

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

Virtual meeting held from the Crater Planning District Commission Offices

1964 Wakefield St., Petersburg, VA 23805

April 8, 2021

4:30 PM

Zoom link:

<https://us02web.zoom.us/j/82359397624?pwd=VzBYM3dwVVdtRkVpSIJKOXpHbEFZQT09>

Meeting Type: Annual

Regular

Special (Called)

Invitees:

Agency

Name

Voting Members:

Chesterfield County

Kevin Carroll

City of Colonial Heights

John Wood

Chairman

Dinwiddie County

William Chavis

Vice Chairman

City of Hopewell

Brenda S. Pelham

City of Petersburg

Samuel Parham

Prince George County

T.J. Webb

For the Secretary of Transportation

Shane Mann

Petersburg Area Transit

Charles Koonce

Crater Planning District Commission

Alec Brebner

Non-Voting, Staff & Guests

Crater Planning District Commission

Ron Svejkovsky

MPO Secretary

VDOT

Mark Riblett

VDOT

Liz McAdory

DRPT

Tiffany Dubinsky

FHWA

Richard Duran

FTA

Ryan Long

1. Call to order

2. Public Comment Period

ACTION ITEMS:

- | | |
|---|----------|
| 3. Approval of Agenda | Approval |
| 4. Approval of minutes from 3/5 and 3/24 meetings – Att 1 | Approval |
| 5. FINAL FY22-27 SYIP RSTP/CMAQ Allocations – Att. 2 | Approval |

As noted in earlier meetings, the TAC met at its regular March 5 meeting, and held a special meeting on March 24 regarding any corrections to existing projects and adding new CMAQ projects.

Based on these two meetings, VDOT sent the MPO staff the Revised Draft RSTP/CMAQ allocation tables for the existing projects and new CMAQ projects (**Attachment 2**).

Key points based on the two TAC meetings and resulting allocations tables:

- RSTP:
 - The TCAMPO's FY22-27 SYIP RSTP funding program represents an approximately \$2 million reduction compared to the FY21-26 SYIP's RSTP funding program
 - The FY22-27 SYIP RSTP allocation table fully funds all existing projects to the updated estimates and schedules except UPC 109230 (Duncan Road) and UPC 115783 (Rivermont Road Sidewalk)
 - The annual RSTP Planning Supplements was reduced to \$45,000/year (at the March 24 meeting, the FY21 project was removed and the \$45,000 FY27 allocation was added)
 - The RSTP Balance Entry account is kept very small in all years (@\$100k per year; with the FY22 RSTP Balance Entry account reduced to \$0)
- CMAQ:
 - The TCAMPO's FY22-27 SYIP CMAQ funding program represents an approximately \$1 million reduction compared to the FY21-26 SYIP's CMAQ funding program
 - The FY22-27 SYIP CMAQ allocation table fully funds all existing projects
 - The CMAQ Balance Entry account is kept very small in all years (@\$100k per year, with the FY22 CMAQ Balance Entry account reduced to \$0)

- o Based on the above, it appeared up to \$3.75 million was therefore available for new CMAQ projects.
- o Eight new CMAQ applications were submitted for this round of CMAQ allocations. At the March 24 Special TAC meeting, the new CMAQ project application scores and recommendations were discussed and up to four projects were added to the FY22-27 SYIP CMAQ allocation table (#1 ranked project would be funded first, then keep going down until the funding ran out, likely to #4; phase estimates were inflated to the year of the phase start):
 - #1 ART – Western Extension
 - #2 ART – Patton Park
 - #3 Enon Church – Bermuda
 - #4 Fall Line Trail – CN funds are needed in future year FY28

The DRAFT RSTP/CMAQ tables were updated for the CTB's FY22-27 DRAFT FY22-27 SYIP.

Also, for the public involvement process for the RSTP/CMAQ allocations, MPO staff placed a notice in the Crater PDC/Tri-Cities Area MPO webpage on March 8 with an April 7 deadline for public comments for the existing projects (with the Draft Allocation Plan tables which included the existing projects). No comments were received as of this agenda package.

The Policy Committee requested at the March 11 meeting that (if possible) the final FY22-27 SYIP RSTP/CMAQ allocations table be approved by the MPO in April. TAC unanimously recommended approval of the FINAL FY22-27 RSTP/CMAQ allocation tables at its April 2, 2021 meeting.

