

**TRI-CITIES AREA METROPOLITAN PLANNING ORGANIZATION POLICY
COMMITTEE
Meeting Agenda**

Petersburg Multi-Modal Station
100 West Washington Street
Petersburg, Virginia
August 11, 2016
4:30 PM

Meeting Type: Annual
 Regular
 Special (Called)

Members:

Agency	Name
Chesterfield County	Steve Elswick
City of Colonial Heights	John Wood
Dinwiddie County	William Chavis
City of Hopewell	Jasmine Gore
City of Petersburg	Howard Myers
Prince George County	T.J. Webb
Virginia Department of Transportation (VDOT)	Rob Cary
Petersburg Area Transit	Darius Mason
Crater Planning District Commission	Denny Morris

Call to order Chairman

**Approval of minutes from last meeting
(Attachment 1)** Chairman

Action Needed Approval

Stakeholder Comment Period Chairman

Staff has received no requests for comment.

Open issues

a) Status Report on the NEPA Rail Station Study David Hyder

The Consultant has submitted the draft Environmental Assessment to Federal Railways Administration who has in turn submitted it to their General Counsel, in Baltimore, for a legal sufficiency review. When the project was submitted two other projects were already in queue for review. The document cannot be released until the legal

Objectives	Major Tasks	Completion Date/Schedule	Owner/Priority
■	1 Notice to Proceed	■	A
■	2 Kick Off Meeting	■	B B A
■	3 Define CMP Network	■	B A
□	4 Develop Performance Measures	□	B C A
□	5 Collect Data	□	A A
□	6 Identify & Assess Congestion Management Strategies	□	A A
□	7 Write Draft Report	□	A
□	8 Comment on Draft Report	□	A B
□	9 Submit Final Report	□	A
	10		
	11		
	12		
	13		
	14		
	15		
	16		
	17		
	18		
	19		
	20		
	A Establish Technical Review Committee	■	
	B Concurrence on Network	■	
	C Concurrence on Performance Measures	□	
	D Draft Submitted	□	
	E		
	F		
	G		
System Specified	Major Tasks	Jun-16 Jul-16 Aug-16 Sep-16 Oct-16 Nov-16 Dec-16 Jan-17 Feb-17 Mar-17 Apr-17 May-17	MPO VDOT Baker
Analysis Complete	Objectives	Schedule	
Report Complete	Budget	Expenditures	\$72,555
	Summary & Forecast	Labor Direct \$3,305	Budget
	Notes	\$-	\$20,000 \$40,000 \$60,000 \$80,000

- The Consultant has prepared preliminary maps showing current levels of congestion, delay, and truck traffic on major roadways in the MPO area. Staff and the Technical Advisory Committee are reviewing and commenting on these maps at this point.

New business

- a) Administrative TIP Amendments

VDOT

VDOT has requested the MPO amend its TIP to reflect the changes in funding reflected below. *The Technical Advisory Committee has reviewed these changes and recommends approval.*

Action Needed Approval.

This amendment updates the subject project to

Tri-Cities MPO
Secondary Projects

UPC NO	82849		SCOPE	Safety		
SYSTEM	Secondary	JURISDICTION	Prince George County		OVERSIGHT	NFO
PROJECT	#HB2.FY17 RTE 460 AND RTE 629/630 INTERSECTION PROJECT				ADMIN BY	VDOT
DESCRIPTION	FROM: 0.10 MI S RTE 460 TO: RTE 460 (0.1000 MI)					
PROGRAM NOTE	TIP AMD updated based on actual oblig's & current estimate add \$24,800 (CM) FFY15, add \$238,730 (CM) FFY16					
ROUTE/STREET	BULL HILL ROAD (0630)				TOTAL COST	\$3,119,085
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
PE	Federal - CM	\$59,683	\$0	\$238,730	\$0	\$0
CN	Federal - CM	\$49,817	\$199,266	\$0	\$0	\$0

This is an administrative step needed to provide the appropriate federal financial documentation associated with debt obligation incurred for the Route 460 project.

Multiple MPOs MPO
Primary Projects

UPC NO	103754		SCOPE			
SYSTEM	Primary	JURISDICTION	Statewide		OVERSIGHT	
PROJECT	Route 460 PPTA Debt Service				ADMIN BY	VDOT
DESCRIPTION	FROM: Intersection with Route 58, City of Suffolk TO: Intersection with I-295, Prince George County (55.0000 MI)					
PROGRAM NOTE	TIP AMD -updated based on actual oblig's & current estimate: add \$26,079,488 (NHPP) Prev, add \$12,083,959 (NHPP) FFY15, remove \$29,774,803 (ACC-NHPP) FFY16, \$48,281,494 (ACC-NHPP) FFY17, \$51,343,079 (ACC-NHPP) FFY18, move \$213,812,089 (AC-NHPP) from FFY15 to FFY18 & release \$153,035,136, remove \$638,533,300 (AC-Other) FFY15 SB 6/15/16					
ROUTE/STREET	0460				TOTAL COST	\$155,924,903
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
PE	Federal - AC CONVERSION	\$0	\$0	\$8,250,511	\$8,249,630	\$8,251,512
	Federal - NHPP	\$0	\$21,729,436	\$0	\$0	\$0
PE TOTAL		\$0	\$21,729,436	\$8,250,511	\$8,249,630	\$8,251,512
PE AC	Federal - AC	\$0	\$0	\$0	\$0	\$60,776,953
MPO Note						

