

**RICHMOND REGIONAL
TRANSPORTATION PLANNING ORGANIZATION**

**MINUTES OF MEETING
April 6, 2017**

MEMBERS PRESENT

Steve A. Elswick, **Chairman** Chesterfield County
Kathy Abbott..... Town of Ashland
Manuel Alvarez, Jr..... Goochland County
Kimberly B. Gray..... City of Richmond
David Green GRTC Transit System
James M. Holland Chesterfield 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
W. Canova Peterson, IV..... Hanover County
Jitender Ramchandani (Nonvoting) DRPT
Mark Riblett (Alternate) Secretary of Transportation Designee, VDOT
Ivan Rucker (Nonvoting) FHWA
Cherika N. Ruffin (Alternate)..... RideFinders
Christopher Winslow Chesterfield County

MEMBERS ABSENT

Cynthia I. Newbille, **Vice Chairman** City of Richmond
Andreas D. Addison..... City of Richmond
Parker C. Agelasto City of Richmond
Cliff Burnette (Nonvoting) VDA
Robert H. Cary Secretary of Transportation Designee, VDOT
Angela L. Gray..... RMTA
Susan F. Lascolette Goochland County
Brian Montgomery (Nonvoting)..... EDAC
John B. Rutledge..... CRAC
Frank J. Thornton..... Henrico County
C. Thomas Tiller, Jr. New Kent County
Von Tisdale (Nonvoting) RideFinders

CALL TO ORDER

Richmond Regional Transportation Planning Organization (RRTPO) Chairman Steve A. Elswick called the April 6, 2017 RRTPO meeting to order at approximately 9:30 a.m. in the Richmond Regional Planning District Commission board room.

CERTIFICATION OF MEETING QUORUM

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

PLEDGE OF ALLEGIANCE

This item was inadvertently omitted at the beginning of the meeting and the pledge was said after item I.B. Approval of RRTPO Meeting Minutes.

I. ADMINISTRATION

A. Approval of RRTPO Agenda

On motion by Manuel Alvarez, Jr., seconded by Christopher Winslow, the RRTPO voted unanimously to approve the April 6, 2017 RRTPO meeting agenda as presented.

B. Approval of RRTPO Meeting Minutes

Chairman Elswick reported he was advised at the Executive Committee meeting that parliamentary procedure does not require formal approval of the minutes unless there are changes. No changes were requested and the minutes stand as presented.

At the request of the Chairman, Larry J. Nordvig led the RRTPO in the pledge of allegiance to the flag.

Chairman Elswick welcomed David Williams, returning as a member of the RRTPO representing Powhatan County.

C. Open Public Comment Period

Charles Robideau, a citizen from the Midlothian area of Chesterfield County, addressed the RRTPO on concerns and barriers to the Greater RVA Transit Vision Plan becoming a reality. He noted the call to action in the 2008 Regional Mass Transit Study which called for cooperation and coordination of all the region's jurisdictions in establishing a regional transit entity and seeking a dedicated source of funding. He noted the need for changes in the corporate structure of GRTC Transit System with additional regional owners making an investment to create a transit company capable of operating a regional system. Mr. Robideau also noted the need for General Assembly support for ongoing funding for such a system and the need for ongoing RRTPO support. Chairman Elswick thanked Mr. Robideau for his comments and requested that a copy be given to the Secretary so it could be shared with all RRTPO members.

D. RRTPO Chairman's Report

1. Resolutions in Appreciation of Outgoing Members: Rob Cary, Carson Tucker

Chairman Elswick noted the two resolutions of appreciation included in the agenda package, one for Rob Cary who is taking another position with VDOT and another for Carson Tucker who will no longer be serving on the RRTPO for Powhatan County. On motion of W. Canova Peterson, IV, seconded by Patricia S. O'Bannon, both resolutions were unanimously approved. The signed resolutions will be mailed to recipients who were both absent from the meeting.

