said she expects the area should continue below the standard and be designated an attainment area in 2017. She discussed the formation, composition and main responsibilities of the Metropolitan Richmond Air Quality Committee (MRAQC), an ad hoc committee formed under Section 174 of the CAA to serve as the Lead Planning Organizations (LPO) for the region that meets when air quality plans are required as the result of a nonattainment designation under the CAA. Ms. McLeod also discussed the Ozone Advance Action Plan which was put into place in early 2013 following disappointing readings in the summer of 2012, and noted that the third annual update on this very successful program will soon be submitted to the Environmental Protection Agency (EPA). She reviewed state and local control programs under the Ozone Advance Action Plan that have impacted the region's air quality and said additional details of the program are available on EPA's website. Ms. McLeod responded to questions with the following major points brought forward:

- For the Ozone Advance Action Program (OAAP), DEQ relied on programs that were already being implemented which would produce significant improvements in air quality such as industrial modernizations and expansions which resulted in controlled

emissions and the Tier 3 program which will result in much cleaner vehicle emissions by 2017 and so the OAAP cost the citizens and businesses of the region nothing to implement.

- For the 1991 work and the 1997 work, there was a significant cost for transportation conformity to address air quality such as some of the reasonable available control technologies that cost about \$4,000 per ton of VOC or NOx removed; poor air quality has a significant economic impact on industry in the area.
- Dominion Virginia Power spent more than \$700 million in new washers for their stacks at the coal-fired Dutch Gap facility to remove the ash.
- Transportation and non-road engines such as generators and forklifts are becoming a bigger and bigger piece of the smaller pie as an air quality impact.
- Meteorology is a strong factor in air quality with cold and wet summers having better air quality readings.
- Tree canopy benefit to air quality is not included in the OAAP; there are studies that show that tree canopies can affect the mixing height and cooling and can improve ozone air quality, but it is very difficult to quantify.
- There is no federal or state requirement for suppliers to blend ethanol into gasoline. What drives blenders to put ethanol in gasoline are the renewable fuels goals that the federal government sets and tax credits for meeting them. MRAQC could not affect whether ethanol is blended into gasoline.
- Vehicle miles traveled, vehicle age and the number of diesel vehicles are some of the data from the Division of Motor Vehicles which inform emissions forecasts and air quality scientists expect that emissions will continue to decrease.
- Every five years EPA convenes a group of specialists from insurance, health care, academic and other fields to examine the latest information on the effects of air quality on the human body to determine if the current standard needs revision.

B. FY 16 Unified Work Program (UWP) Amendment

Barbara Nelson noted tab 5 of the agenda package and reviewed the requested action, a budget amendment to the Fiscal Year 2016 Unified Work Program (UWP) to shift Federal Highway (FHWA) PL funds and Federal Transit Administration (FTA) Section 5303 funds among various TPO staff work tasks in the FY 16 budget year and to transfer \$131,000 in FHWA PL funds to the FY 17 budget and work program. She explained that on an annual basis, staff conducts a review of existing work tasks, staff time allocations, expenditures to date and what work is anticipated for the remainder of the fiscal year in order to determine if there are budget impacts from the review, they are brought to the TPO board. Ms. Nelson noted that as a result of this review, and there are two factors which have caused a budget reduction: the reduction in time that was allocated to the position of executive director which remained vacant for several months; and a delay in filling a staff position which had originally been slated to be filled in the fall of 2016, but which is being filled now due to having a new Director of Transportation.

On motion of Patricia S. O'Bannon, seconded by Kathy C. Graziano, the Richmond Regional Transportation Planning Organization (RRTPO) unanimously approved the following resolution:

RESOLVED, that the Richmond Regional Transportation Planning Organization (TPO) amends the FY 2016 Unified Work Program (UWP) to shift Federal Highway

Administration (FHWA) PL funds and Federal Transit Administration (FTA) Section 5303 funds among various Richmond Regional Transportation Planning Organization (RRTPO) staff work tasks as presented in the table FY 2016 Unified Work Program (UWP) Agency Summary Budget Sheet; and

BE IT FURTHER RESOLVED, that the TPO authorizes the transfer of \$131,000 in FY 2016 FHWA/PL funds from the FY 2016 UWP to the FY 2017 UWP; and

BE IT FURTHER RESOLVED, that the TPO's action to amend the FY 2016 UWP work task budgets and to transfer FHWA/PL funds meets all requirements noted in the VDOT/RRPDC Agreement for the Utilization of Federal and State Funds to Support Metropolitan Planning in the Richmond Area as provided in Article III – Statement of Work, which includes approval by the TPO, the Virginia Department of Transportation (VDOT) and by FHWA for the reallocation of funds between UWP work tasks, and no further action by VDOT and FHWA is required for this UWP amendment action.

