

2002 Policy Committtee Meeting Minutes

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Minutes of the Tri-Cities Area Metropolitan Planning Organization meeting held in the Crater Commission Office at 1964 Wakefield Street in Petersburg, Virginia on January 28, 2002 at 5:30 p. m.

MEMBERS PRESENT: Chris Kollman, Colonial Heights; Renny Bush Humphrey, Chesterfield; Rosalyn Dance, Petersburg; Floyd Brown, Prince George; Paul Karnes, Hopewell; Don Haraway, Dinwiddie; Herbert Pegram, VDOT; Denny Morris, CPDC.

MEMBER ABSENT: Ron Reekes, Petersburg Area Transit.

OTHERS PRESENT: Jack Apostolides, VDR&PT; John McCracken, Chesterfield; Martha Burton, Joe Vinsh, CPDC.

Chair Dance called the meeting to order at 5:30 p.m.

APPROVAL OF THE MINUTES – October 29, 2001

Upon a motion by Mr. Karnes, seconded by Mr. Kollman and carried, the minutes of the October 29, 2001 meeting were approved.

STATUS REPORT ON ROUTE 460 COMMUNICATIONS COMMITTEE (HJR 864)

Mr. Vinsh reported that the Committee met on December 20th in Suffolk. A report was received from VDOT that the location and environmental studies had been readvertised as a combined contract for the traffic and environmental work with consultant proposals due to VDOT by the end of January. A signed

contract is expected in May or June and the study should take 18 months to complete. The Committee discussed using May 2006 as a target date for having a Record of Decision and May 2011 as the construction start date.

Mr. Vinsh stated that the traffic study will use 2026 as the design year. Both the Richmond/Tri-Cities and Hampton Roads traffic models will be used to help determine the amount of traffic that would be diverted from the I-64 Corridor with an improved Route 460.

Mr. Vinsh stated that the 6 alternatives to be studied include the following:

1. Improve to Primary standards;
2. Improve to Limited Access standards;
3. Improve with by-passes of the towns;
4. New 4 – lane facility on new location (new location generally has been defined in this study as within 300 feet of the existing road);
5. No-Build;
6. Traffic Systems Management – local improvements such as signalization, turn lanes etc.

The next Committee meeting is scheduled for April and a public meeting will probably be scheduled in May or June 2002.

The Committee Chair requested Denny Morris to recommend additional State legislators to serve on the Committee from the Crater Region.

Mr. Vinsh further reported that, in light of pending transportation budgetary considerations, he had recently contacted the Project Manager regarding the project schedule. At the present time, VDOT anticipates the project will proceed as scheduled with a consultant selected by May 2002. At that time, a decision will be made to proceed or not proceed with the project.

Mr. Vinsh stated the Hampton Roads PDC has estimated the cost of the Route 460 project to be \$800,000,000 and included it in a regional package of 6 priority transportation improvement projects. However, Hampton Roads has stated it was only willing to finance that portion of the Route 460 project to the Sussex County line.

Mr. Vinsh further stated that the Hampton Roads PDC is working on financing alternatives for the package of 6 projects and Martha Burton of the Crater PDC staff would provide information on this topic.

Ms. Burton stated a coalition has developed between Northern Virginia and Hampton Roads legislators proposing House and Senate bills to authorize both areas to increase sales tax in their regions by 1 cent. The purpose of the tax increase to finance specific transportation projects should a referendum in either region pass by a majority vote. The Route 460 project is specifically mentioned as one of the projects

that would be financed by the proposed regional sales tax increase referendum legislation along with a \$1.50 toll.

Ms. Burton further stated the legislation only applies to the Sussex County line and the Hampton Roads Region is saying to the Crater Region how is the balance of the Route 460 project going to be financed.

Mr. Morris stated that Hampton Roads PDC staff has determined a 1.5 cent sales tax increase would be sufficient to finance the package of improvements without a toll. The strategy Hampton Roads is using to obtain authorization to begin building a fund account before the project is ready to begin construction.

Mr. Morris added the EIS work is only good for 3 years. The project financing needs to be in place before the construction phase.

Mr. Morris further stated that the Crater Region has never discussed innovative ways to finance transportation projects. A reliance on the Commonwealth Transportation Board to finance a project of this type may not be a reliable approach. Other approaches such as tolls or the Public/Private Partnership are being looked at to meet these needs.

Mr. Morris stated that he did not have a specific recommendation, but that the Crater Region needs to begin discussions on alternative financing if the Route 460 project is going to become a reality in this region.

Ms. Dance asked how many pennies will it take for us to generate the amount of funding needed for the project?

Mr. Morris stated that the Crater staff has not developed these figures but that some discussion on this topic is needed because we cannot rely on the Commonwealth Transportation Board to finance all of the Route 460 project.

Ms. Humphrey asked for some preliminary work on the financing needs for the Crater portion of the project.

Mr. Morris stated the Hampton Roads Region retained consultant services for the project.

Ms. Humphrey asked what are the big six projects for the Crater Region?

Mr. Morris stated that the Crater Region only has the one priority transportation project.

Ms. Burton made reference to the Richmond Metro Transportation Package of 7 priority projects that all the Richmond metro localities have come together on and the fact that the Richmond Region is beginning to realize traditional financing is not the only approach that needs to be considered.

Ms. Humphrey stated that the large Richmond projects are not in southern Chesterfield and many of the needs in the Crater Region are in secondary roads. Ms. Humphrey further stated that maybe a one cent sales tax for Route 460 is not the way to go in the Crater Region.

Mr. Morris stated that the Route 460 project has been in the works for some time in the Crater Region as a safety and economic development project, including the extension of Route 460 westward with a connection in Dinwiddie County. The South Hampton Roads Region views Route 460 as a gateway for tourist and commerce and a hurricane evacuation route.

Ms. Dance requested the Crater staff to develop information comparable to what Hampton Roads has developed for the Route 460 project.

Ms. Humphrey stated that the numbers can be general estimates.

Mr. Morris stated that the staff will continue to monitor this item in the General Assembly.

JLARC STUDIES ON HIGHWAY CONSTRUCTION/TRANSIT FUNDING AND HIGHWAY MAINTENANCE

Mr. Vinsh made reference to summary information attached to the agenda packet describing the findings of the two reports by the Joint Legislative Audit and Review Commission (JLARC).

The major finding of the maintenance report was the need for additional maintenance funding; an enhanced bridge maintenance program; and, the need to more closely monitor towns, cities and counties receiving State maintenance payments.

The major finding of the highway construction/transit funding report was the need for more equitable and efficient allocation of funding; the need to reclassify highways based on actual use; a needs based system to allocate funds that is accurate and objective; and, the need to address anticipated construction budgetary shortfall for legislated priority highway projects.

Mr. Vinsh also reported that the Virginia Municipal League and the Virginia Association of Counties are urging the General Assembly to form a study committee to review the findings of these reports. The highway reclassification recommendation and recommendation to adopt a more objective basis for construction allocations have major implications for future transportation improvements in the Commonwealth.