2. Appointment of FY18 RRTPO Officers Nominating Committee

Chairman Elswick appointed the past two RRTPO chairmen, Canova Peterson and Manuel Alvarez, to serve as the FY18 RRTPO Officers Nominating Committee. The Nominating Committee was charged with bringing back a slate of officers for consideration at the May 4 meeting.

3. Bylaws Update

Eric Gregory, attorney with Hefty, Wiley and Gore, RRPDC legal counsel, said they have been working with Ms. Nelson and staff on revising the bylaws. He said they have discovered this is a bigger job than initially anticipated and so it will take more time. Some issues were discussed with the Executive Committee earlier and they will take another month to work through some of the changes bringing a "track changes" version back next month for review. Mr. Gregory offered to answer questions and there were none.

E. RRTPO Secretary's Report

Barbara Nelson noted the February RRTPO Work Status Report included under agenda tab three. Ms. Nelson responded to questions as follows:

- There was an inquiry on how to get information on Bike Walk RVA's Bike Walk Talk meetings and Ms. Nelson said staff could forward information on events of that nature to local jurisdictions. Angela Kelly-Wiecek said two talks were held in Hanover County as part of an effort to bring a bike/walk academy to the county. The academy is already going and there will be no additional talks. Ms. Kelly-Wiecek offered to speak with Ms. Abbott on how to communicate better with the Town of Ashland about such events.
- Transportation Improvement Program (TIP) documentation on the Carter Gallier Boulevard construction project in Powhatan County, will be sent to Larry Nordvig following the RRTPO meeting.

II. NEW BUSINESS

A. Greater Richmond Transit Vision Plan 2040

Barbara Nelson noted the staff report under tab four of the agenda package which provides the requested action and the proposed resolution. The RRTPO is requested to accept and endorse the Greater RVA Transit Vision Plan 2040; to advance plan recommendations in the RRTPO Unified Planning Work Programs (UPWP); to support additional outreach to local governments; and to identify and determine transit implementation opportunities. The RRTPO gave a clear mandate for actionable items when approving development of this plan as a work effort. The two-year process has provided significant opportunities for citizen comment and input and provides an opportunity to continue the conversation to make the plan a dynamic living document. Plan recommendations for moving forward are included in chapter five; localities may incorporate plan recommendations into their local planning efforts using the plan as a partnership opportunity with the RRTPO. The document identifies corridors with a high propensity for transit development, and with RRTPO approval of the plan, one or more implementation studies will be incorporated into the FY18 work program to begin using the document to further transit in the region. The Greater RVA Transit Vision Plan 2040 document was presented to the RRTPO Technical Advisory Committee (TAC) in November and February, and TAC acted at its March 14 meeting to recommend RRTPO approval of the plan. Ms. Nelson and Nick Britton, DRPT, responded to questions and comments with the following major points brought forward:

- The Mechanicsville Turnpike route proposed in the plan has a different ridership dynamic with more stops on that corridor than the discontinued express route which took riders from a park and ride in Mechanicsville directly downtown; the ridership model shows a higher productivity performance projection for this route than for the previous express route.
- All routes come and go from downtown and one would have to go into downtown Richmond from Ashland to go to Mechanicsville; there is no circumferential pattern to routes.
- Ridership patterns favor the wheel approach between Henrico and Chesterfield counties more than in other jurisdictions so connections are recommended between those counties and from Chesterfield out to the airport.

Chairman Elswick clarified that if any jurisdictions want individual presentations on plan recommendations they should contact either Barbara Nelson with the RRTPO or Nick Britton with DRPT. Ms. Nelson said the RRTPO is asked to support the Transit Vision Plan moving forward at this meeting. There is the opportunity to refine the vision at the local level and if gaps with a demand for connections are identified through further study, there is the opportunity to develop implementation plans to meet demand, using the plan as a guide.

On motion of Larry J. Nordvig, 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 accepts and endorses the Greater RVA Transit Vision Plan and directs that future planning efforts and studies be incorporated into the FY18 and future Unified Planning Work Programs.

