

**RICHMOND REGIONAL  
TRANSPORTATION PLANNING ORGANIZATION**

**MINUTES OF MEETING  
September 1, 2016**

**MEMBERS PRESENT**

Steve A. Elswick, **Chairman** ..... Chesterfield County  
Kathy C. Graziano, **Vice Chairman** ..... City of Richmond  
Kathy Abbott..... Town of Ashland  
Parker C. Agelasto ..... City of Richmond  
Manuel Alvarez, Jr..... Goochland County  
Robert H. Cary ..... Secretary of Transportation Designee, VDOT  
David Green ..... GRTC Transit System  
James M. Holland ..... Chesterfield County  
Angela Kelly-Wiecek..... Hanover County  
Susan F. Lascolette ..... Goochland 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  
W. Canova Peterson, IV..... Hanover County  
Von Tisdale (Nonvoting) ..... RideFinders  
Carson L. Tucker (Alternate)..... Powhatan County  
Christopher Winslow ..... Chesterfield County

**MEMBERS ABSENT**

Jonathan Baliles ..... City of Richmond  
Nick Britton (Nonvoting)..... DRPT  
Cliff Burnette (Nonvoting) ..... VDA  
Angela L. Gray..... RMTA  
Susan F. Lascolette ..... Goochland County  
Ryan Long (Nonvoting)..... FTA  
Brian Montgomery (Nonvoting)..... EDAC  
Michelle R. Mosby..... City of Richmond  
Ivan Rucker (Nonvoting) ..... FHWA  
John B. Rutledge..... CRAC  
Frank J. Thornton..... Henrico County  
C. Thomas Tiller, Jr. .... New Kent County

**ALTERNATE MEMBERS PRESENT, NOT VOTING**

Mark Riblett (Alternate) ..... Secretary of Transportation Designee, VDOT

**CALL TO ORDER**

Richmond Regional Transportation Planning Organization (RRTPO) Chairman Steve A. Elswick was unavoidably detained and RRTPO Vice Chairman Kathy C. Graziano called the September 1, 2016 RRTPO meeting 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**

Vice Chairman Graziano lead the RRTPO in the Pledge of Allegiance to the flag.

### **I. ADMINISTRATION**

#### **A. Approval of RRTPO Agenda**

On motion by James M. Holland, seconded by Patricia S. O'Bannon, the RRTPO voted unanimously to approve the September 1, 2016 RRTPO meeting agenda as presented.

#### **B. Minutes of the July 7, 2016 TPO Meeting**

On motion by Patricia S. O'Bannon, seconded by Floyd H. Miles, Sr., the RRTPO unanimously approved the minutes of the July 7, 2016 RRTPO meeting as presented.

#### **C. Open Public Comment Period**

Pat O'Bannon will have a Virtual Town Meeting on September 7 at 7:00 p.m. To participate, sign up through Google; instructions for setting up are on her website. To view only, go to YouTube.

There being no further requests to comment, Vice Chairman Graziano closed the public comment period.

#### **D. Consent Action Items**

[Chairman Elswick had arrived at the meeting and Vice Chairman Graziano turned the meeting over to him to chair.]

At the request of the Chairman, Barbara Nelson briefly described the two items on the consent agenda, included on pages 6 – 26 of the agenda package, and reported that the TPO Technical Advisory Committee recommended both items for approval. A motion and second were made; however, Parker Agelasto requested to pull item I.D.1., VDOT TIP Amendment Requests, from the consent agenda for discussion.

Chairman Elswick called for action on the remaining consent agenda item, I.D.2., FY18 SMART SCALE Project Resolutions.

#### **2. FY18 SMART SCALE: Project Resolutions**

On motion of Kathy C. Graziano, seconded by W. Canova Peterson, IV, the Richmond Regional Transportation Planning Organization unanimously approved the following resolution:

**RESOLVED:** that the Richmond Regional Transportation Planning Organization approves the 10 resolutions of endorsement for FY18 SMART SCALE Program project applications as included in agenda item I.D.2.