Action requested: *TAC recommends the Policy approve the FINAL FY22-27 RSTP/CMAQ allocations tables by resolution.*

INFORMATION ITEMS:

6. Plan2045 - Vision, Goals, and Strategies

Information

MPO staff will update the Policy Committee members about this item.

Also, The GAP consultant technical assistance is expected to begin in April and will allow us to create a full ongoing performance-based planning process that can be used for *Plan2045* and other MPO plans and programs.

7. VTrans Mid-Term Prioritization Policy and Project Pipeline – Att 3 Information

At the March 17, 2021 meeting, the CTB approved the VTrans Mid-Term Prioritization Policy (**Attachment 3**).

As requested by the Policy Committee meeting at the March 11 meeting, MPO staff sent an email March 12 to Mr. Carlos Brown (our CTB Member) requesting 2 SMART SCALE projects be funded and requesting the “VTrans Multimodal Project Pipeline” include the I-85 NB to I-95 SB MPO Priority 1 project (VTrans Mid-Term Need “Non-Priority 1”).

Studies selected by the CTB will be completed by late Fall to provide new pool of potential projects for consideration in Round 5 of SMART SCALE and other funding programs.

8. 2021 Transportation Initiative – Attachment 4 Information

At the March 17, 2021 CTB meeting, John Lawson presented the results of the latest General Assembly session and funding (**Attachment 4**).

Included is a provision for regional trails:

- Up to \$10M for planning, development and construction of regional trails
 - Priority to be given to new regional trails, improved connectivity of existing trail networks, and geographic diversity in the use of funds
- Requires the Office of Intermodal Planning and Investment to establish a work group on regional trails and report to General Assembly by October 2021
 - Focus on prioritization for identifying new trails, master planning process and a funding needs assessment.

Transit Equity Funding was also included:

- Up to \$10.9M to establish pilot programs for fare-free transit with urban and rural transit providers
- Up to \$0.9M of this amount may be used a transit equity and modernization study as required by HJ542 (McQuinn)
 - DRPT to lead study and complete a needs assessment focusing on equitable delivery and modernization of transit services
 - Key areas to be considered –transit accessibility, adequacy of infrastructure, electrification, emerging technologies, safety and system engagement–
 - Interim report due December 2021 and final report due August 2022

9. DRPT Report **Information**

10. VDOT Report **Information**

11. Upcoming **Information**

May 13:

- FY21 UPWP amendment
- DRAFT FY22 UPWP
- Approve *Plan2045* Vision
- Plan2045 – update schedule (to include GAP consultant work, possible project survey, public involvement, Resource Agency and EJ/Public Involvement review)

June 24:

- FINAL FY22 UPWP
- Approve updated *Plan2045* schedule
- Elect New Chair and Vice Chair for FY22
- Possible – approve (with RRTPO) a Critical Urban Freight Corridor (CUFR)

12. Other Business

13. Adjournment

Next meeting: Thursday, May 13, 2021 (via Zoom).

ATTACHMENT 1

**TRI-CITIES AREA METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE
DRAFT Meeting Minutes**

Virtual meeting held from the Crater Planning District Commission Offices

1964 Wakefield St., Petersburg, VA 23805

March 11, 2021

4:30 PM

Meeting Type: Annual
 Regular
 Special (Called)

Members Present:

Agency

Name

Voting Members Present:

Chesterfield County	Kevin Carroll	
City of Colonial Heights	John Wood	Chairman
Prince George County	T.J. Webb	
For the Secretary of Transportation	Shane Mann	
Petersburg Area Transit	Charles Koonce	
Crater Planning District Commission	Alec Brebner	

Voting Members Absent:

Dinwiddie County	William Chavis	Vice Chairman
City of Hopewell	Brenda S. Pelham	
City of Petersburg	Samuel Parham	

Non-Voting, Staff, and Guests Present:

Crater Planning District Commission	Ron Svejkovsky	MPO Secretary
VDOT	Mark Riblett	
VDOT	Liz McAdory	
DRPT	Tiffany Dubinsky	
FHWA	Richard Duran	
Crater PDC	Jay Ruffa	
Chesterfield County	Barb Smith	
Prince George County	Jeff Stoke	
City of Hopewell	Johnnie Burler	
City of Petersburg	Reggie Tabor	
FOLAR	Wendy Austin	

1. Call to order

The meeting was called to order by Chair Wood at 4:33 p.m. A quorum was present

2. Public Comment Period

No public comments were received, and no comments were given at the meeting.