This amendment is an administrative step to ensure that CMAQ funding can be used locally to fund clean fuels projects within the Tri-Cities MPO.

Tri-Cities MPO
Miscellaneous Projects

UPC NO	T11802	SCOPE	Other				
SYSTEM	Miscellaneous	JURISDICTION	Statewide			OVERSIGHT	FO
PROJECT	Vehicle Fuel Conversion Program				ADMIN BY	VDOT	
DESCRIPTION							
PROGRAM NOTE	TIP AMD to add \$1,350,766 (CM) & \$18,337,234 (AC-CM) FFY16, add \$981,643 (ACC-CM) FFY17, add \$480,000 (ACC-CM) FFY18. Remaining balance of \$16,875,591 (AC-CM) to be converted in future years.						
ROUTE/STREET	VFCP				TOTAL COST	\$25,740,000	
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18	
CN	Federal - AC CONVERSION	\$365,411	\$0	\$0	\$981,643	\$480,000	
	Federal - CM	\$337,692	\$0	\$1,350,766	\$0	\$0	
CN TOTAL		\$703,102	\$0	\$1,350,766	\$981,643	\$480,000	
CN AC	Federal - AC	\$4,584,309	\$0	\$18,337,234	\$0	\$0	
MPO Note							

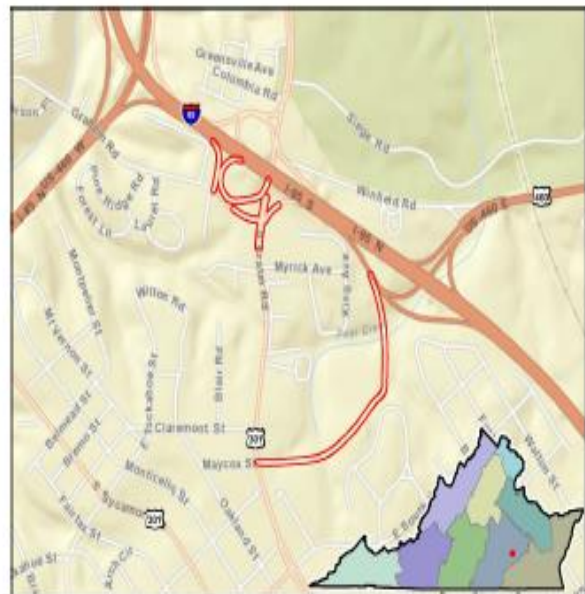
b) Virginia Smart Scale (HB2) Schedule

Round 2 of Virginia Smart Scale opened for project input on August 1. The deadline for putting projects into the system is September 30th.

Staff expects to re-submit the three projects we submitted last year.

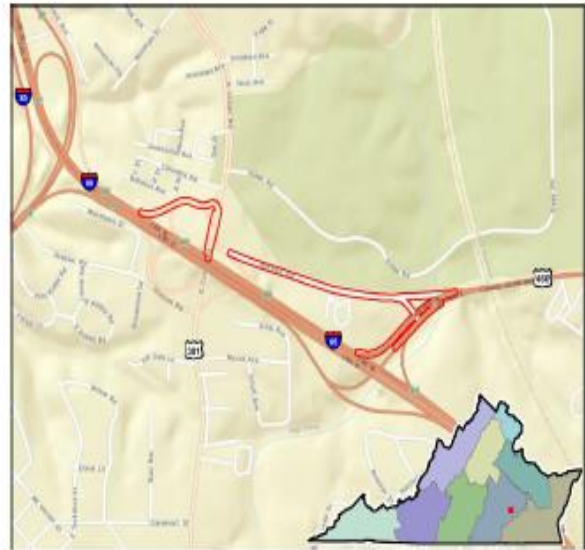
Project 1 is improvements to the I-85 NB to I-95 SB off-ramp to Graham road including construction of a park and ride lot of between 150 and 250 spaces.

Project Location Petersburg
 HB2 Area Type C
 Submitting Entity Tri-Cities MPO
 Total Project Cost \$17,224,517
 HB2 Request \$17,024,517
 Preliminary Engineering Not Started
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By VDOT
 Eligible Funding Program(s) High Priority



Project 2 is improvements to the interchange of I-95 and South Crater Road.