C. 2040 MTP Allocation Guidelines and Projects List

Tiffany Dubinsky, Principal Planner, noted the copy of her presentation as well as a revised Projects List prior to the meeting and reviewed action requested by the TPO. Ms. Dubinsky reviewed the 2040 Metropolitan Transportation Plan (MTP) development schedule followed by staff and the MTP Advisory Committee (AC). She reviewed that the allocation guidelines were presented to the TPO in February and action was deferred for further input. Ms. Dubinsky reviewed the process used by the MTP AC to develop the allocation guidelines noting that comments at the February TPO meeting were reviewed with the MTP AC in March and a new recommendation was developed and was presented for TPO review and action. Ms. Dubinsky said pending approval of the allocation guidelines, staff will begin to move forward with development of the actual document. Ms. Dubinsky discussed elements involved in development of the 2040 MTP constrained projects list beginning with revenue projections from VDOT and the Department of Rail and Public Transportation (DRPT) and allocation guidelines. Priority was given to existing and committed projects already in the Six-Year Improvement Program (SYIP) and then candidate projects were considered. Ms. Dubinsky said these elements feed into the draft constrained projects list presented for TPO review and action. Ms. Dubinsky reviewed differences in the 2040 and the 2035 processes noting that the new process was more streamlined and allowed for funding more projects. Ms. Dubinsky noted the revised list prepared after the agenda package was mailed which includes a couple of inadvertent omissions, one being the GRTC BRT Corridor project in Time band 1, which has no impact on candidate projects funded. The other was where staff double-counted a project related to 288/360 in Chesterfield in Time band 2, which freed up money allowing projects to move into earlier time bands, and to fund a number of projects previously included in the unfunded projects list. Ms. Dubinsky reviewed the action requested of the TPO and responded to questions as follows:

- Members of the MTP Advisory Committee are members of the Technical Advisory Committee (TAC) who generally are planning staff from TPO jurisdictions and TAC agency member representatives as well as members from the TPO Citizens Transportation Advisory Committee (CTAC) and the Elderly and Disability Advisory Committee (EDAC).

- A concern was raised that a project listed on page 11 of the list originally distributed with the agenda package, is shown as being in Goochland County, but is actually in Louisa County; staff will review that project to be certain that the project is actually located in Goochland County.

On motion of Kathy C. Graziano, seconded by Edward L. Henson, III, the Richmond Regional Transportation Planning Organization (RRTPO) unanimously approved the following resolution:

RESOLVED, that the Richmond Regional Transportation Planning Organization (TPO) approves the *plan2040* Allocation Guidelines and Draft Constrained Projects List, as recommended by the 2040 Metropolitan Transportation Plan Advisory Committee (MTP AC) at their March 15, 2016 meeting, for inclusion in the 2040 MTP document.

D. FY 17 Transportation Alternatives Program (TAP) Recommended Projects

Sarah Rhodes, principal planner, noted information included under tab 7 of the agenda package and two handouts distributed prior to the meeting. Ms. Rhodes reported that FY17 TAP allocations are \$1,109,407 and combined with an unallocated balance of \$616,395 from FY15, a total of \$1,725,802 is available for allocation in this year's process. Ms. Rhodes reported there were eight applications for TAP funds received by the state within the TPO area; however, FHWA found the scope for one project to be ineligible for TAP funds. The seven applications considered, two from Chesterfield, one from Henrico and four from the City of Richmond, totaled \$2,857,772. After reviewing all applications, staff recommended three projects, two sidewalk projects in Chesterfield and a multi-use trails project in Henrico, totaling \$1,068,972 leaving an unallocated balance of \$656,830 in TAP funds. Ms. Rhodes reviewed the action requested of the TPO and responded to questions as follows:

- VDOT would maintain the sidewalks in the two Chesterfield projects once they are constructed; the maintenance agreement is part of the application.
- Correspondence between VDOT and City of Richmond staff indicated that the James River Branch Trail project was a right-of-way purchase, and FHWA found the preliminary engineering insufficient and recommended that additional preliminary engineering be completed prior to pursuing another application.