Chairman Elswick then called for discussion on consent agenda item I-D-1, VDOT FY15 – 18 TIP Amendment Requests. Parker Agelasto noted tab 2 of the agenda package and asked if the Park and Ride Lots shown on page 4 were existing or if the request was for new Park and Ride Lots, and if new, how they tie into the new transit system developed in the City of Richmond. Barbara Nelson noted tab 2, page 1 under the background section, the description of each project including numbered item 3, Park and Ride Lots at Priority Locations Study, PE Only (UPC 106304) – Regionwide. She said the Park and Ride Study is region wide and is not specific to certain jurisdictions. She said the way the tracking sheet for the TIP lists two of the three projects by jurisdiction may have

created confusion, but the Park and Ride project is region wide and would include building on the BRT efforts.

**1. VDOT FY 15 – 18 TIP Amendment Requests**

On motion of Parker C. Agelasto, seconded by Kathy C. Graziano, the Richmond Regional Transportation Planning Organization unanimously approved the following resolution:

**RESOLVED**, that the Richmond Regional Transportation Planning Organization amends the *FY15 – FY18 Transportation Improvement Program (TIP)* adding funding obligations for the following new projects and phases:

- Trolley Line Trail Improvement (UPC 103393) – Ashland
- Route 10 Widening Bermuda Triangle Road to Meadowville Road, CN Phase (UPC 101020) – Chesterfield
- Park and Ride Lots at Priority Locations Study, PE-Only (UPC 106304) – Regionwide.

**E. TPO Chairman’s Report**

Chairman Elswick apologized for being late.

**F. TPO Secretary’s Report**

**1. Notice of Proposed Rulemaking: MPO Coordination**

Barbara Nelson provided an update on the Notice of Proposed Rulemaking (NPRM) saying copies of the comments that were submitted to the docket on behalf of the RRTPO and a letter sent to Congressional partners, state legislators, the Governor of Virginia and the Secretary of Transportation were e-mailed to all RRTPO members. She noted the meeting handout which included the letter submitted to the docket and a letter submitted to the federal docket on behalf of the Commonwealth of Virginia by VDOT and DRPT which requests that the proposed rule be withdrawn. She reported that monitoring of the docket comments indicates there is nearly unanimous support for this rule not moving forward.

**2. Capital Region Caucus (August 17)**

Staff was invited to participate in the Capital Region Caucus at their August 17 meeting to discuss the first two rounds of the SMART SCALE funding cycles.

**3. TPO Work Status Report**

Work activities in the first month of Fiscal Year 17 centered on program management, transportation planning, work with the regional travel demand model to evaluate transportation system deficiencies, financial program management through amending the Transportation Improvement Program, and work on the SMART SCALE applications.

**II. NEW BUSINESS**

**A. FY18 SMART SCALE: Regional Applications**

Barbara Nelson referenced tab 4 of the agenda package and provided a brief overview noting the action requested of the TPO is to authorize the submission of five prioritized project applications for the FY 18 SMART SCALE Program funds from the RRTPO. The resolution is in the agenda package and has been recommended by the RRTPO Technical Advisory Committee (TAC). The five projects being recommended for applications were

derived from a candidate pool of applications that the RRTPO authorized TAC and staff to work on developing applications that would address three regional needs: 1) operational efficiencies in the mainline commuter corridors; 2) large scale operational needs in the I-95/I-64 Overlap area; and 3) evaluation of projects to address capacity increase in the 30-mile gap of the I-64 corridor. Following considerable review and discussion at the August TAC meeting as to what projects were ready to advance in this funding cycle and which may be better candidates for the third round of allocations, TAC recommended five projects that addressed operational efficiencies in the I-95 and Route 288 corridors as well as addressing safety and large scale operational needs within the I-95/I-64 Overlap area. These projects are detailed in the staff report in tab 4 of the agenda package and in the draft resolution on page three of that report.

In order to be proactive, TAC saw value in beginning to talk about which projects could be considered for the FY20 – FY25 Smart Scale round in order to begin collecting and evaluating data and developing support for the projects. Included on page two of the staff report are several projects from the preliminary candidate pool that could be considered. Staff received copies of letters from the Secretary of Transportation and from members of the Appropriations Committee asking that the gap section of I-64 be evaluated and considered for advancing as a SMART SCALE application by the RRTPO, the Hampton Roads TPO and the Richmond Regional Planning District Commission. However, when congestion and accident data on I-64 east of the approved Bottoms Bridge project were evaluated and compared with that of the I-95 corridor, the I-95 corridor proved to have a higher volume of crashes and higher congestion problems throughout the a.m. and p.m. peak periods. Based on the data-driven SMART SCALE process, the recommendation is to focus first on the I-95 mainline followed by a continuing evaluation of projects to advance in the I-64 corridor. It is likely that in the third round, an application would be developed for a six-mile segment from exit 205 to 211 in New Kent County, though further study would be required.