Project Location	Petersburg
HB2 Area Type	C
Submitting Entity	Tri-Cities MPO
Total Project Cost	\$10,434,101
HB2 Request	\$10,434,101
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Project 3 is reconstruction of the I-95SB to I-85 NB flyover ramp.

Project Location	Petersburg
HB2 Area Type	C
Submitting Entity	Tri-Cities MPO
Total Project Cost	\$92,429,430
HB2 Request	\$92,429,430
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	High Priority



c) Discussion of Proposed MPO Coordination Rule (Attachment 2)

As discussed below the USDOT is proposing a revision to the Metropolitan Transportation Planning Rule that would require that MPOs sharing an urbanized area either merge or adopt common planning products (i.e., the Long Range Plan and the TIP). The link below is to the Federal Register Docket which includes the proposed rule and any comments.

<https://www.federalregister.gov/articles/2016/06/27/2016-14854/metropolitan-planning-organization-coordination-and-planning-area-reform>

Adjournment

Attachment 1: Draft Minutes of the May 12, 2016 Meeting

Minutes of the May 12, 2016 Tri-Cities Area Metropolitan Planning Organization – Policy Committee meeting held 4:30 p.m. in Petersburg Multi-Modal Station located 100 West Washington Street in Petersburg, Virginia.

MEMBERS PRESENT: Rob Cary (Representing the Virginia Secretary of Transportation); T.J. Webb, Prince George; Johnnie Butler (alternate), Hopewell; William Chavis, Dinwiddie; John Wood, Colonial Heights; Steve Elswick, Chesterfield; Darius Mason, PAT; Denny Morris, Crater PDC

MEMBER ABSENT: Howard Myers, Petersburg

OTHERS PRESENT: Jasmine Amanin, Ron Svejksky, Mark Ribblett, VDOT; Jeff Stoke, Prince George; Jay Lindsey, DR&PT; Joe Vinsh, Christopher Nicholas David Hyder, Crater PDC

Chairman Chavis called the meeting to order at 4:30 p.m.

Mr. Vinsh introduced Mr. David Hyder to the membership. Mr. Vinsh indicated he will be retiring from full-time employment with the Crater PDC later this month and Mr. Hyder will be his replacement.

APPROVAL OF THE MINUTES – April 14, 2016

Upon a motion by Mr. Morris, seconded by Mr. Butler and carried, the minutes of the March 10, 2016 meeting were approved.

CITIZEN INFORMATION PERIOD

None were received.

STATUS REPORT ON PASSENGER RAIL STATION NEPA STUDY

Mr. Vinsh commented that FRA has provided the project consultant with 50 to 60 new comments to be addressed in the draft environmental assessment. The project consultant is currently working on the changes.

Mr. Vinsh also commented that it appears the draft document will not be available for release for public review by mid-May as previously announced.

Mr. Elswick asked about the process after the draft document becomes available.

Mr. Vinsh indicated public notices will be used to advertise that the draft document is available for public review and comment for a 30-day period. The project consultant will summarize all comments received during the 30-day comment period and provide this information to FRA for their consideration. If a request is made during the 30-day comment period for a public hearing, one will be scheduled and conducted. Comments made during the public hearing will also be summarized and forwarded to FRA for their consideration.

STATUS OF HB2 PROJECT SELECTION HB2 AND FY17 – FY22 SIX YEAR IMPROVEMENT PROGRAM (SYIP) DEVELOPMENT

Attachment 1: Draft Minutes of the May 12, 2016 Meeting

Mr. Vinsh stated that the recommendations for the HB2 allocation procedure discussed during the April MPO meeting were communicated to the CTB during the April 21, 2016 public meeting held for the Richmond Construction District.

A period of discussion followed on future HB2 project applications from Tri-Cities.

Mr. Morris commented on the special transportation taxation programs in Northern Virginia and Hampton Roads and the benefits afforded in leveraging these revenues with HB2 grant applications.

Mr. Cary commented that there may be some adjustments to the HB2 rating factors and that the MPO Technical Committee should consider recommendations that may help future applications from the Tri-Cities Area.

REVIEW OF INFORMATION ON PROPOSED ALLOCATIONS FOR REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS

Mr. Vinsh briefly commented that information has been received that State TAP funds are proposed to be used to fund the Boulevard Pedestrian Safety project. This development and the increase in regional TAP funding received by the Tri-Cities MPO will allow all 3 FY17 TAP projects from the Tri-Cities to be funded as discussed during the April meeting.

