

**RICHMOND REGIONAL
TRANSPORTATION PLANNING ORGANIZATION**

**MINUTES OF MEETING
January 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
Nick Britton (Nonvoting)..... DRPT
Kathy C. Graziano City of Richmond
David Green GRTC Transit System
Edward L. Henson, III Town of Ashland
James M. HollandChesterfield County
Robert P. Morris (Alternate) (Nonvoting) CTAC
Larry J. Nordvig.....Powhatan County
Patricia S. O'Bannon Henrico County
Frank J. Thornton..... Henrico County
Von Tisdale (Nonvoting) RideFinders
Carson L. TuckerPowhatan County
David T. Williams.....Powhatan County

MEMBERS ABSENT

Cliff Burnette (Nonvoting) VDA
Sean M. DavisHanover County
Thomas Fletcher (Nonvoting)..... CTAC
Angela L. Gray..... RMTA
Susan F. LascoletteGoochland County
Ryan Long (Nonvoting) FTA
Floyd H. Miles, Sr..... Charles City County
Brian Montgomery (Nonvoting) EDAC
Michelle R. Mosby..... City of Richmond
Ivan Rucker (Nonvoting) FHWA
John Rutledge..... CRAC
C. Thomas Tiller, Jr. New Kent County

ALTERNATE MEMBER PRESENT, NOT VOTING

Cherika Ruffin RideFinders

CALL TO ORDER

TPO Chairman W. Canova Peterson, IV, called the December 3, 2015 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

All present stood and recited the Pledge of Allegiance to the flag.

INTRODUCTIONS

Chairman Peterson introduced and welcomed Larry J. Nordvig, new TPO member representing Powhatan County replacing David Williams. Chairman Peterson then introduced and welcomed Martha Shickle, new Executive Director of the Richmond Regional Planning District Commission, noting that following today's meeting there would be a short meet and greet opportunity to get to know her a little better.

I. ADMINISTRATION

A. Approval of the TPO Agenda

On motion by Edward L. Henson, III, seconded by Manuel Alvarez, Jr., the TPO unanimously voted to approve the December 3, 2015 meeting agenda as presented.

B. Minutes of the December 3, 2015 TPO Meeting

On motion by Edward L. Henson, III, seconded by Manuel Alvarez, Jr., the TPO approved the minutes of the December 3, 2015 TPO meeting as presented with all voting in favor and one abstention.

C. Open Public Comment Period

There were no requests to address the TPO.

D. Consent Action Item –

Chairman Peterson noted there was only one item on the consent agenda, FTA Section 5310 Program Grant applications Endorsement. Barbara Nelson said the Federal Transit Administration Section 5310 grant program opened for applications on December 1, 2015 and closes February 1, 2016. She said this is a grant program that supports transportation for seniors and transportation disadvantaged populations and the Department of Rail and Public Transportation (DRPT) is the designated recipient for the TPO in reviewing, scoring, ranking and selecting these projects for funding. She said TPO action requested is to approve a blanket resolution that would support the projects that are selected and would also automatically provide for their inclusion in the TPO Transportation Improvement Program. She said there is \$1.7 million available for allocation in FY 17 and she noted that Ken Lantz, TPO staff, has been working with local organizations and agencies to encourage applications for these funds for capital or operating support. Ms. Nelson noted the proposed resolution is included under tab two of the agenda package and offered to answer questions. Ms. O'Bannon inquired if this resolution provides the possibility that the TPO is approving any grant that comes in and Ms. Nelson responded that it does at this time. She said prior to the February 2013 TPO action to designate DRPT as the designated recipient for these applications, this function was handled by GRTC. She noted discussion that consideration be given to bringing this program in-house and working more directly with the grant applicants and recipients, but said responsibility for the current process lies with DRPT. Ms. Nelson responded to questions with the following major points brought forward:

- Projects located in the Richmond Urbanized Area would be eligible for funding from the \$1.7 million available; projects outside the Richmond Urbanized Area would also be eligible to receive funding under the 20 percent of FTA Section 5310 funds available to all other areas of the state that do not fall in the large or small urbanized areas categories.