Mr. Vinsh stated that the Crater staff would continue to monitor the progress of these studies.

Mr. McCracken stated that the JLARC studies have not been received very well by a lot of local governments in the area.

RESOLUTION ENDORSING PROPOSED FY 2003 ENHANCEMENT GRANT APPLICATIONS FOR PROJECTS LOCATED IN THE TRI-CITIES AREA

Mr. Vinsh identified a total of 8 proposed enhancement projects that had been endorsed by a local government or a State agency.

Upon a motion by Mr. Karnes, seconded by Mr. Haraway and carried, a resolution was adopted by the MPO agreeing to include those FY 2003 enhancement projects in the next TIP that are selected for funding by the Commonwealth Transportation Board.

As another business item, Mr. Vinsh mentioned that the CPDC staff is working with the Crater Regional Workforce Board and PAT to develop a project for funding under the Job Access and Reverse Commute Program. The possibility of linking the VEC office in the Crossings Shopping Center with the Union Street Training Center in Petersburg is being studied. Another possible transportation service under this program is a link to the Rowanty Training Center in Prince George.

Upon a motion by Ms. Humphrey, seconded by Mr. Karnes and carried, the meeting was adjourned at 6:15 p.m.

Minutes of the Tri-Cities Area Metropolitan Planning Organization meeting held in the Crater Commission Office at 1964 Wakefield Street in Petersburg, Virginia on March 14, 2002 at 5:30 p.m.

MEMBERS PRESENT: Chris Kollman, Colonial Heights; John McCracken, Chesterfield (alternate); Mike Briddell, Petersburg (alternate); Floyd Brown, Prince George; Paul Karnes, Hopewell; Don Haraway, Dinwiddie; Herbert Pegram, VDOT; Ron Reekes, Petersburg Area Transit; Denny Morris, CPDC.

OTHERS PRESENT: Helen Leonard, Crater Workforce Investment Board; Jack Apostolides, VDR&PT; Martha Burton, Joe Vinsh, CPDC.

As the Chair and Vice-Chair were not present, Mr. Karnes was elected by the MPO to Chair the meeting of March 14, 2002.

APPROVAL OF THE MINUTES – January 28, 2002

Upon a motion by Mr. Kollman, seconded by Mr. Pegram and carried, the minutes of the January 28, 2002 meeting were approved.

STATUS REPORT ON JLARC STUDIES RELATED TO HIGHWAY CONSTRUCTION/FUNDING AND VDOT'S HIGHWAY MAINTENANCE PROGRAM

Mr. Vinsh made reference to the study findings presented during the January meeting.

Mr. Vinsh stated HJR 211 adopted by both houses of the past General Assembly session calls for a multi-year study of the JLARC findings. The expectation is that the Governor will sign this resolution and the CPDC staff will need to monitor this legislative study closely. The JLARC recommendations are broad and hold potential impact for the basis of determining project need, roadway classification, project priorities and construction fund allocations.

Mr. Vinsh added that the FHWA certification review raised a question regarding how projects for the Long Range Plan were selected. Technical Committee members submitted projects listed in the 2023 Long Range Plan. The CPDC staff will need to research the basis for these projects by compiling public records of correspondence; public hearings or work sessions where transportation needs were discussed.

STATUS REPORT ON THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Vinsh stated, at this time, the best information available from VDOT is that probably sometime in June the next Six Year Improvement Program will be available and a new metropolitan transportation program can be prepared.

Mr. Vinsh stated he would send correspondence to the Technical Committee members on the pending funding reductions and emphasize the importance of presenting local priorities during the April public meetings to be conducted by VDOT on the next six-year development plan, especially in the Secondary and Urban programs.

Mr. Vinsh also mentioned that the Hampton Roads Region was successful in getting authorization from the past session of the General Assembly to conduct a referendum next fall on the application of a 1 cent dedicated regional sales tax increase for specific transportation improvement projects, including U.S. Route 460 between Bowers Hill and Zuni.

Mr. Karnes asked if the Technical Committee had this information.

Mr. Vinsh stated that he would send correspondence in the near future.

ALTERNATIVE TRANSPORTATION FINANCING AND THE CRATER REGION

Mr. Vinsh reviewed two tables prepared by the CPDC staff on financing alternatives for the Crater Region. Options for a motor fuel tax and options for a regional dedicated sales tax increase were

presented. These samples provide an indication on the magnitude of funding that potential could be generated in the Crater Region.

Mr. Vinsh added that this information would be sent to the Technical Committee members and reviewed at a future meeting.

Mr. Brown asked about the origin of the column that listed registered vehicles.

Mr. Vinsh stated these estimates are from the Virginia Division of Motor Vehicles and indicated total vehicles registered in each of the 10 Crater Region localities.

Mr. Vinsh added that the vehicle mix percentages were obtained from a national average.

Mr. Karnes asked if all of the Chesterfield vehicles were included in the table.

Mr. Vinsh stated that the vehicle estimate for the entire county was used in the table and that the estimated increase in collections with a 1-cent dedicated increase is 2 million and a 2-cent dedicated increase is 4 million.

Mr. Vinsh added that the sales tax alternative is more comparable to the bill that got authorized for the Hampton Roads Region. The estimated increased collection with a dedicated Crater Region 1-cent sales tax increase is 29 million and a 1.5-cent increase is 43.5 million.

CONSIDERATION OF A RESOLUTION ENDORSING THE CONCEPT OF A CRATER REGIONAL JOB ACCESS TRANSPORTATION PROGRAM

Mr. Vinsh distributed a fact sheet and stated that for the past several months the Crater staff has been working with Petersburg Area Transit, the Crater Workforce Investment Board, the Petersburg School Board, the Virginia Employment Commission and John Tyler Community College on developing a concept for a job access transportation service in the Crater Region. The program is currently envisioned as a 4-phased effort with Petersburg Area Transit being the primary transportation provider for phases I and II.

Phase I involves the use of a Petersburg Area Transit (PAT) bus during off-peak hours to transport riders to and from the VEC One-Stop Union Street Training Center to the VEC One-Stop Training Center in the Crossings Shopping Center in Prince George with a stop on Route 36 at the Fort Lee Main Gate.

Phase II involves the acquisition of a van to transport riders to and from the Rowanty Training Center in Prince George County to selected feeder sites in Petersburg, such as the Walmart location on South Crater Road.

Phase III would involve an expanded van service to Wakefield to provide students access to a computer

training facility associated with an existing Internet based sales operation.

Phase IV would involve the development of a job access transportation service for the Emporia/Greenville Area.

Mr. Vinsh added that PAT is committed to being the transportation provider for Phases I & II and has submitted a Job Access Grant Application to the Virginia Department of Rail and Public Transportation. Resolutions of support from the MPO, the Prince George Board of Supervisors and the Hopewell and Petersburg City Councils would be needed to support the application.

Mr. Morris commented on the operation of the training facility at Rowanty by several local school systems and its availability after school hours for additional job training.

Upon a motion by Mr. Brown, seconded by Mr. Haraway and carried, a motion to adopt a resolution supporting the concept of the Crater Region Job Access Transportation Program was approved.