ACTION ITEMS:

3. Approval of Agenda Approved

Mr. Wood moved, and Mr. Webb seconded the motion to approve the agenda. The motion was approved unanimously.

4. Approval of minutes from February 25 meeting – Attachment 1 Approved

Mr. Wood moved, and Mr. Mann seconded the motion to approve the minutes of the February 25, 2021 meeting. The motion was approved unanimously.

5. UPC 117838 MTIP Amendment – Attachment 2 Approved by Resolution

Mr. Svejkovsky noted that VDOT has provided us with a \$127,000 (Federal Funds – Other) MTIP amendment sheet pertaining to UPC 117838. As part of a 2017 \$23.1 million agreement between VDOT, the Dept. of the Army, and FHWA’s EFL, UPC 117838 covers three access improvement projects in VDOT’s Richmond District:

- Fort Pickett - rehabilitation of Route 750 from the Main Gate to Route 40 (beyond the Roundabout project); replacement of tank crossings and railroad crossings along Route 40;
- The Defense Supply Center at Richmond (DSCR) – realign Strathmore and “G” Road intersection; and
- Fort Lee - extend an additional eastbound lane along Hickory Hill Rd (Route 109) from approximately the Battlefield Park entrance to Mahone Gate (0.8 miles). This was proposed as an addition to the Hickory Hill Road ARRA project but there was not enough funding at that time.

Mr. Svejkovsky added that the \$23.1 million of funding comes from the closing of Fort Monroe and is intended to fully fund 7-8 projects statewide, with the Fort Lee project as #1 priority.

Mr. Svejkovsky also noted that Attachment 2 includes the \$127,000 MTIP Amendment sheet and project aerial.

Mr. Svejkovsky noted that MPO staff concurs with the request and TAC recommends Policy Committee approval of the MTIP Amendment.

Mr. Webb moved, and Mr. Wood seconded the motion to approve the MTIP Amendment by resolution. The motion was approved unanimously.

6. FY21 Accomplishments and FY22 UPWP Priorities – Attachment 3 Approved

Mr. Svejkovsky noted that Attachment 3 includes an additional request to the Draft for additional study work by VDOT by FOLAR for the Prince George section of the Appomattox River Trail. The Draft UPWP will be brought to VDOT, FHWA and DRPT then brought to the TAC and Policy Committee in May with adoption in June.

Mr. Svejkovsky also noted that TAC recommends Policy Committee approval of the FY21 Accomplishments and FY22 Priorities.

Mr. Wood moved, and Mr. Carroll seconded the motion to approve the FY21 Accomplishments and FY22 UPWP Priorities. The motion was approved unanimously.

7. MPO Support for SMART SCALE Applications – Att. 4 Approved by Resolution

Mr. Svejkovsky noted that as noted at the February 25, 2021 Policy Committee meeting, on January 19, 2021, OIPI presented to the CTB the scores and OIPI staff-recommend scenario for Round 4 of SMART SCALE. At the February 25, 2021 Policy Committee meeting, Shane Mann (Richmond District Engineer) noted that there were corrections made to the scores and a Revised Staff Recommended Funding Scenario was presented to the CTB at its February 17, 2021 meeting. Attachment 4 includes the Revised spreadsheets.

Mr. Svejkovsky added that as noted at the February 25, 2021 Policy Committee meeting, none of the 13 applications by the MPO and its members were recommended for funding.

Mr. Svejkovsky added that at the February 25, 2021 Policy Committee meeting, it was noted that at the January 19, 2021 CTB meeting the Director of the SMART SCALE Program stated that the District Grant Funding for Richmond District has a \$14.5 Million balance (now is \$7.0 million under the Revised Scenario). Chesterfield County and Prince George County each requested to the CTB member that these available funds be used for the Matoaca/Hickory Roundabout projects (Chesterfield County) and the Middle Road/Prince George Road Roundabout projects (Prince George County).

Mr. Svejkovsky also noted that after discussion with the Policy Committee Chair, it was decided to add (for Policy Committee consideration) a resolution of support by the MPO for these two projects (to be sent to the CTB member). Attachment 4 also includes a resolution of support requesting the CTB member select these two applications.