B. PL Funds Transfer FY17 to FY18 UPWP Budget

Barbara Nelson noted the staff report under tab five of the agenda package and said there is a request to transfer \$30,200 in FY17 FHWA PL funds into the FY18 Unified Planning Work Program and to shift funds among various work tasks as presented in attachment one in the tab five report. Transfer of PL funds is an annual action with amounts varying from year to year. If the PL funds are not transferred at this time, they will not be available until FY19.

On motion of Patricia S. O'Bannon, seconded by Larry J. Nordvig, the Richmond Regional Transportation Planning Organization unanimously approved the following resolution:

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) amends the FY17 Unified Planning Work Program (UPWP) to shift Federal Highway Administration (FHWA) PL funds among various work tasks as presented in the table "FY17 UPWP Agency Summary Budget Sheet dated April 6, 2017; and

BE IT FURTHER RESOLVED, that the RRTPO authorizes the transfer of \$30,200 in FY17 FHWA/PL funds from the FY17 UPWP to the FY18 UPWP; and

BE IT FURTHER RESOLVED, that the RRTPO action to amend the FY17 UPWP 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 RRTPO, the Virginia Department of Transportation (VDOT) and by FHWA for the reallocation of funds between UPWP work tasks, and no further action by VDOT and FHWA is required for this UPWP amendment action.

C. FY18 Transportation Alternatives Set-Aside Allocations

Sarah Rhodes noted a handout of the PowerPoint slides and tab six of the agenda package and corrected an error in the funding amount for the Virginia Capital Trail Four Mile Creek project which should have been \$678,186. Ms. Rhodes reviewed the schedule for the Transportation Alternatives (TA) Set-Aside process. Available allocations totaled about \$1.69 million with project requests totaling just over \$3 million. Ms. Rhodes noted the eight project applications received and said two projects are recommended for a total of \$1.5 million in TA Set-Aside funds leaving an unallocated balance of \$134,000 in FY18 funds for use in future funding cycles. Ms.

Rhodes reviewed details for each project as included in the agenda package. The state has a share of TA Set-Aside funds and the Richmond District Commonwealth Transportation Board member, Carlos Brown, has the opportunity to select projects. Projects selected by Mr. Brown were announced March 15 and include three projects in the City of Richmond, the Belvidere Street Gateway pedestrian access project, the Maymont Neighborhood Sidewalks project, and the Sidewalk Improvement on Clarkson Rd. to Greene Elementary School. Chairman Elswick noted that a question came up at the Executive Committee meeting as to why these funds must be used for these kinds of projects and not for a safety concern at an intersection and he explained that these funds must be used for these types of projects which meet the funding criteria and are not eligible to be spent on other kinds of projects.

On motion of Patricia S. O'Bannon, seconded by Christopher Winslow, the Richmond Regional Transportation Planning Organization unanimously approved the following resolution:

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) approves the allocation of remaining Fiscal Year 2017 Transportation Alternatives Set-Aside funds and a portion of Fiscal Year 2018 Transportation Alternatives Set-Aside funds, and authorizes submission of these projects to the Commonwealth Transportation Board (CTB) for inclusion in the Fiscal Year 2018 – 2023 Six-Year Improvement Program as follows:

1. Stratton Park Pedestrian Improvements, Chesterfield County: \$880,000 requested, fully funds request; and
2. Virginia Capital Trail Four Mile Creek Park, Henrico County: \$678,186 requested, fully funds request.