- The Regional Transit Vision Plan discussion is trying to address long-term transportation needs for low-income populations matching where the jobs are with access to transportation; there is no program currently available through the TPO to fund transportation services that meet this need.
- The TPO has never been an applicant for Section 5310 funds.
- Previous recipients such as GRTC CARE, Bay Area Transit, Access Chesterfield and many others have received funds for capital and operating expenses.
- The Section 5310 grant program recurs annually.

On motion of Kathy C. Graziano, seconded by Edward L. Henson, III, the TPO unanimously approved the following resolution:

RESOLVED, that the Richmond Regional Planning Organization (TPO) endorses those applications for Federal Transit Administration (FTA) Section 5310 funds which are complete and properly submitted prior to the February 1, 2016 submission deadline, and found by the Virginia Department of Rail and Public Transportation (DRPT) to be eligible for FTA Section 5310 Program funds; and

BE IT FURTHER RESOLVED that the TPO authorizes inclusion of these projects in the TPO's Transportation Improvement Program subject to their selection for funding by the Commonwealth Transportation Board.

E. TPO Chairman's Report –

Chairman Peterson reported that he would like to keep the meeting short to allow time to meet and greet Martha Shickle following the meeting.

F. TPO Secretary's Report –

2. Fixing America's Surface Transportation (FAST) Act

Barbara Nelson reported that Congress acted and the President signed the FAST Act into law which moves the nation beyond having short-term continuing resolutions for MAP-21 to a five-year \$300 billion bill. She said FAST Act will impact the TPO Unified Work Program for FY 17.

1. 2040 Metropolitan Transportation Plan (MTP) Update

Barbara Nelson provided a status report noting this significant work effort by TPO and TPO member staffs. She said staff anticipated at the December meeting bringing to the TPO in January a request for TPO action on the allocation guidelines that would guide how the financially constrained funds would be allocated across the time bands for the long-range plan; however, new information was presented regarding funding sources that would influence the final number for planning for the financially constrained plan and the decision was made to take additional time with the MTP Advisory Committee considering the guidelines. These will be presented for action at the February meeting.

3. TPO October Work Status Report; and

4. TPO October Financial Status Report

Ms. Nelson reported on both the November TPO Work Status and Financial Status reports saying the primary work effort for staff remains the 2040 Metropolitan Transportation Plan (MTP) and work with the MTP Advisory Committee on allocation guidelines. She said the review, ranking and scoring of the long-range

plan projects have been completed and TPO staff has been meeting with local staffs to review the preliminary results of that process. Ms. Nelson reported that TPO staff has been meeting with local government and agency staffs on the annual Regional Surface Transportation Program and Congestion Mitigation Air Quality program applications to determine existing projects in needs of additional funding to advance as well as applications for new projects. Ms. Nelson said work is getting started on the regional travel demand model which has been six years in the making and is a significant work effort that will result in a tool and resource that will influence future planning.

Pat O'Bannon said she has received questions on public participation and asked how many public meetings the TPO has concerning what the TPO work plan is. Barbara Nelson said that for the long-range plan there will be a separate series of public meetings that will be focused specifically on the long-range plan. She noted that the TPO work program describes a desire to have reaching and regular engagement with the public both in the development of our work program and follow-up to share the work program. Ms. Nelson said as part of her review of the current work program as well as working toward the development of the upcoming work program, she is working to develop specific benchmarks for when those meetings will occur and how that targeted engagement will occur. Ms. Nelson said it would be great if each of the TPO members had town meetings as Mr. Thornton does and to have a presentation on the TPO. Ms. Nelson responded that TPO staff will be delighted to provide presentations for these events, board meetings or whatever type of meeting works best within their community. Ms. O'Bannon noted that the TPO was marked down in the area of public participation during the last federal certification review. The next review is slated within the next two years.