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CONSIDERATION OF A RESOLUTION TO AMEND THE FY 2001-2003 TRI-CITIES AREA TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Vinsh presented a request from Petersburg Area Transit to amend the FY 2001-2002 TIP. The nature of the request included updated cost estimates for several capital improvement items.

Upon a motion by Mr. Brown, seconded by Mr. Kollman and carried, a motion to adopt a proposed amendment to the FY 2001-2002 metropolitan TIP was adopted.

There being no further business, Mr. Brown made a motion, seconded by Mr. Kollman to adjourn the meeting. The motion was carried.

Minutes of the Tri-Cities Area Metropolitan Planning Organization meeting held in the Crater Commission Office at 1964 Wakefield Street in Petersburg, Virginia on May 9, 2002 at 5:30 p.m.

MEMBERS PRESENT: Renny Humphrey, Chesterfield; Ron Reekes, Petersburg Area Transit; Floyd Brown, Prince George; Paul Karnes, Hopewell; Don Haraway, Dinwiddie; Bob Gould, VDOT (alternate); Denny Morris, CPDC.

MEMBERS ABSENT: Rosalyn Dance, Petersburg; Chris Kollman, Colonial Heights;

OTHERS PRESENT: Jack Apostolides, VDR&PT; Martha Burton, Joe Vinsh, CPDC.

Vice-Chair Humphrey opened the meeting at 5:30 p.m.

APPROVAL OF THE MINUTES – March 14, 2002

Upon a motion by Mr. Karnes, seconded by Mr. Brown and carried, the minutes of the March 14, 2002 meeting were approved.

STATUS REPORT ON THE CRATER JOB ACCESS TRANSPORTATION PROGRAM

Mr. Vinsh stated that a group had been formed to work on this project. The agencies represented included the Virginia Employment Commission, John Tyler Community College, Petersburg Area Transit, the Crater Workforce Investment Board, the Crater Planning District Commission and several local school divisions.

Mr. Vinsh explained that the program is developed as 4 phases under the Federal Transit Administration's Job Access and Reverse Commute Program. Federal transportation funds made available under the Job Access Program can be matched at a 50% level with Federal Social Service funding for qualified transportation services that are employment related. Phase I consist of the extension of a PAT fixed-route along Route 36 to the One-Stop Center in the Crossings Shopping Center in Prince George and near Hopewell. Phase II is designed for PAT to use van transportation to connect feeder sites in Petersburg to the Rowanty Training Center in Prince George. Phase III is intended to provide transportation services to a job-training site in the Town of Wakefield. Phase IV is intended to provide transportation services for job training and employment in the Emporia-Greenville Area. Mr. Vinsh added that the 1999 Crater Region Job Access and Reverse Commute Plan would need to be updated.

Mr. Vinsh further stated PAT has received tentative approval for Phase I up to \$150,000. PAT is developing an application for Phase II to be submitted during the summer of 2002 in the amount of \$200,000. The City of Petersburg, the County of Prince George and the City of Hopewell have endorsed this project.

Ms. Humphrey asked if PAT has ever looked at meeting GRTC on the Jeff Davis Corridor.

Mr. Reekes stated that PAT had a study conducted in 1993 on the feasibility of extending transit services further north. Mr. Reekes further stated that PAT thinks it is an excellent idea to connect with GRTC express service at John Tyler. With this service, Tri-Cities residents could have access to the Richmond job market.

Mr. Reekes added that PAT is presently asking VDR&PT for planning funds to study this proposal.

Ms. Humphrey mentioned that some studies have already been conducted on this corridor that may be of help.

Mr. Humphrey mentioned a need for coordination between PAT and the new housing project in Ettrick for VSU students.

Mr. Reekes commented that PAT has communicated with VSU and had been assured the dormitory design would include a shelter and pull-over area.

Ms. Humphrey emphasized that a number of legislators feel there may be a potential for transit service on the Jeff Davis Corridor and that PAT needs to be positioned to receive some of those funds and help connect VSU students with the rest of Chesterfield.

STATUS REPORT ON THE RICHMOND TO NORFOLK HIGH-SPEED RAIL STUDY

Mr. Vinsh distributed a Summary Report on project recommendations and findings and stated the Virginia Department of Rail and Public Transportation has posted additional project reports on engineering, environmental, and ridership and revenue forecasts on the VDR&PT web site.

Mr. Vinsh stated that this project was an initial feasibility study. The findings did indicate that passenger rail service in the corridor was feasible provided adequate funding was made available to finance necessary capital improvements.

Mr. Vinsh added that during a recent project advisory committee meeting, representatives from the two railroad companies indicated they felt the project consultant had not considered the full cost of implementing passenger rail service within the corridor. The railroad company representatives also indicated that as operating speeds increase operating cost increase.

Mr. Vinsh also mentioned that additional studies would be needed to address the question of how best to get this service into a Tri-Cities station with connecting service to the Southeast High Speed Rail Corridor.

Ms. Humphrey asked if the question about the I-64 corridor or Route 460 corridor had been resolved.

Mr. Vinsh stated that this was very important question that needed to be resolved at the State level. Mr. Vinsh further stated that his understanding was that the Federal Rail Administration has stated that Virginia would need to decide which corridor it wanted for the high-speed rail service, but could not have both corridors. Mr. Vinsh added this question is unresolved and Hampton Roads wants the question to be analyzed.

Mr. Morris commented on the importance of the November referendum on the Hampton Roads transportation package in helping to determine the fate of the two potential high-speed rail corridors. If the package, including the 3rd Crossing project with provision for high-speed rail does not pass, the

Route 460 corridor would seem more likely to be in a better position to be selected as the high-speed rail corridor.

Ms. Humphrey stressed the importance of securing economic development opportunities, such as high-speed rail, for our region.

REVIEW OF DRAFT FY 2003 TRI-CITIES AREA UNIFIED TRANSPORTATION WORK PROGRAM

Mr. Vinsh commented that the Technical Committee had met earlier in the week and had recommended MPO endorsement of the document with one change. Mr. Vinsh explained the change involved using PL funds instead of Section 5303 for bikeways planning.

Mr. Vinsh explained that the findings of the 2001 Federal Certification review were used as a basis for several elements in the FY 2003 Work Program. Mr. Vinsh distributed a draft copy of the Federal Certification Report and a 2-page summary. The 2-page summary delineates the Federal findings as requirements and suggestions along with proposed CPDC staff responses. The FHWA has indicated that the proposed responses are acceptable and, if completed, the conditional certification finding would likely be removed within the next 12-month period.

Mr. Vinsh stated that the target was to have all the deficiencies corrected within the next 12 months. Mr. Vinsh commented that some of the subjects to be addressed included the lack of public participation in MPO public meetings, adoption of more proactive public involvement measures, the need to enhance the CPDC website, documentation of the environmental justice process and compliance with Title VI and the preparation of a new Congestion Management System document.

Mr. Vinsh also indicated VDOT has offered to provide assistance with helping to complete some of this work.