D. FY18 – FY23 RSTP and CMAQ Allocations

Sarah Rhodes noted a PowerPoint slides handout and the staff report included under agenda tab seven. Ms. Rhodes reviewed the resolution noting the full resolution listing all recommended projects as included on pages four and five of the staff report. Ms. Rhodes said \$147 million was requested for only \$29 million in available funds which include project closeout funds and regionwide reserve funds. She reviewed historical allocations and noted that the full funding amount for projects in the six-year funding cycle is \$164 million which includes funding allocations for projects selected in previous years. There was a small decrease from last year's funding level of \$94,000. Ms. Rhodes reviewed details for four RSTP projects and for five CMAQ projects and programs recommended for additional funding totaling \$10.2 million. A detailed review of new project requests included three RSTP projects and two CMAQ projects totaling \$11.5 million. Questions and comments brought forward the following major points:

- A request was made to meet with staff following the meeting regarding questions on the Carter Gallier Boulevard project in Powhatan County.
- The City of Richmond Central Business District light timing project will retime how the signals coordinate given changes to the infrastructure, particularly the Pulse BRT line which will begin operation in the fall. This signal retiming effort allows the signals to communicate and funnel traffic more efficiently. This would be a locally administered project that would likely include a combination of software and hardware.

Canova Peterson said in a report to the RRTPO last year, the City of Richmond said they were not going to request funds for the Employee Trip Reduction Program (ETRP). There was clarification that the program subsidizes transportation to work for city employees by providing them with GRTC swipe cards and vanpools. Mr. Peterson said he found it difficult to subsidize employee transportation costs for any one jurisdiction in the region if it is not being done across the board and he made a motion to move the resolution with that project removed. Ivan Rucker noted there was discussion at the last RRTPO meeting of expanding the program regionally.

At the request of the Chairman, Amy Inman, City of Richmond TAC member, confirmed that the city did not make a request for funding last year but indicated at that time that they would request funding in the future. Chairman Elswick asked how much money is in reserve funds for this project and Ms. Inman said the program generally uses about \$200,000 annually. Ms. Inman made the following points:

- As the program expands, especially with the new BRT line and restructuring of the transit network, it will receive more emphasis with the city.
- The funds being used are Congestion Mitigation and Air Quality (CMAQ) program funds which Ms. Inman said are eligible to be used for the city's ETRP.
- Funds have been used for this program for several years and the program reduces trips on the roadway, utilizes the public transportation system, and minimizes the need for parking spaces.
- The ETRP program funds are available to any city employee regardless of place of residence.

Chairman Elswick asked if there were reserve funds for this program and Mark Riblett responded that funds for this program as identified in the current Six-Year Improvement Program (SYIP) show unexpended allocations of about \$200,000 in FY13 funds, about \$250,000 in FY17 funds and another \$250,000 in FY18 funds that would be available after July 1 of this year.

In response to a question, Mark Riblett confirmed that there are about \$700,000 in CMAQ allocations approved by the RRTPO in the SYIP for this program. Mr. Riblett said as the invoices come in to the Commonwealth, they are deducted from that UPC account and the invoices that have come in to date have not utilized all the dollars reserved for this project. It was noted that even though there is a significant balance, the RRTPO is being requested to approve another \$500,000 for this project. Ms. Inman explained that the additional funds would be programmed in out years, FY19 and FY20 dollars, to provide program stability because the city can't justify a reimbursement program unless they know it will have funding. She said if there is a year that they don't utilize all the funding, the city will come back and reconcile as they did last year. Ms. Inman did not recall the return on investment number that quantified benefits of the program and noted that the program looks at what the benefits are in terms of reducing carbon and nitrous oxide emissions. Ms. Inman said she could not recall the exact amount but thought the program removed 24 tons of NOx and emissions annually.

Ivan Rucker stated that Mr. Riblett shared the SYIP allocation information on this program with the RRTPO Technical Advisory Committee (TAC) at its last meeting and yet TAC moved forward with a recommendation to fund the city's ETRP. He asked Mr. Riblett to talk about the rationale for why the TAC would recommend funding this program. Mr. Riblett said in fairness to TAC, the ETRP was discussed at the last meeting at a time when