REVIEW OF PROPOSED CMAQ AND RSTP PROJECTD ALLOCATIONS FOR THE FY17 FY22 SIX YEAR IMPROVEMENT PROGRAM

Mr. Vinsh made reference to agenda materials and indicated the annual revenue forecast for CMAQ has declined by about \$300,000 for FY17 and will gradually increase to the FY16 level of approximately \$1.7m by FY22.

Mr. Vinsh further indicated the FY17 annual revenue forecast for RSTP increased by about \$400,000 over the FY16 level and is projected to continue increasing to approximately \$3.1m by FY22.

Ms. Amanin provided an overview of 21 CMAQ project allocations and 20 RSTP project allocations shown on the 2 worksheets.

Mr. Vinsh commented that the Technical Committee has recommended approval of the FY17 - FY22 CMAQ and RSTP project allocations shown in the 2 worksheets attached to the agenda package

Mr. Morris commented that the 3 RSTP projects on Puddledock Road involving matching VNDIA funds are on scheduled to be completed before the end of the current term of December 2018.

Attachment 1: Draft Minutes of the May 12, 2016 Meeting

A term extension for approximately \$1.8m in State discretionary VNDIA funds was recently obtained with the assistance of a joint letter prepared by Senator Dance and Delegate Cox to the State Secretary of Finance.

Upon a motion by Mr. Webb, seconded by Mr. Mason and carried, a motion was adopted to endorse the FY17 – FY22 CMAQ and RSTP allocations, as presented in the worksheets.

REVIEW OF PROPOSED TRANSIT AMENDMENTS TO THE FY15 – FY18 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. Mason made reference to a spreadsheet in the agenda packet showing transit projects in the current metropolitan TIP and commented on changes in the funding amounts for several projects and funding for some additional projects.

Mr. Lindsey stated DRPT had responded to questions from Chesterfield and supports the proposed amendments.

Mr. Hyder stated that the cost of project entries agree with the total cost shown in the budget summary.

Upon a motion by Mr. Mason, seconded by Mr. Elswick and carried, a motion was endorsed to approve the proposed transit amendments to the FY15 – FY18 TIP as presented.

Mr. Morris stated that the MPO meeting date for the June meeting has been moved to the 23rd to be consistent with the Crater PDC meeting date for June. The change from the 2nd to the 4th Thursday for the month of June only is because the local government budgeting processes needed to be completed for the next fiscal year before the Crater PDC could adopt a budget for FY17.

There being no further business, the meeting was adjourned at approximately 5:15 pm.

Attachment 2: Summary of USDOT's Proposed Metropolitan (MPO) Coordination and Planning Area Reform Rule

Proposed Rules on Metropolitan Planning Organization (MPO) Coordination and Planning Area Reform

On June 27, 2016, a proposed regulation was issued by the U.S. Department of Transportation in the *Federal Register*. If implemented, the proposed rule would require merger of the 2 MPOs in the Richmond, VA urbanized area or the preparation of a single transportation plan, transportation improvement program and federal transportation performance measures. The Governor and the MPOs would be required to determine whether the 2 MPOs should be merged or that the size and complexity of transportation planning and programming in the Richmond, Virginia urbanized area justifies the continuation of 2 MPOs. This proposed rule has far-reaching implications. Items 1 through 5 indicate major provisions of the rule and 6 through 8 indicate CPDC staff recommendations in opposition of the proposed federal rule.

1. The national Association of Metropolitan Planning Organizations (AMPO) and the national Association of State and Highway and Transportation Officials (AASHTO) have estimated that this rule would impact one-third of all MPOs; two-thirds of all states; and, at least 40% of the urbanized area population in the U.S.
2. The deadline for comments on the proposed rule to the federal docket is August 26, 2016. Several national organizations, including AMPO and ASHTO, have requested additional time for states and MPOs to review and comment on the proposed rule. As of July 25, 2016, no extension has been granted by the federal government.
3. The proposed rule would require enhanced State-MPO coordination regarding metropolitan planning agreements to include enhanced coordination strategies and dispute resolution procedures if multiple MPOs serve a single urbanized area.
4. The U.S. Secretary of Transportation, FHWA and FTA believe the proposed rule will promote more effective regional planning and unified planning products.
5. The proposed rule provides a 2 - year phase-in period after publication of the final rule.
6. The 2013 federal certification reviews of the 2 MPOs in the Richmond, VA Transportation Management Area (TMA) have not documented any corrective actions relating to coordination and planning area reform.
7. Previous action by the FHWA, FTA, Commonwealth of Virginia and Tri-Cities MPO during the 1990s identified the need for 2 MPOs in the Richmond, VA urbanized area.
8. A merger of the 2 MPOs or the preparation of a single transportation plan, transportation improvement program and set of performance measures would be disruptive to the existing planning and programming processes because each MPO has a different set of by-laws and voting structure. Tri-Cities area local government representation in regional transportation planning and programming would likely be diminished.