Ms. Humphrey commented on the public involvement findings by emphasizing the fact that many local transportation and transportation-related meetings have been held at the local level during which the public has opportunity to express project needs and concerns.

Upon a motion by Mr. Karnes, seconded by Mr. Brown and carried, the draft FY 2003 Unified Transportation Planning Work Program was approved.

REVIEW OF REQUEST FROM CHESTERFIELD COUNTY TO AMEND FY 2002 CMAQ PROJECT ALLOCATIONS

Mr. Vinsh stated Chesterfield County has requested the transfer of \$160,000 in FY 2002 federal funding from the Allied Road project to the Enon Church Road project. Mr. Vinsh added the CMAQ Committee has recommended approval of this request.

Upon a motion by Mr. Karnes, seconded by Mr. Brown and carried, a resolution to approve the transfer was adopted.

REVIEW REQUEST FOR CHANGES ON MEMBERSHIP FROM THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Mr. Vinsh made reference to the request from the Virginia Department of Rail and Public Transportation (VDR&PT) for nonvoting membership on the Policy Committee and voting membership on the Technical Committee of the Tri-Cities MPO. Mr. Vinsh stated the Policy Committee By-Laws specify that members must be notified at least 10 days in advance of an action to amend the By-Laws. Mr. Vinsh added that the CPDC staff recommended action be taken during the next meeting to approve changes to the By-Laws of the Technical and Policy committees to make these membership changes.

DISCUSSION OF LETTER FROM SECRETARY CLEMENT ON UPDATE OF SIX-YEAR PLAN

Mr. Vinsh stated that in April Charlie Townes and Woody Harris made Route 460 presentations on behalf of Virginia's Gateway Region and the Crater Planning District Commission during the Richmond District Financial and Programming meeting of the Commonwealth Transportation Board.

Mr. Vinsh further stated that the letter received from Secretary Clement was very cordial but made no commitment. Mr. Vinsh added that the Hampton Roads package includes funding for Route 460 between the intersection of Route 58 & Route 460 and the Town of Zuni. This portion of Rt. 460 is the most heavily traveled. However, there is no funding proposal for the balance of the project. Tolls were not a popular option for this facility in Hampton Roads. The potential for a regional transportation tax in the Crater Region for Route 460 is not great because of the relatively small population base in comparison to Hampton Roads. Therefore, in the Crater Region the potential sources of funding for Route 460 in the Crater Region appear to be limited to the Commonwealth Transportation Board.

Mr. Morris stated that if the Hampton Roads package passes in November, it would be likely that a number of folks in South Hampton Roads would be working to get the road to, at least, the I-295 interchange.

Mr. Morris added that delegates Ingram and Bland had recently been added to the membership of the Route 460 Communications Commission and emphasized the importance of the November referendum for the Route 460 project.

ALLOCATION OF FY 2003 CMAQ FUNDS

Mr. Vinsh stated that VDOT was in the process of releasing revised FY 2003 CMAQ estimates. The

current FY 2003 CMAQ estimate for the Colonial Heights, Hopewell and Southern Chesterfield portion of the Richmond Ozone Maintenance Area was \$393,000. Mr. Vinsh added that this projection was expected to be reduced. The CMAQ Committee had recommended that the MPO use \$16,000 for the Ozone Alert Program and divide the remaining revised FY 2003 funds equally and allocate funding to the Enon Church Road & Route 10, Route 1 Boulevard – Phase 2, and Hummel Ross & Route 10 intersection projects.

Upon a motion by Mr. Karnes, seconded by Mr. Brown and carried, a resolution was adopted to allocate the revised FY 2003 CMAQ funding as recommended by the CMAQ Committee.

URBANIZED AREA REDEFINITION

Mr. Vinsh stated that effective May 1, 2002, the U.S. Census Bureau redefined urbanized areas nationwide. The former Petersburg, Colonial Heights, Hopewell Urbanized Area and the Richmond Urbanized Area have been merged to create a new urbanized area with a population of 818,836. The FHWA and FTA use the urbanized area unit as a basis to allocate funding for several transportation programs, including transportation planning funds, transit funds and regional surface transportation program funding. The regional surface transportation programs funds will be a new program for the Tri-Cities Area because it is now classified as an urbanized area over 200,000 in population and eligible for funding. Mr. Vinsh added that procedures will need to be developed by the two MPOs for sharing future transportation resources allocated by the FHWA and FTA to the Richmond Urbanized Area.

Mr. Vinsh added that it is anticipated that VDOT would make separate allocations for regional surface transportation funds to each MPO.

Ms. Humphrey asked about the implications for the transit program.

Mr. Apostolides stated that there would be one Federal formula allocation that would appear in the Federal Register and that amount would need to be divided between GRTC and PAT. Hopefully, this area would continue to receive the same amount of funding that it has received over time.

Mr. Apostolides further stated that a question may be raised in Chesterfield because service is split over where service now runs.

Ms. Humphrey stated that staff needs to follow this item closely.

After a period of further discussion, the meeting was adjourned at 6:15 p.m.

Minutes of the Tri-Cities Area Metropolitan Planning Organization meeting held in the Crater Commission Office at 1964 Wakefield Street in Petersburg, Virginia on June 10, 2002 at 5:30 p.m.

MEMBERS PRESENT: Renny Humphrey, Chesterfield; Ron Reekes, Petersburg Area Transit; Rosalyn Dance, Petersburg; Chris Kollman, Colonial Heights; Petersburg; March Altman, (alternate) Hopewell; Hebert Pegram, VDOT; Denny Morris, CPDC.

MEMBERS ABSENT: Don Haraway, Dinwiddie; Floyd Brown, Prince George.

OTHERS PRESENT: Jack Apostolides, VDR&PT; Amy Costello, VDOT; Joe Vinsh, CPDC.

Chair Dance opened the meeting at 5:35 p.m.

APPROVAL OF THE MINUTES – May 9, 2002

Upon a motion by Ms. Humphrey, seconded by Mr. Kollman and carried, the minutes of the May 9, 2002 meeting were approved.

REPORT ON THE FY 2003–2005 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND CONFORMITY ANALYSIS

Ms. Costello reviewed the schedule attached to the agenda regarding the MPO adoption of the next TIP and Conformity Analysis. Emphasis was placed on the need to complete the public review of the draft TIP and the draft Conformity Analysis before September 13, 2002. In order to expedite the public review process, a recommendation was made to delegate the Technical Committee authority to release the draft documents for public review. The next MPO meeting date was set for August 29th. Adoption of the TIP and Conformity Analysis were scheduled as agenda items.

Upon a motion by Mr. Kollman, seconded by Ms. Humphrey and carried, the schedule was adopted and the Technical Committee was authorized to advertise the draft TIP and Conformity Analysis for public review.

REVIEW OF PROPOSED AMENDMENTS TO COMMITTEE BY-LAWS

Mr. Vinsh stated that changes to the Policy Committee and Technical Committee By-Laws had been mentioned during the May meeting for consideration during the June meeting. The proposal was for the Virginia Department of Rail and Public Transportation (VDR&PT) to the given voting membership on the Technical Committee and nonvoting membership on the Policy Committee.