TAC had not previously had the information regarding available allocations. Mr. Riblett said VDOT and DRPT looked back to make sure all invoices were reviewed. From the Commonwealth's perspective, Ms. Inman's comments are correct in that the Commonwealth absolutely supports exploring the best transit and transportation alternatives to make the best choices in terms of available funding. They also support the RRTPO recommendation two meetings ago to look at the best way to move forward as a region on that kind of program. Mr. Riblett said VDOT and DRPT looked at program stability from a funding perspective and based on historical spend rates, the invoices support that the city is spending about \$200,000 a year. However, there are three-plus years of unexpended allocations currently in the SYIP and available right now, which would mean that if additional dollars were put in FY19 and FY20, the spend rates do not support that dollars are being spent in the year for which they are allocated. The Commonwealth wants to see allocations in years they will be used and not have them sit idle. The ETRP is currently spending FY13 allocations and has not started spending available FY17 allocations. Mr. Riblett said the request of the Commonwealth is to support the RRTPO's request to examine what is the most effective way to move forward regionally while keeping the city's existing program stable until that question is fully answered. The existing project allocations would keep the program solid for at least another few years while the RRTPO continues to look with DPRT and VDOT at what is the best path forward in terms of effectiveness.

At the request of the Chairman, Barbara Nelson provided the following additional pertinent information:

- To add this project without changing the funding for any of the other projects, the method for funding was to utilize regionwide.
- Regionwide fund balances would be significantly reduced to just under \$100,000 in FY19 and to just under \$300,000 in FY20.
- Regionwide funds are used to consider opportunities for new projects in the next fiscal year; to provide additional allocations to a project based on changes to the engineering study, or right-of-way, or construction estimates; or to provide a buffer if a project bid has come in higher than anticipated leaving a funding gap. The original staff recommendation to TAC did not include funding this project in consideration of the RRTPO request to explore regional options at the February meeting. At its March 14 meeting, TAC requested alternative solutions be provided to fund this project. At a special TAC meeting on March 21, two alternatives were provided to fund the project: either shift funding from the city's new signal timing project or using region-wide funds to preserve the integrity of the funding recommendation developed for all regional projects presented.

Mr. Peterson said his objection was not about the funding source, but rather about the fairness of subsidizing city employees versus the public. He noted that his motion was not seconded and Chairman Elswick called for a second. Mr. Winslow offered a substitute motion to remove the city ETRP project from the resolution and defer it to the next RRTPO meeting to allow for a better understanding of why city employees need to be subsidized to go to work. He said the issue is one of equity and fairness and, while there is likely universal agreement that reducing emissions is important and the RRTPO should support that, this question deserves to be answered in a complete way which could not be done at that meeting. David Williams seconded the motion. Kim Gray said long-term goals for future generations must include fewer trips for fresher air and reducing the cost of road maintenance. Mr. Peterson concurred with the

substitute motion. There was additional brief discussion including that deferring this item would provide an opportunity to receive a return on investment number for the program. Chairman Elswick requested that Ms. Nelson have a presentation on this at the next meeting.

There was clarification of the motion to remove the city ETRP project from the resolution and to defer it for consideration at the next RRTPO meeting and to support the resolution, as amended, to move forward. Mark Riblett asked for one further clarification that for purposes of the Six-Year Plan, the dollars tentatively allocated to the ETRP would go back into the regionwide reserve, with the understanding that the RRTPO can come back at a later date to transfer the funds to this or any project. Ivan Rucker asked that as part of the discussion at the next meeting, past investments be taken into consideration such as the past investment in a private sector barge service using CMAQ funds for the benefit of citizens of the Hampton Roads region. He said he hopes that the RRTPO will not only look at this project, but consider investments made in the past.