Mr. Cary said high priority projects will not necessarily be judged between I-64 and I-95, but rather against statewide competition. He noted that the Secretary of Transportation has asked the RRTPO to consider projects that address the 30-mile gap on I-64. Mr. Cary applauded the RRTPO's serious prioritization process that limits applications, but cautioned the RRTPO not to get caught up in the I-64 versus I-95 project selection because it may be that both I-95 and I-64, on a statewide basis, may score as priorities over projects submitted in other districts. Ms. Nelson responded that while there is a statewide benefit to completing all of I-64 as well as national benefits to investment in the I-95 corridor, preliminary cost estimates for the six-mile segment of I-64 from Rt. 205 to Rt. 211 in New Kent County is \$90 million. The balance of the corridor within the Richmond Region, about 20 miles, is estimated to cost \$200 million so the order of magnitude of cost is significant. The recommendation is not that this need is not a priority, but that TAC look at this for the next round of funding.

Sarah Rhodes presented maps on the screen which demonstrated an aggregated travel time index, a ratio of traveling through a particular segment at free-flow speed versus congestion speed, for both the I-64 and the I-95 corridors. Snapshots of traffic flow at a.m. and p.m. peak periods illustrated where and when the congestion is manifested. She also showed safety maps which illustrated crashes and fatal crashes. There is approximately 40 percent more traffic on I-95 than on I-64, but the fatalities are double on I-95.

There was significant discussion of various aspects of this matter with the following major points brought forward:

- For the purposes of evaluation, data for the morning and afternoon peak periods during the travel week was used and did not include the weekend and seasonal surge. Those impacts will be better addressed in the third round of SMART SCALE providing time to adequately evaluate the need and develop a competitive application for submission in the fall of 2018.
- Interstate crashes and GPS routing services create a burden for local emergency response services and traffic management for counties.
- VDOT works with various data-providers on a daily basis; this is a huge growing area of transportation which even includes tracking traffic by cell phone location.
- The data may not always reflect what is actually happening on the ground and though public safety officials, such as state police, have not been consulted outside the data for their professional input into these evaluations, that kind of consultation could be developed for future rounds of SMART SCALE through the Central Virginia Emergency Management group.
- There is the opportunity in the SMART SCALE process for the Commonwealth Transportation Board to select two projects to advance statewide.

On motion of W. Canova Peterson, IV, seconded by Kathy C. Graziano, the Richmond Regional Transportation Planning Organization unanimously approved the following resolution:

**RESOLVED**, that the Richmond Regional Transportation Planning Organization authorizes the submission of the following prioritized project applications for the FY18-FY23 SMART SCALE cycle:

1. I-95: auxiliary lanes between Route 288 and Route 10 in Chesterfield County;
2. VA Route 288 southbound to US Route 360 westbound ramp improvements in Chesterfield County;
3. VA Route 288: Intelligent Transportation System Investments, Phase 1 in Goochland County and Powhatan County;
4. Emergency pull-offs: establish six pull-offs for stand-by towing and incident response to improve travel safety and reduce congestion related to accidents or disabled vehicles in the travel lanes;
5. Corridor wide lighting in segments identified by VDOT; project includes upgrading lighting from LED fixtures; and
6. I-64: widen to six-lanes between Exit 205 Bottoms Bridge to Exit 211 Route 106 in New Kent County