Ms. Humphrey asked where did this suggestion come from.

Mr. Apostolides stated that VDR&PT has nonvoting membership on other transportation policy committees in the Commonwealth and voting membership on the technical committees.

Ms. Humphrey asked why was it important for the agency to have this membership change.

Mr. Apostolides stated that VDR&PT is a separate agency and we feel we have as much right as VDOT to be at the table with membership. Mr. Apostolides further stated that the Secretary of Transportation for the Commonwealth appoints one person as the voting member on the Policy Committee. The VDOT representative is the Commonwealth's voting member on the policy committees.

Ms. Humphrey asked if would be beneficial for the region to have a rail person on the Technical Committee as the passenger rail plans develop.

Mr. Apostolides stated that it would be beneficial.

Upon a motion by Ms. Humphrey, seconded by Mr. Kollman and carried, a motion was adopted to amend the Policy and Technical Committee by-laws to make the Virginia Department of Rail and Public Transportation a voting member on the Technical Committee and a nonvoting member on the Policy Committee.

REVIEW OF 2000 CENSUS URBANIZED AREA REDEFINITION AND TRANSPORTATION PROGRAM IMPACTS

Mr. Vinsh distributed a handout and reviewed summaries of the urbanized area redefinition and impacts on 5 transportation programs with CPDC staff recommended actions.

Mr. Vinsh stated that effective May 1, 2002, the U.S. Census Bureau merged the Petersburg, Colonial Heights, Hopewell urbanized areas with the Richmond urbanized area. As a result, the Tri-Cities became part of an urbanized area over 200,000 in population. Certain transportation programs administered by the FTA and FHWA use the urbanized area as a unit to distribute funding.

Mr. Vinsh stated that the CPDC staff has recommended that VDOT and VDR&PT continue allocating transportation planning funds using existing procedures.

Mr. Vinsh further stated that under the Section 5307 transit funding program, PAT will lose its eligibility to receive Federal operating assistance after September 30, 2002 because it has been defined as part of an urbanized area over 200,000 in population.

Mr. Vinsh added that PAT presently uses about \$600,000 in federal operating assistance annually. PAT is developing a contingency plan to continue operations after September 30, 2002. Mr. Vinsh added that there is a possibility that Congress could intervene and restore operating funds to transit properties like PAT around the country impacted by the urbanized area redefinition.

Mr. Reekes stated that there are 30 transit operations like PAT that got combined with a larger area. Mr. Reekes explained that about 35–40 percent of PAT's operating budget is Section 5307 funding. FTA

does allow Section 5307 funds to be used for preventative maintenance but this will be a substantial impact on the operation.

Mr. Reekes further stated that the Virginia Transit Association is working with Congress to see if some relief can be put in place. Petersburg is requesting its Congressional delegation to seek support on this item. The Federal transportation appropriations bill will be before Congress this summer and the language can be modified to allow the operators that went from under to over 200,000 in population to use Section 5307 funding for operating expenses.

Mr. Reekes asked the MPO to support this legislative effort.

Ms. Humphrey asked how would we proceed with making legislators aware of this problem.

Mr. Morris stated that he had made Congressman Forbes generally aware of that the urbanized area change impacts negatively on PAT.

Ms. Humphrey stated Congressman Forbes also needs to understand the negative impact of this change for Chesterfield and Colonial Heights.

Ms. Dance stated that a letter with signatures of the MPO members would have merit.

Mr. Vinsh stated that 3 resolutions have been drafted related to the urbanized area redefinition for MPO consideration. The selection of PAT as a recipient in an urbanized area over 200,000 in population for the Section 5307 and Section 3037 programs is covered by 2 of the resolutions. The 3rd resolution is a request of the U.S. Congressional delegation representing the Tri-Cities Area to pursue legislative remedy for the loss of PAT operating assistance eligibility.

Ms. Humphrey commented that PAT provides transit service to the Ettrick portion of Chesterfield County and that this service was important for resident population.

Mr. Reekes agreed that it was important for the two operators to figure out how to continue operations in the same urbanized area.

Ms. Humphrey commented on the importance of local officials making the legislators aware of this need.

Ms. Dance stated that we needed a cover letter with the 6 signature blocks to accompany the resolution.

Upon a motion by Ms. Humphrey, seconded by Mr. Kollman and carried, the 2 resolutions selecting PAT as a recipient under the Sections 5307 and Section 3037 transit programs along with a resolution and cover letter to be signed by the 6 local government representatives requesting the U.S. Congressional delegation representing the Tri-Cities Area to seek legislative remedy for the pending loss of Federal operating assistance eligibility was adopted.

ELECTION OF OFFICERS

Upon a motion by Mr. Kollman, seconded by Mr. Morris and carried, Chair Dance and Vice-Chair Humphrey were re-elected by unanimous vote.

Upon a motion by Mr. Kollman, seconded by Ms. Humphrey, the meeting was adjourned at 6:15 p.m.

Minutes of the Tri-Cities Area Metropolitan Planning Organization meeting held in the Crater Commission Office at 1964 Wakefield Street in Petersburg, Virginia on August 29, 2002 at 5:30 p.m.

MEMBERS PRESENT: Don Haraway, Dinwiddie; Floyd Brown, Prince George; John McCracken, Chesterfield (alternate); Mike Briddell, Petersburg Area Transit (alternate); Rosalyn Dance, Petersburg; John Wood, Colonial Heights; Petersburg; Paul Karnes, Hopewell; Hebert Pegram, VDOT; Denny Morris, CPDC.

OTHERS PRESENT: Jack Apostolides, VDR&PT; Joyce Goode, Petersburg Area Transit; Amy Costello, VDOT; Diana Parker, Geri Barefoot, Sierra Club; Betty Bowen, citizen; Joe Vinsh, CPDC.

Chair Dance opened the meeting at 5:30 p.m.

APPROVAL OF THE MINUTES – June 10, 2002

Upon a motion by Mr. Pegram, seconded by Mr. Brown and carried, the minutes of the June 10, 2002 were approved.

Chair Dance opened the citizen information period.

Ms. Parker commented that an organization called Transportation Initiatives for Greater Richmond (TIGR) has been formed. Ms. Parker commented that TIGR membership consisted of biking associations, health organizations, environmental groups and individual citizens. Ms. Parker commented that the purpose of TIGR was to make transportation investments that better serve our communities and our citizens. TIGR literature provided included draft policy statements on different transportation modes and sustained economic prosperity, enhanced public health, safety, and security; improved energy use and environmental protection; and, promotion of social equity and livable communities.

In addition, Ms. Parker commented as follows:

1. supported transit expansion projects in Richmond and Tri-Cities, including the LINK service in Chesterfield;
2. identified need to place more emphasis on health, safety and welfare needs rather than initiating new improvement projects such as Route 460;
3. supported development of intermodal facilities such as vans, bikes, buses, and light rail;
4. identified ozone as a major problem in this area and asked counties consider installing additional ozone monitoring stations;

Ms. Barefoot expressed concern regarding the “S” Line that has been proposed by the Southeast High Speed Rail Study for development as a high-speed rail corridor in Dinwiddie County.