On motion of Kathy C. Graziano, seconded by Patricia S. O'Bannon, the Richmond Regional Transportation Planning Organization (RRTPO) unanimously approved the following resolution:

RESOLVED, that the Richmond Regional Transportation Planning Organization (TPO) approves the allocation of remaining Fiscal Year 2016 Transportation Alternatives Program funds and a portion of FY 2017 Transportation Alternatives Program funds, and authorizes submission of these projects to the Commonwealth Transportation Board (CTB) for inclusion in the FY 2017 – 2022 Six-Year Improvement Program as follows:

1. Short Pump Park Trails, Henrico County: \$248,172 Requested, Fully Funds Request
2. Spring Run Road Sidewalk, Chesterfield County: \$100,800, Fully Funds Request
3. Bailey Bridge Road Sidewalk, Chesterfield County: \$720,000, Fully Funds Request

E. House Bill 2 (HB2) Update

Barbara Nelson reported that an update on the House Bill 2 recommendations from the Technical Advisory Committee (TAC) was provided TPO Executive Committee at the

March 3 meeting. Following that meeting, a copy of the information provided to the Executive Committee was distributed to the full TPO board and it is before the TPO for review and action. Ms. Nelson reviewed the background of this matter noting that on January 19, the CTB received a presentation from the Office of the Secretary of Transportation on the review, ranking and scoring of HB 2 projects which included a proposed allocation scenario for High Priority and District Grant funds that would select projects for this year's Six-Year Improvement Program (SYIP). At the February 4 TPO meeting, Rob Cary, VDOT Richmond District Engineer, provided an overview of the Secretary's presentation and advised that there was an opportunity for the TPO to comment on the process. The TPO directed that TAC evaluate the recommendation from the Secretary's office and recommend any comments that the TPO should consider forwarding to the CTB. TAC discussed this matter at its February 16 TAC meeting and continued the discussion for two additional special meetings examining the recommendation from the Office of the Secretary and also what was in this region's best interest. Ms. Nelson noted the TAC recommendation included on page two of tab eight in the agenda package. She reported that TAC developed three funding scenarios to compare with the scenario from the Office of the Secretary's recommended scenario, and the TAC recommendation was that only the District Grant funds first with no co-mingling or the High Priority funds first with no co-mingling adhere to the processing goals as outlined to the process applicants. Ms. Nelson said House Bill 2 is going to dramatically change and impact the way projects are selected and funded and there must be confidence that the process is transparent, repeatable and objective and that applicants know how to compete on a year-after-year basis. Based on the TAC review and discussion, it was not clear as to how some of the decisions had been reached.

After a great deal of discussion and deliberation the final TAC recommendation to the TPO board was to recommend considering the High Priority projects first with no co-mingle. This approach potentially allows smaller projects or projects with independent phases to achieve a higher benefit/cost score and to compete more successfully. The House Bill 2 process is driven by a ratio of benefit and cost of a project. Many of the project types that were generated within our region and the Richmond District would compete very well for High Priority funds and also have eligibility for the District Grant funds. TAC further recommended that there be no co-mingling of funds and that any residual funds be carried over to the next round of project funding next fall. Ms. Nelson said staff will be working diligently with TAC members to help them compete within whatever final rules and guidance come out of the CTB action.

At the March 3 Executive Committee meeting, Carlos Brown, Richmond District CTB member, was present for the discussion and presentation of this recommendation to the Executive Committee. The Executive Committee approved Mr. Brown's request to allow TPO staff to work with him to better understand what the TPO's needs and concerns are with the Office of the Secretary's recommended scenario as well as to work with him should he identify other scenarios that he would like to consider that may be of benefit to the region. Subsequently, staff met with Mr. Brown twice, shared information with him and ran additional scenarios. Ms. Nelson said Mr. Brown has not shared a recommended position with staff on what he will recommend to the CTB. Ms. Nelson asked for discussion and direction on how the TPO would like to share information with the CTB on this matter. Pat O'Bannon responded with a rough draft of a resolution that would recommend the TAC recommendation as stated on page two

of the staff report under tab eight in the agenda package and further recommended that the information be sent to the Secretary of Transportation and to the Commonwealth Transportation Board members concerning the TAC recommendation on a scenario for allocation of House Bill 2 funds. Ms. O'Bannon said this is a very confusing matter and expressed appreciation for the work of the Technical Advisory Committee on this recommendation noting that the CTB decision is a political process but that the TAC has done a good job representing the TPO. Chairman Peterson said the communication that needs to be put together based on the motion is that the TPO will support the recommendation of TAC and to pass that on to the CTB and the Secretary of Transportation in the form of a resolution crafted by TPO staff. There was a question regarding whether residual funds carried forward would stay in the Richmond District or whether they would be placed back into the big pot of HB 2 funds and Ms. Nelson responded that residual District Grant funds would remain with the District; High Priority project funds could be redistributed through the FY 17 allocation process.