On motion of Christopher Winslow, seconded by David T. Williams, the Richmond Regional Transportation Planning Organization unanimously approved the following resolution:

RESOLVED, that the Richmond Regional Transportation Planning Organization authorizes the allocation of Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds in Fiscal Years 2018 – 2023 as shown in the tables “FY18 – FY23 Regional Surface Transportation Program (RSTP) Allocations” and “FY18 – FY23 Congestion Mitigation and Air Quality Program (CMAQ) Allocations” and authorizes submission of these selected projects and allocations to the Commonwealth Transportation Board (CTB) for inclusion in the Fiscal Year 2018 – 2023 Six-Year Improvement Program as follows:

1. Route 155 Capital Trail Spur, Charles City County: \$448,700 RSTP, existing, fully funds;
2. Route 10 Widening (Whitepine Road to Frith Lane), Chesterfield County: \$5,530,000 RSTP, existing, fully funds;
3. Route 10 Widening (Route 1 to I-95), Chesterfield County: \$1,000,000 RSTP, existing, fully funds, transfers \$500,000 in previous allocations from UPC 105733 - Hockett Road Intersection Realignment in Goochland County;
4. Carter Gallier Road, Powhatan County: \$390,377 RSTP (\$326,042 RSTP close-out and \$64,334 FY18), existing, fully funds;
5. U.S. 33 and Ashland Road Intersection Improvement, Hanover County: \$162,000 CMAQ close-out, existing, fully funds;
6. Ridgefield Parkway Sidewalk, Henrico County: \$572,000 CMAQ (\$530,062 CMAQ close-out and \$41,938 FY18), existing, fully funds;
7. John Rolfe Parkway Sidewalk, Henrico County: \$139,000 CMAQ close-out, existing, fully funds;
8. Air Pollution Program, RideFinders: \$1,531,451 CMAQ, existing, funds request;
9. Route 1 Improvements (Ashcake Road to Arbor Oak Drive), Town of Ashland: \$7,305,000 RSTP, new, fully funds;
10. Pole Green Widening (PE-Only), Hanover County: \$618,000 RSTP, preliminary engineering phase of project totaling \$1,338,000, fully funds phase;
11. I-64 at Gaskin Road - Interchange Modification Report, Henrico County: \$400,000 RSTP, new, fully funds;

12. Compressed Natural Gas Bus Replacement Purchase, GRTC Transit Systems: \$2,465,420 CMAQ, new, fully funds;
13. Signal Retiming Central Business District, City of Richmond: \$800,000 CMAQ, new, fully funds one-time signal retiming project.

E. Draft FY18 Unified Planning Work Program

Barbara Nelson noted the brief report under tab eight and the working draft FY18 Unified Planning Work Program (UPWP) document distributed at the table. The working draft UPWP was provided to TAC at its March 14 meeting; TAC will be asked to review and provide a recommendation at its April 11 meeting; and the RRTPO will be asked for approval action at its May 4 meeting. The planning priorities for this work program were approved by the RRTPO at its February 2 meeting and include completion of any outstanding items from the last federal certification review and any items that are required to make the program compliant with MAP-21 and the FAST Act; the completion of any items that carry over from one fiscal year to the next; and focusing on two initiatives, work elements that focus on transportation investments that capitalize on regional commerce, workforce mobility and accessibility, and extending access to transit through multimodal connectivity and park and ride efforts. The Citizens Transportation Advisory Committee and the Elderly and Disability Advisory Committee both received briefings at their March meetings on the draft FY18 UPWP and were provided an opportunity to comment on the work program. Ms. Nelson offered to answer questions and there were none.

F. Public Engagement Planning Tool

Barbara Nelson introduced this item saying the RRTPO continues to be very excited about the opportunities to focus on environmental justice in the planning processes. As a follow-up to discussion at last month's RRTPO meeting about public engagement efforts, it is appropriate and timely to share the EJ tool that has been under development and describe how the RRTPO will be working with the local jurisdictions achieve equity and environmental justice in the public engagement efforts.