Ms. Barefoot requested the MPO give consideration to taking action to form a coalition of area local governments to protect the local environment and economy. Ms. Barefoot stated that the “S” Line would negatively impact historic sites and offer little or no benefits to the area.

Ms. Barefoot also expressed support for reducing the impact of truck traffic in residential areas on Route 226 in Dinwiddie County.

Ms. Parker commented that the counties of Chesterfield and Dinwiddie County have taken positions opposing portions of the “S” Line for SEHSR development.

Ms. Bowen expressed concerns about traffic problems on Route 226 with volume of heavy trucks accessing the rock quarry property. Ms. Bowen asked for help with this problem.

Chair Dance stated that citizen input was appreciated and that a response on these items would be provided.

REPORT ON PUBLIC COMMENTS REGARDING THE FY’S 2003-2005 DRAFT TIP AND CONFORMITY ANALYSIS

Mr. Vinsh stated that public comments received during the advertisement period for the draft TIP and Conformity Analysis have been documented and made part of the record of the transportation planning process. A public meeting on the draft TIP, Conformity Analysis and existing MPO public involvement procedures was held on August 26, 2002. Mr. Vinsh further stated that the CPDC staff has either responded to public comments directly or has forwarded questions to resource agencies for a response.

Mr. Vinsh reviewed a report summarizing public comments received on the FY’s 2003-2005 TIP and Conformity Analysis. Mr. Vinsh added that written information received from citizens is being kept in a file for technical and policy committee reference.

REVIEW OF FY’S 2003-2005 TIP AND CONFORMITY ANALYSIS

Mr. Vinsh stated that the projects listed in the TIP are anticipated to receive federal funding over the next 3-year period. The projects include 46 highway improvements, 3 rail crossing/safety improvements; 9 Congestion Mitigation and Air Quality Projects; 9 Enhancement Program projects; and several transit projects.

Mr. Vinsh added that the MPO has project selection authority for Congestion Mitigation and Air Quality (CMAQ) Projects and transit projects.

Mr. Vinsh further stated that a summary of the findings of the conformity analysis has been attached to the agenda packet. The summary table indicates the draft TIP passed the test because the amount of emissions generated by implementing projects in the FY's 2003-2005 TIP would be less than the amount of emissions allowed for mobile sources in the State (Air Quality) Implementation Plan for the Richmond Ozone Maintenance Area.

Upon a motion by Mr. Karnes, seconded by Mr. Haraway and carried, a motion was adopted to approve the FY's 2003-2005 TIP and Conformity Analysis.

REVIEW OF 2002 CRATER REGION JOB ACCESS AND REVERSE COMMUTE DRAFT PLAN UPDATE

Mr. Vinsh stated that the original Job Access and Reverse Commute Plan for the Crater Region has been updated with Petersburg Area Transit as the transit provider and recipient of Section 3037 funds. Mr. Vinsh further stated that representatives from VEC, John Tyler Community College, several local school divisions, PAT, and CPDC have been working on the development of a multi-phased service targeted at providing transportation services for job and job related trip purposes. Mr. Vinsh outlined the 4 phases shown on page 19 of the plan update.

Mr. Vinsh further commented that the Job Access program enables PAT and GRTC to offer new transportation opportunities.

Chair Dance added that this service would also allow students to get to VCU. Students may be able to arrange their schedules at John Tyler or VCU and use this route.

Mr. McCracken commented that a discussion on the details of the new Job Access service is to be held next month.

Upon a motion by Mr. Brown, seconded by Mr. Karnes and carried, a motion was adopted to approve the 2002 Crater Region Job Access and Reverse Commute Plan Update.

REVIEW OF TENTATIVE SCOPE OF WORK FOR THE REVISION OF THE 1997 TRI-CITIES AREA CONGESTION MANAGEMENT SYSTEM (CMS) OPERATIONS PLAN

Mr. Vinsh mentioned that the October 2001 federal certification review of the metropolitan transportation planning process cited the need for major changes in the CMS Operations Plan in the Tri-Cities. A tentative scope of work has been developed and endorsed by the Technical Committee for this work. VDOT has made consultant services available to complete this work.

Upon a motion by Mr. Karnes, seconded by Mr. Brown and carried, a motion was adopted to accept the Technical Committee recommendation to endorse the scope of work for updating 1997 CMS Operations Plan.

REVIEW OF THE RICHMOND INTERMODAL STUDY AND CONSIDERATION OF REQUEST TO PARTICIPATE ON THE RICHMOND INTERMODAL COMMITTEE

Mr. Vinsh made reference to a study sponsored by the Richmond International Airport on the feasibility of establishing an intermodal transfer facility in Central Virginia. The basic purpose of an intermodal transfer facility would be to act as a broker for rail, highway, air and port shippers within the Central Virginia area. The broker would be able to ship items on a larger scale than individual companies and should be able to secure the best shipping prices for items on any given day.

Mr. Vinsh stated that the consultant concluded that there was not sufficient demand at the present time to justify construction of an intermodal transfer facility in Central Virginia. The study included a series of recommendations of modal specific improvements along a recommendation that a committee be established to monitor the future need for an intermodal facility in the Richmond Region.

Mr. Vinsh added that it was his understanding that the recommendation to establish an Intermodal Committee was endorsed by the Richmond MPO. However, the modal specific recommendations contained in the study were not generally received very well in the Richmond area because the report did not reflect local comprehensive plans. Mr. Vinsh further indicated that the Richmond Regional Planning District staff has requested the Tri-Cities MPO to participate on the Intermodal Committee.

Upon a motion by Mr. Haraway, seconded by Mr. Karnes and carried, a motion was adopted to agree for the Tri-Cities Area MPO to participate on the Richmond Intermodal Committee.

ADJOURNMENT

Upon a motion by Mr. Brown, seconded by Mr. McCracken and carried, the meeting was adjourned.

Minutes of a special meeting of the Tri-Cities Area Metropolitan Planning Organization meeting held in the Crater Commission Office at 1964 Wakefield Street in Petersburg, Virginia on September 9, 2002 at 6:00 p.m.

MEMBERS PRESENT: Floyd Brown, Prince George; Renny Humphrey, Chesterfield; John Wood, Colonial Heights; Paul Karnes, Hopewell; Mike Briddell, Petersburg (alternate); Ron Reekes, Petersburg Area Transit; Walter Johnson, VDOT (alternate); Denny Morris, CPDC.

MEMBERS ABSENT: Don Haraway, Dinwiddie;

OTHERS PRESENT: Joe Vinsh, CPDC.

Vice-Chair Humphrey opened the meeting at 6:00 p.m.

REVIEW OF PROPOSED AMENDMENT TO THE FY's 2001-2003 TRANSPORTATION IMPROVEMENT PROGRAM TIP

Mr. Vinsh distributed information related this item.