On motion of Patricia S. O'Bannon, seconded by Kathy C. Graziano, the Richmond Regional Transportation Planning Organization (TPO) directed that the following be communicated to the Secretary of Transportation and to the members of the Commonwealth Transportation Board, with all voting in favor except for one vote in abstention by the designee of the Secretary of Transportation:

WHEREAS, the Richmond Regional Transportation Planning Organization (TPO) has been an active participant in the development of the VTrans Needs Assessment, the development of the application process to implement the House Bill 2 High Priority and District Grant programs, and has closely monitored the resulting scoring and ranking process; and

WHEREAS, the TPO is encouraged that this important new approach to identifying transportation projects provides the Commonwealth with a new tool to produce a consistent, objective and transparent project ranking process to assist the Commonwealth Transportation Board in fulfilling their responsibility to allocate dollars to the projects that would provide the greatest benefit to meet Virginia's needs of today and in the future; and

WHEREAS, the TPO understands that the project scoring and ranking is intended as a non-binding tool to assist the Commonwealth Transportation Board in their deliberations, and that the process is designed to provide stakeholders and citizens of the Commonwealth more transparency in understanding why certain projects are moving forward for funding and others are not; and

WHEREAS, the TPO has evaluated the process and the results that have been applied in developing the project funding recommendations provided to the Commonwealth Transportation Board from January through March 2016; and

WHEREAS, through this review, the TPO concluded that the process that would best adhere to the House Bill 2 process as outlined through the applicant workshop process would be one that considers High Priority project eligibility first, then District Grant eligibility; and

WHEREAS, this is the first year of implementing an important and new approach to selecting transportation projects across Virginia, and the process as outlined through the

applicant workshops included no guidance on how to address residual or remaining funds as part of the allocation process; and

WHEREAS, the TPO believes it is prudent programming in this new process to carry the unallocated balance into the second year of the program in fiscal year 2018 for allocation;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization recommends that the Commonwealth Transportation Board allocate House Bill 2 funds through the following process:

1. consider funding High Priority eligible projects arranged by score and fund down the list until funding is insufficient for the next project;
2. arrange the remaining unfunded District Grant eligible projects by score and fund down the list until funding is insufficient for the next project; and
3. carry the remaining unallocated funds over to fiscal year 2018 for allocation in the second year of implementing the House Bill 2 transportation programming process.

F. FY 17 Unified Planning Work Program (UPWP) Overview

Barbara Nelson noted materials distributed at each seat prior to the meeting and explained that the Unified Planning Work Program is the TPO's budget and work for the upcoming fiscal year which begins July 1 and runs through June 30 2017. She said the activities for the work program address federal and state planning and programming requirements to address regional transportation planning issues and needs and she noted that the UPWP is a requirement in order for the state and region to remain eligible to compete for federal-aid highway and transit funds. Funds used to develop the work program come for federal and state sources as well as local sources. Ms. Nelson noted two primary funding sources, FHWA PL funds and FTA Section 5303 funds, which, when combined with the Regional Surface Transportation (RSTP) allocation, equal nearly \$1.3 million of the total \$1.8 million budget. Federal funds require a state and local match and VDOT and the Department of Rail and Public Transportation (DRPT) provide the state match and the local funding comes through dues assessment to localities through the Richmond Regional Planning District Commission. Ms. Nelson explained that the \$100,000 in RSTP funds remains from a \$300,000 allocation several years ago to support the regional travel demand modeling program and that \$100,000 will be spent in FY 16, an additional \$100,000 is allocated to FY 17 and the balance will go into FY 18.