Catie Bray, RRPDC, introduced the *plan2040* Candidate Project Evaluation Title VI/Environmental Justice Outreach Plan developed to address the RRTPO request for improved public engagement efforts throughout the region. Ms. Bray said this document identifies the geographic location of vulnerable communities and it evaluates planned projects with potential impacts to multiple vulnerable communities and provides best practice outreach strategies to localities for planned projects based on the needs of historically transportation disadvantaged groups. She said this methodology developed by the Hampton Roads TPO and is promoted by the Federal Transit Administration (FTA) as a best practice. The RRTPO selected vulnerable populations that can benefit from specialized outreach strategies were selected; some populations are identified in law and regulation and are minority, low-income, limited English proficiency and elderly populations and individuals with disabilities. Supplementary demographic indicators recommended by the Environmental Protection Agency were also selected such as less than high school education, individuals under the age of five, female heads of household and zero car households. A seven-step methodology was employed to develop project specific outreach strategies. Ms. Bray discussed the methodology step by step which results in development of targeted public participation strategies for impacted localities for each project listed in the *plan2040*. Ms. Bray walked through a sample project demonstrating the process. Meetings will be scheduled with jurisdiction planning staff to review the process and identify how the

RRTPO may assist with applying the environmental justice tools and developing project based outreach strategies. There were no questions. Chairman Elswick noted this presentation will be on the website (www.richmondregional.org).

III. AGENCY AND COMMITTEE REPORTS

A. VDOT Richmond District Update

Mark Riblett, Assistant Richmond District Administrator, invited all present to the CTB Spring Meeting Public Meeting May 1, 5:30 p.m., at the VDOT Richmond District Office in Colonial Heights. The meetings are to hear any feedback on the applicant submitted projects and proposed funding scenario released in January. The Commonwealth Transportation Board (CTB) will take comments received into consideration as they develop the final Six-Year Improvement Program which likely will be approved in June. Mr. Riblett said Rob Cary asked that he provide his thanks to the RRTPO for allowing him to participate in the group and to offer his apologies for not being present due to another commitment. Bart Thrasher, new Richmond District Engineer, and Rob Cary plan to be present at the May RRTPO meeting.

B. Citizens Transportation Advisory Committee (CTAC) Meeting Report

Robert P. Morris, CTAC Chairman, noted the staff report under tab 10 of the agenda package and said he has nothing to add to the report. Mr. Morris said Ms. Nelson continues to provide CTAC with important information. The next meeting is scheduled for May 18 and he said RRTPO members are welcome to attend. Pat O'Bannon said she has received some feedback on the GO Virginia regarding the article in the newspaper about the money that was spent for lunch and said the concern came up that there are no elected officials on the board. Chairman Elswick said discussion of this matter would be better suited for a full Planning District Commission meeting and Ms. O'Bannon requested that be added to the PDC agenda. Barbara Nelson said this matter was before CTAC to clarify and confirm for them that is not another source of transportation project funding, though they opportunities associated with GO Virginia and that there may be transportation projects that create economic opportunities

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

In the absence of the EDAC chairman, Barbara Nelson noted the staff report included under tab 11 of the agenda package.

IV. OTHER BUSINESS

A. Future Meeting Topics

Chairman Elswick noted the meeting topics included under agenda tab 12.

B. Next RRTPO Meeting

Chairman Elswick said the next meeting is scheduled for May 4, 2017.

C. Other Items

Angela Kelly-Wiecek said that Hanover County is very concerned about funding for secondary roads and the ongoing number of transportation projects that are unfunded because the state is lacking in funds. She said it has just recently come to her attention that the state may be considering eliminating revenue-sharing altogether and moving fully to a SMART SCALE type scenario even further limiting the localities' ability to meet the needs that they see, especially in a region without a regional taxing authority.

She suggested that RRTPO members speak with their legislators or reach out to CTB members. She expressed concern for what Hanover would be able to accomplish if revenue sharing is eliminated. Chairman Elswick said there is the same concern in Chesterfield and they are doing exactly what Ms. Kelly-Wiecek suggested and he encouraged all present to do the same. Mark Riblett said it is certainly appropriate to share any of those comments at the May 1 public meeting. Chairman Elswick said the Executive Committee will be discussing transportation funding at the next meeting and he expects there will be more information coming at the next meeting.

VI. ADJOURNMENT

Chairman Elswick adjourned the meeting at 11:05 a.m.

BSN/sr