**B. *plan2040*: Public Review Period Update**

Barbara Nelson noted that a hard copy of the draft plan was mailed to RRTPO members in early August with a cover memo thanking the RRTPO for their long-term support of this planning effort that has spanned several fiscal years. Tiffany Dubinsky noted that August 31 was the last day of the formal public review period on the draft plan which was held the entire month of August. Ms. Dubinsky reviewed early public engagement efforts in March through May and provided an overview of the August public review efforts for the final draft document all of which will be incorporated into the final plan. She reported bound copies of the draft plan were available for review in 20 public libraries in the region,

the RideFinders office and the RRPDC office; the plan was also posted on the website. Interested parties were notified and 24 resources agencies were consulted. Ads were placed in eight newspapers in the region and public meetings were held at three public libraries with a total of 33 attendees. She reported that two of the three libraries were selected through the environmental justice analysis looking at locations that were in close proximity to proposed projects in the constrained plan, locations that had a higher than average percentage of low income residents and that a higher than average percentage of residents of color. Three comments were received which will be reviewed by the Metropolitan Transportation Plan Advisory Committee (MTP AC) in September to determine formal responses. There is the opportunity in the SMART SCALE process for the Commonwealth Transportation Board to select two projects to advance. The comment topics covered transit access in the Richmond region, pavement conditions on I-295, and improving quality of road projects throughout the Richmond region. RRTPO adoption action will be requested in October.

Angela Kelly Wiecek noted that no public meeting was held in Hanover though she had requested that one be held there in light of the level of citizen engagement there regarding the future of rail. Ms. Nelson noted that staff presented to the Ashland Town Council included in the March through May time frame. Though there was no opportunity for citizen comment at that meeting, the Ashland Town Council did ask about high speed rail which staff responded to regarding the Tier II Environmental Impact Statement for the DC2RVA study being conducted. Ms. Wiecek said that the citizen engagement level significantly increased starting in early April and she noted that during RRTPO discussion of the public meeting locations, she had recommended that one be held at the Ashland library for citizen input. She requested that the record show that there was no opportunity for citizen input regarding rail.

**C. Needs and Gaps Alternative Transportation Providers: UZURV on-Demand Transportation Service Phone Reservation App**

Barbara Nelson reminded the RRTPO of its action last December on the Needs and Gaps Assessment and that one of the resulting work program tasks is to bring back by December of this year an update on a potential process for engaging a coordinating entity across the region to address the needs and gaps of the transportation system for transportation disadvantaged individuals. Through UZURV, there is an emerging opportunity that can provide on-demand support that may play into some of the solutions that move forward in identifying transportation solutions for the target population. Trish Fitzpatrick, Corporate Outreach for UZURV, provided information about the company's on-demand telephone app that provides a digital system for riders to make advance reservations, choose their driver and build a relationship for continued service even in suburbs and rural areas. UZURV charges a nominal fee, currently ninety-nine cents, for making the reservation with transportation network companies such as Uber and Lyft. At this time, there is no telephone reservation option at this time. Ms. Fitzpatrick reviewed the various features of the UZURV reservation app and discussed the development of their Richmond-based company, product development, and a pilot program to partner with those who need transportation solutions.

### **III. COMMITTEE REPORTS**

#### **A. VDOT Richmond District Update**

Rob Cary, Secretary of Transportation designee to the RRPTO, reported that VDOT is doing the engineering work to get the I-295 to Bottoms Bridge I-64 widening project out for design-build contract. A request for qualifications for design-build firms will be out in the fall of 2016, Request for Proposals from the short-listed firms in the spring of 2017, begin construction in the summer of 2017 and end construction by the summer of 2019. Mr. Cary reported on operational planning matters that are underway including snow-planning for this winter; hurricane preparedness for the contra-flow of I-64 if ever necessary; election preparedness making sure access around polling places is clear so that traffic is not an issue in people getting to the polls. He reported that so far this year 71 SMART SCALE applications are in process for which 70 of the applicants requested VDOT assistance and VDOT staff is working diligently with them. The Record of Decision has been received from Federal Highway and will go out for public comment shortly on the Environmental Impact Statement and Record of Decision for the I-64 widening project.

#### **B. Citizens Transportation Advisory Committee Meeting Report**

Robert Morris, CTAC Chairman, noted the meeting report included under tab 6 in the agenda package saying he had nothing to add to the report.

### **IV. OTHER BUSINESS**

#### **A. Upcoming TPO Policy Board Meetings and Future Meeting Topics**

Chairman Elswick noted meeting topics included in tab 7 of the agenda package and said if anyone has additional topics to suggest to let Barbara Nelson know.

#### **B. Next TPO Meeting: October 6, 2016**

Chairman Elswick reminded that the Fourth Annual Regional Transportation Forum will be held November 3 in place of the regular RRTPO meeting.

### **VI. ADJOURNMENT**

Chairman Elswick adjourned the meeting at 10:55 a.m.