II. OLD BUSINESS

DC2RVA: Consideration of TPO Recommended Alternatives

Ms. Nelson noted tab five of the agenda package where the background information is included on the DC2RVA agenda item including a proposed resolution for TPO action supporting three alternatives in the Ashland and Hanover County area and eight alternatives in Richmond, Henrico County and Chesterfield County area that have been selected to move forward for further evaluation in the DC2RVA Tier II Draft Environmental Impact Statement that is advancing. Ms. Nelson reviewed the history of this project and noted the many presentations to the TPO and standing committees, with the most recent public meeting held December 10 to review the alternatives selected for further screening and study. Ms. Nelson noted two maps included in the agenda package, one of the station locations proposed in the Richmond and Henrico areas. She said there is not map available to show the western bypass alignment in Ashland and Hanover County and she noted detailed maps available on the DRPT website. Ms. Nelson reviewed the alternatives in Ashland that include a third track on the eastern side of existing track going through the center of town, a no-build alternative, and a proposed western bypass alignment. Ms. Nelson noted the public comment period deadline for the current public review is January 8, the day after the TPO meeting, and by summer of 2016, the draft recommended alternatives should be available with another series of public meetings. She offered to answer questions or address comments. Chairman Peterson pointed out that what the TPO is looking at is supporting moving forward with study of the alternatives, not

selecting any one as favored over the other. However, he said the study team is looking for public comments and this would be a very appropriate time to add to the resolution for the record any additional comments that the TPO would like to have considered as this process goes forward. Chairman Peterson opened the floor for questions and discussion relative to the resolution.

Ned Henson noted that Ashland has concerns about the list of alternatives and opposes altering the alignment or adding a third rail through the center of town; opposes anything that decreases passenger service at the Ashland station; and is supportive of the western bypass if that's what it takes to make higher speed rail happen. He noted that the discussion has been about Hanover and Ashland together and said he doesn't intend to speak for Hanover County. Chairman Peterson noted that the TPO is asked to support continued study of all alternatives selected for further study, not to approve all the alternatives. He also noted that the TPO Executive Committee discussed not reducing commuter service in order to get higher speed rail. Following further discussion, Ned Henson made a motion, seconded by Kathy Graziano, that the TPO strike "...the third track alongside the existing track through the Town of Ashland" from the list of alternatives the TPO supports. In response to a question by Jim Holland regarding the impact of this action, Chairman Peterson said that the TPO would be saying that DRPT should not waste money on studying that alternative further. Responding to a question from Parker Agelasto, Chairman Peterson said Hanover County has not made a statement on the third rail, but Hanover County strongly supports that both commuter service and higher speed rail be available. Rob Cary requested input from DRPT and Nick Britton said DRPT's position is to keep all the options on the table for further study without necessarily supporting a particular alternative. Further discussion ensued on editing the proposed resolution from the agenda package as displayed on the screen. There was further clarification that the TPO vote is to amend the resolution with this one issue, but is not a final vote on the resolution, which may be amended further. Parker Agelasto expressed concern that in the past, the TPO has issued resolutions of support taking a consistent position for high speed rail to Main Street Station. He said the region has spent tens of millions of dollars renovating Main Street Station and raised caution about including too many options that eliminate Main Street Station from consideration noting that three alternatives are for single stations in other locations. Chairman Peterson called for a vote on the change for the Ashland/Hanover portion of the resolution and said he would entertain discussion of changes following that vote. Both Mr. Henson and Ms. Graziano confirmed that the revised motion as presented on the screen is correct. The TPO voted unanimously to change the proposed resolution to read as follows:

WHEREAS, through the DC2RVA Tier II Environmental Impact Statement development process, the Richmond Regional Transportation Planning Organization has the opportunity to provide input on study alternatives which will impact the future of passenger and freight rail operations in the Richmond region;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization supports the no build and western bypass alternatives in the Ashland and Hanover County area, but does not support a third track through the Town of Ashland, and supports the eight alternatives in the Richmond, Henrico County and Chesterfield County area selected to move forward for further evaluation in the DC2RVA Tier II Draft Environmental Impact Statement.

Chairman Peterson requested that opposition to the revised resolution expressed by Rob Cary, who had not yet been formally appointed to the TPO, be noted in the minutes. Following passage of this change there was wordsmithing of the second paragraph of the revised resolution to incorporate the words “further study of” in reference to disposition of the various alternatives.