Mr. Vinsh stated that Petersburg Area Transit was recently advised by the Virginia Department of Rail and Public Transportation that the \$150,000 FY 1999 Job Access and Reverse Commute grant approved by FTA for the South Central Private Industry Council was still available if the Tri-Cities MPO would amend the current TIP before October 1, 2002. The Commonwealth Transportation Board will not act the FY's 2003-2005 TIP until December 2002. Mr. Vinsh further explained that the South Central Private Industry Council had an office on Union Street in Petersburg and intended to operate transportation services in support of its job-training mission. However, this agency lost its designation and the FY 1999 grant funds were never received.

Mr. Vinsh added the the CPDC staff recommended proposal is for PAT to be the FY 1999 grant recipient and that the 2002 Job Access and Reverse Commute Plan Update be amended to reflect this grant.

Mr. Karnes asked if these funds could be received by GRTC.

Mr. Vinsh stated that it was his understanding that these funds are available for inclusion in an approved Tri-Cities TIP. Mr. Vinsh added that there may be a way for the funds to be used by GRTC

Ms. Humphrey added that we want the funds to go the Petersburg Area Transit.

Mr. Vinsh stated that PAT and GRTC are working cooperatively on the development of Job Access Transportation Program using the two downtown areas and John Tyler Community College.

Upon a motion by Mr. Karnes, seconded by Mr. Brown and carried, a motion was adopted to amend the FY's 2001-2003 TIP.

Minutes of the Tri-Cities Area Metropolitan Planning Organization meeting held in the Crater Commission Office at 1964 Wakefield Street in Petersburg, Virginia on October 30, 2002 at 5:30 p.m.

MEMBERS PRESENT: Floyd Brown, Prince George; Paul Karnes, Hopewell; Don Haraway, Dinwiddie; Ron Reekes, Petersburg Area Transit; John McCracken, Chesterfield (alternate); Hebert Pegram, VDOT; Denny Morris, CPDC.

MEMBERS ABSENT: Rosalyn Dance, Petersburg; John Wood, Colonial Heights.

OTHERS PRESENT: Joe Vinsh, CPDC.

Mr. Karnes agreed to serve as Chair for the October 30, 2002 meeting.

Approval of the Minutes – August 29, 2002 and September 9, 2002

Upon a motion by Mr. Pegram, seconded by Mr. Morris and carried, the minutes of the August 29 and September 9 meetings were approved.

REVIEW OF CPDC STAFF RECOMMENDATIONS FOR CHANGES IN PUBLIC INVOLVEMENT PROCEDURES FOR THE TRI-CITIES MPO

Mr. Vinsh stated that the CPDC staff is working on completing the corrective actions cited in the October 2001 certification review before Christmas 2002.

Mr. Vinsh made reference to the agenda packet and a summary of existing public involvement procedures adopted in 1994, supplemental procedures added since 1994, and potential additional procedures recommended for consideration. Mr. Vinsh added that implementing the additional procedures would involve spending more staff time on public involvement. Martha Burton of the CPDC staff will be the primary public involvement contact person.

Mr. Vinsh stated that the recommended additional measures include 1) expanding the current web site to include a meeting calendar, agenda, and minutes; 2) provide news releases on transportation plans and programs; 3) enhance staff speaking engagements; 4) increase outreach efforts to low income and minority organizations; 5) use public television to advertise MPO sponsored public meetings; and 6) update public involvement procedures.

Mr. Brown offered assistance in furnishing additional information on organizations representing low-income and minority organizations in the Tri-Cities Area.

Chair Karnes asked which newspapers are used for the public notices.

Mr. Vinsh stated that notices are placed with the Richmond Times Dispatch, the Progress-Index and the Hopewell News.

Upon a motion by Mr. Haraway, seconded by Mr. Brown and carried, a motion to accept the Technical Committee recommendations regarding the public involvement procedures was adopted.

REVIEW OF CPDC STAFF RECOMMENDATIONS FOR CHANGES IN ENVIRONMENTAL JUSTICE ANALYSIS PROCEDURES FOR THE TRI-CITIES MPO

Mr. Vinsh made reference to materials in the agenda packet related to environmental justice findings of the certification review. The first part includes documentation of the methods used to make an environmental justice assessment of projects in the 2023 long-range plan. The second part is a listing of potential measures for multi-modal system access and mobility performance improvement. The environmental justice assessment of the 2023 long-range plan did not use assessment measures. The third part documents how Title VI requirements for metropolitan transportation planning were complied regarding the environmental justice assessment of the 2023 long-range transportation plan.

Mr. Vinsh indicated the Technical Committee had no questions regarding the first and third parts. However, considerable discussion was spent on the second part involving the selection of measures for access and mobility. The Technical Committee was comfortable using transit access as a measure but not travel time. The Technical Committee recommended that the CPDC staff check with what Richmond and Hampton Roads MPOs are using for environmental justice measures and deferred the item until the next meeting.

Mr. Vinsh stated that since the Technical Committee meeting, the CPDC staff has checked with RRPDC and HRPDC. The Richmond MPO has not been told they must use assessment measures for environmental justice. The HRPDC MPO has been told to use assessment measures but is presently using an assessment approach that looks at the spatial distribution of projects, zero vehicle households and transit service availability in relation to low-income and minority group populations in the transportation study area.

Mr. Vinsh asked that this item be deferred until the next meeting.

Upon a motion by Mr. Brown, seconded by Mr. Haraway and carried, the environmental justice item was deferred.

REVIEW OF STAFF RECOMMENDATIONS FOR FREIGHT MOVEMENT

Mr. Vinsh stated the CPDC staff has recommended an outreach effort to Tri-Cities Area shippers as part of the certification findings. The purpose of the outreach would be to communicate developments related to the Richmond Intermodal Committee and other items of interest to the shipping community.

Mr. Vinsh added that the Technical Committee recommended endorsement of the outreach effort to the shipping community by developing a mailing list and sending information. The Technical Committee members have agreed to assist the CPDC staff in updating the current list of major area shippers.

Upon a motion by Mr. Brown, seconded by Mr. Haraway and carried, a motion was adopted to accept the Technical Committee recommendation regarding the freight movement outreach effort.

STATUS REPORT ON CONGESTION MANAGEMENT SYSTEM OPERATIONS PLAN UPDATE

Mr. Pegram stated a contract with a consultant firm has been signed and work is proceeding on updating the 1997 Tri-Cities CMS Operations Plan. Mr. Pegram added that a product is expected in February 2003.

REVIEW OF PROPOSED AMENDMENT TO FY 2003 CMAQ ALLOCATIONS AND FY'S 2003-2005 TIP

Mr. Vinsh referred to correspondence in the agenda package and stated Chesterfield has requested to transfer \$32,800 from the Allied Road CMAQ project to the Enon Church Road CMAQ project and to amend the FY's 2003-2005 TIP accordingly.

Upon a motion by Mr. Haraway, seconded by Mr. Brown and carried, a motion to approve the transfer and amend the FY 2003-2005 TIP was approved.