Ms. Nelson explained that there are three core categories of work in the FY 17 program, transportation planning, technology and applications, and financial programs, which are supported by the program management foundation. Ms. Nelson said the TPO has historically demonstrated excellence in supporting regional partners in the delivery of capital projects associated with federal transportation dollars through RSTP, Congestion Mitigation and Air Quality (CMAQ) funds and Transportation Alternative Program (TAP) funds, tracking closeout dollars and allocating new funds to the benefit of the region. She said the newer areas of the work program are in the technology and applications pot of funding which are not supported by the regional travel demand model. She said as a result of MAP-21 MPOs have been required to become more engaged in the transportation planning process, so the outline represents the areas of effort developed in the FY 17 work program and she reviewed the work elements included in the three core work categories and program

management which includes financial administration, development of the annual work program and overall administration of the TPO program.

Ms. Nelson said the information provides is an overview of the FY 17 UPWP that will be reviewed by the Technical Advisory Committee at their April 19 meeting and will be presented to the TPO for approval at the May 5 meeting. She said following TPO action on the work program, it will be used to support grant applications to DRPT and VDOT and the budget allocations will also be incorporated into the PDC budget. Ms. Nelson responded to questions with the following major points brought forward.

- The staff support to accomplish the TPO program is provided by the PDC and all TPO staff are PDC employees.
- The importance of keeping the two budgets [PDC and TPO] separate was expressed and Ms. Nelson said in the last several years, the funding is shown separately to make it clear which are the federal funds coming to the TPO program separate and apart from the PDC budget, and she reminded that PDC funds are used to make the local match for the federal funds that come to the TPO.
- The next federal recertification review is tentatively scheduled for the fall of 2017.

III. COMMITTEE REPORTS

A. VDOT Richmond District Update

Rob Cary, Richmond District Engineer, noted that his abstention on the House Bill 2 recommendation was simply to not vote in favor of anything that does not represent the Secretary's position on this matter. He said there is a healthy debate on HB 2 because there is transparency about scores, the projects and what might happen which is a long way from where the state was a couple of years ago. He also noted that the large area of debate is about how the money is applied to the projects and not about the scores and the scoring process. Mr. Cary said the initial scenario for distribution of the funds to projects included a fourth step to fund projects that had a high benefit with a cost benefit ratio higher than one. He said they came back with two alternate scenarios, a Revised Base Scenario that adjusted inaccurate congestion scores, corrected cost estimates for several projects, and removed several projects that received all their points from not doing something related to the environment as opposed to having an impact through the result of the projects. The other alternative scenario, revised Base Scenario Two takes the revised base scenario and skips step three, the co-mingling of funds. Mr. Cary reported that the Secretary, DRPT, VDOT and the CTB are going around the state holding annual transportation input meetings and he noted that this year, the Six-Year Plan is not available. He said there will be a meeting on April 21 at the Richmond District Office in Colonial Heights at 5:30 p.m. in the auditorium when they will be receiving input on HB 2 and funding the right projects. Mr. Cary said this is a great opportunity to come and provide input to contribute to continuing refinement of the HB 2 process. In response to a question Mr. Cary indicated that it would be appropriate to present the resolution including the TAC recommendation on HB 2 just approved at this public meeting and Mr. Elswick requested that either Chairman Peterson or Ms. Nelson make a presentation at this meeting. Chairman Peterson said he would see that the TPO has someone at this meeting to make a presentation.

B. Citizens Transportation Advisory Committee (CTAC) Meeting Report

CTAC Vice Chairman Robert Morris said he had nothing to add to the meeting report included in tab nine of the agenda package and offered to answer questions. No questions were asked.

C. Elderly and Disability Advisory Committee (EDAC) Meeting Report

Chairman Peterson noted that EDAC Chairman Brian Montgomery was not present to report on the EDAC meeting and he noted the staff report included in tab 10 of the agenda package and asked if there were any questions. No questions were asked.

IV. OTHER BUSINESS

A. Upcoming TPO Policy Board Meetings and Future Meeting Topics

Chairman Peterson noted the report under agenda tab 11 and asked that a presentation on public participation and equity analysis which will include social media be added to the list of future meeting topics as requested by Pat O'Bannon.

B. Next Meeting: May 5, 2016

Chairman Peterson noted the next TPO meeting will be held May 5, 2016 and he noted that he would not be present and that Mr. Elswick would be conducting the meeting. He said the TPO will have the election of officers and will be acting on the Unified Planning Work Program.

VI. ADJOURNMENT

Chairman Peterson adjourned the meeting at 11:15 a.m.

BSN/sr