Parker Agelasto suggested that in light of the TPO’s history of support for Main Street Station, perhaps the TPO should again consider highlighting Main Street Station as the preferred alternative for high speed rail into the City of Richmond. Chairman Peterson asked if Mr. Agelasto would like to make a motion to eliminate further study of other options on the alternatives list as Ashland did. He said he hasn’t consulted with his colleagues on this matter, but he doesn’t believe the City would support studying the Staples Mill Station as the only station. Chairman Peterson noted that Ashland is providing a separate statement to DRPT and said that any jurisdiction can do that in addition to the TPO comment. There was additional discussion about the study providing details which would be essential to selecting a preferred alternative. Chairman Peterson called for additional discussion prior to voting on the revised resolution. Mr. Thornton expressed that while each jurisdiction must look out for its own interests, perhaps positions could be worked out prior to coming to these meetings. There being no further comments, Chairman Peterson called the question on the revised resolution.

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

WHEREAS, through the DC2RVA Tier II Environmental Impact Statement development process, the Richmond Regional Transportation Planning Organization has the opportunity to provide input on study alternatives which will impact the future of passenger and freight rail operations in the Richmond region;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization supports further study of the no build and western bypass alternatives in the Ashland and Hanover County area, but does not support further study of a third track through the Town of Ashland, and supports further study of the eight alternatives in the Richmond, Henrico County and Chesterfield County area selected to move forward for further evaluation in the DC2RVA Tier II Draft Environmental Impact Statement.

III. NEW BUSINESS

Richmond Transportation Performance Measures

Chris Wichman, lead staff for performance measures, provided a presentation on performance measures and a draft analysis document *Regional Transportation Performance Measures – Annual Progress Report 2015*. Mr. Wichman gave a brief history of the origin of performance based planning including two acts by the General Assembly in 2009 and 2010 which compelled all MPOs in the state to track region-specific performance measures endorsed by the MPO with annual reports to the state. Additionally, in 2012 MAP-21 required MPOs to begin using a performance based planning and programming approach setting targets for performance measures and reporting out performance and programming improvements that will help achieve anticipated outcomes. Mr. Wichman

said this is a planning tool for looking ahead and an evaluation tool for determining performance providing accountability to the public. He reviewed an FHWA graphic that describes the process and the steps in the process. Mr. Wichman said the report consists of two sections, the first of which is a summary table showing goals, measures and results by year along with desired and actual trends. The second section is an analysis component including descriptions of selected data points and sources and an evaluation of trends and he showed examples of the report format and reviewed several data points. Mr. Wichman said staff is not collecting data for this report but is using an aggregation of publicly available data sources that are best practices in transportation planning. The report includes three types of measures, those approved by the TPO in 2011, a set of additional measures which are new measures related to a 2040 MTP Goal and for which data is now readily available, and future measures which are being considered but for which data is not currently available. Mr. Wichman noted TAC's suggestion to add a long-term trend line to the summary table will be incorporated into the final draft report. He reviewed next steps including taking the report back to TAC for consideration of recommending that "additional measures" become "Board Approved" measures and to recommend that the TPO accept this report as work complete on this Unified Work Program (UWP) item. Mr. Wichman said formal TPO consideration of this report will come in February. Mr. Wichman offered to answer questions and none were asked.

IV. OTHER BUSINESS

A. Upcoming TPO Policy Board Meetings and Future Meeting Topics

Chairman Peterson noted the report under agenda tab 7.

B. Next Meeting: February 4, 2016

- Chairman Peterson said agenda items for this meeting will include an access management study on U.S. 250, regional transportation measures, MTP 2040 and the CMAQ program review for the Port of Richmond, the City of Richmond and RideFinders.
- Chairman Peterson recognized and welcomed new RRPDC Executive Director Martha Shickle and offered her the opportunity to speak to the TPO. Ms. Shickle said it is great to be here noting this is her first official meeting in her new capacity at Richmond Regional Planning District Commission and said she looks forward to working with the TPO in the future and will be happy to provide any help and assistance needed. Chairman Peterson said at the adjournment of the meeting there will be time to chat with Ms. Shickle.

VI. ADJOURNMENT

Chairman Peterson adjourned the meeting at 10:40 a.m.