REVIEW OF ADDITIONAL INFORMATION FOR THE BRANDERS BRIDGE ROAD WIDENING PROJECT

Mr. Vinsh stated VDOT has requested information be added to the FY 2003-2005 TIP to indicate \$350,000 for the Branders Bridge widening project in estimated construction cost and a \$450,000 allocation by the Commonwealth Transportation Board for FY 2002 -2003.

Upon a motion by Mr. Brown, seconded by Mr. Pegram and carried, the FY 2003-2005 TIP was amended to reflect the project allocation by the Commonwealth Transportation Board.

Being no further business, Mr. Brown made a motion, seconded by Mr. Haraway and carried; the meeting was adjourned at 6:15 p.m.

Minutes of the Tri-Cities Area Metropolitan Planning Organization meeting held in the Crater Commission Office at 1964 Wakefield Street in Petersburg, Virginia on December 9, 2002 at 5:30 p.m.

MEMBERS PRESENT: Floyd Brown, Prince George; Paul Karnes, Hopewell; Ron Reekes, Petersburg Area Transit; Renny Bush Humphrey, Chesterfield; Hebert Pegram, VDOT; Denny Morris, CPDC.

MEMBERS ABSENT: Rosalyn Dance, Petersburg; John Wood, Colonial Heights; Don Haraway, Dinwiddie.

OTHERS PRESENT: Diana Parker, Geri Barefoot, Sierra Club; Ivan Rucker, FHWA; Joe Vinsh, CPDC.

Vice-Chair Humphrey opened the meeting at 5:35 p.m.

Approval of the Minutes – October 30, 2002

Upon a motion by Mr. Pegram, seconded by Mr. Karnes and carried, the minutes of the October 30, 2002 meeting was approved.

CITIZEN INFORMATION PERIOD

Ms. Parker stated concerns regarding potential air, water, traffic, and noise impacts of a proposed rock quarry in Dinwiddie County.

Ms. Geri Barefoot commented on a land acquisition item involving the Hatcher's Run Civil War enhancement project listed in the FY's 2003-2005 TIP.

REVIEW OF PROPOSED CHANGES IN ENVIRONMENTAL JUSTICE ANALYSIS PROCEDURES FOR THE TRI-CITIES AREA MPO

Mr. Vinsh stated that during the October Technical Committee meeting, Technical Committee members raised concerns regarding a proposal made by CPDC staff to use travel time data as a mobility performance measure for use in environmental justice assessment of proposed 2026 transportation plan highway projects.

Mr. Vinsh further indicated the CPDC staff made additional search on the topic and recommended the use of level of service a mobility measure for highway projects and transit service availability as an accessibility performance measure for transit service.

Mr. Vinsh reviewed the proposed environmental methodology and added that the Technical Committee has recommended use of level of service and transit service availability as environmental justice

performance measures for 2026 Transportation Plan update.

Upon a motion by Mr. Brown, seconded by Mr. Morris and carried, a motion was approved to use transit service availability and level of service as performance measures for the environmental justice assessments of projects listed in the 2026 Transportation Plan update.

REVIEW OF PROPOSED PROJECT SELECTION PROCEDURE FOR REGIONAL SURFACE TRANSPORTATION PROGRAM PROJECTS IN THE TRI-CITIES AREA

As an information item, Mr. Vinsh commented on background materials attached to the agenda packet and stated that after July 1, 2003, the Tri-Cities MPO would receive project selection authority for Regional Surface Transportation Program funds attributed to a portion of the Richmond, VA urbanized area.

Mr. Vinsh further stated that the Technical Committee is working on developing a selection process to review future candidate projects submitted by local governments in the transportation study area.

REVIEW REQUEST FROM VIRGINIA DEPARTMENT OF TRANSPORTATION TO AMEND FY'S 2001-2003 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE ENHANCEMENT PROJECT #EN02-026 - ACQUISITION OF HATCHER'S RUN BATTLEFIELD

Mr. Vinsh distributed a letter from VDOT requesting amendment of the FY's 2001-2003 TIP to include enhancement project #EN02-026. Mr. Vinsh added that the approved Tri-Cities FY's 2003-2005 TIP includes this project; however, the State 2003-2005 TIP has not been completed. In order to accelerate this project, VDOT is requesting amendment of the FY's 2001-2003 document.

Mr. Reekes commented that this project was already part of a TIP approved by the MPO.

Mr. Brown asked if the proposed amendment would have any financial impact on the project that had already been approved.

Ms. Humphrey stated that the MPO is only in a supportive role and that the Commonwealth Transportation Board selects enhancement projects.

Mr. Vinsh added that this project would not have been listed in the FY's 2003-2005 TIP if the County of Dinwiddie had not supported this project.

Mr. Karnes asked for clarification on who was the sponsor of the project.

Mr. Vinsh stated that the Civil War Preservation Trust is the actual project sponsor.

Ms. Humphrey asked what if we had information on the purpose of the project.

Mr. Vinsh stated that the purpose of the project was to acquire property.

Mr. Pegram stated that he was aware that the project involved land acquisition. The project applicant would have submitted additional project information to another division of VDOT.

Mr. Pegram added that the request came into VDOT from the Civil War Preservation Trust to have the TIP amended to enable this project to move forward earlier.

Mr. Pegram stated that the project had been approved by the Commonwealth Transportation Board. However, the FY's 2003-2005 State TIP has not been submitted to FHWA. VDOT is obligated to seek a TIP amendment because this is an approved project and because of the timing of the land acquisition.

Ms. Humphrey asked Ms. Parker if the Sierra Club was in support of this project.

Ms. Parker stated that the Sierra Club was in support of the project but is trying to preserve all the battlefield sites in this vicinity and were concerned that some of the sites are apparently not included in this enhancement project.

Ms. Humphrey emphasized that the MPO was only a step in the approval process.

Ms. Parker also mentioned that a representative from the Transportation Initiatives for Greater Richmond (TIGR) made a recent presentation to the Tri-Cities Transportation Technical Committee. TIGR is a coalition of 85 civic organizations that are concerned about the social, economic and environmental development of the Richmond Area and transportation planning.

Upon a motion by Mr. Karnes, seconded by Mr. Brown and carried, a motion was adopted to amend the FY's 2001-2003 TIP to include enhancement project #EN02-026.

REVIEW OF REQUEST TO AMEND THE FY'S 2003-2005 TIP TO TRANSFER \$169,723 FROM THE LAKEVIEW/BRANDERBRIDGE ROAD CMAQ PROJECT TO THE ROUTE 10/ENON CHURCH ROAD CMAQ PROJECT

Mr. Vinsh made reference to a request from Chesterfield County to amend the FY's 2003-2005 TIP by canceling the Branders Bridge Road CMAQ project and transferring \$169,723 to the Route 10/Enon Church Road CMAQ project.

Upon a motion by Mr. Karnes, seconded by Mr. Pegram and carried, the FY's 2003-2005 TIP was amended as requested by Chesterfield County.

There being no further business, the meeting was adjourned at approximately 6:15 p.m.