Lastly, Mr. Svejkovsky added that the CTB will make its final SMART SCALE project selections decision in June.

Mr. Webb moved, and Mr. Wood seconded the motion to approve the MPO resolution of support for the two SMART SCALE applications for CTB member selection. The motion was approved unanimously.

INFORMATION ITEMS:

8. Plan2045 Vision, Goals, and Strategies - Attachment 5 Information

Mr. Svejkovsky noted that MPO staff completed the Vision, Goals, and Strategies Metroquest survey on January 31. As of 1/31/21, 85 (our goal is 100) surveys were completed.

Mr. Svejkovsky presented the survey results PowerPoint slide show at the Meeting. This presentation will be added to the *Plan2045* webpage.

Mr. Svejkovsky added that The MPO will adopt its Vision, Goals, and Objectives late Spring.

Mr. Svejkovsky also noted that as discussed at the February 25 Policy Committee meeting, the TCAMPO was successful in obtaining a GAP Planning Grant. This consultant technical assistance would begin in April and will allow us to create a full ongoing performance-based planning process that can be used for *Plan2045* and other MPO plans and programs.

9. VTrans Mid-Term Prioritization Policy and Project Pipeline – Att 6 Information

Mr. Svejkovsky noted that at the February 17, 2021 CTB meeting, OIPI staff presented a proposal for the “VTrans Multimodal Project Pipeline” (Attachment 6). Next steps recommended by OIPI staff:

- Board consideration of VTrans Mid-term Needs Prioritization Policy in March. (Note: as noted in earlier TAC and Policy Committee meetings, a common theme of the comments by the MPO (and its counterparts and localities in Virginia) is the concern that this will further reduce the ability of key rural and small MPO needs to be addressed.)
- OIPI (with help from VDOT and DRPT) will coordinate with each Board member by March/April on up to 5 “Priority 1” needs to study (Note: Board would be able to select a “non-Priority 1” VTrans need, to address potential concerns about geographic diversity and/or other local knowledge about specific needs)
- Complete studies by late Fall to provide new pool of potential projects for consideration in Round 5 of SMART SCALE and other funding programs.

Mr. Svejkovsky noted that the “Priority 1” locations in Tri-Cities generally consist of a handful of intersections (some of which have been addressed with projects). He added that he proposes to include in the email to Mr. Brown (requesting SMART SCALE funding for the projects that just missed OIPI staff recommendation for funding) a request for study to finding cheaper solutions to the I-85 NB to I-95 SB Project as a “Non-Priority 1” location.

10. Interstate Operations and Enhancement Program – Att. 7 Information

Mr. Svejkovsky noted that at the February 17, 2021 CTB meeting, OIPI staff presented the update to the Program and planning efforts (Attachment 7).

Mr. Svejkovsky also noted that the new operations and capital projects will be included in the FY22-27 SYIP.

11. DRAFT FY22-27 SYIP RSTP/CMAQ Allocations – Attachment 8 Information

Mr. Svejkovsky noted that on February 25, VDOT received the RSTP/CMAQ allocation projections and sent MPO staff the Draft FY21-26 RSTP/CMAQ Allocation Plan tables for the existing projects (Attachment 8). TAC met on March 5 and approved the Draft (existing projects only) for the 30-day public review. TAC will hold a special TAC meeting later this month regarding adding new CMAQ projects and finalizing the existing projects’ allocations.

Key points:

- RSTP:
 - The TCAMPO’s FY22-27 SYIP Draft RSTP funding program represents an approximately \$2 million reduction compared to the FY21-26 SYIP’s RSTP funding program
 - The Draft RSTP allocation table fully funds all existing projects in FY22-27 to the updated estimates and schedules except UPC 109230 (Duncan Road) and UPC 115783 (Rivermont Road Sidewalk)
 - Reduces the annual RSTP Planning Supplements to \$45,000/year
 - Also, the N. Enon Church Rd Project is fully funded to the current \$4.2 million estimate
 - The Balance Entry account is kept very small in all years (@\$100k per year)

- CMAQ:
 - The TCAMPO’s FY22-27 SYIP Draft RSTP funding program represents an approximately \$1 million reduction compared to the FY21-26 SYIP’s CMAQ funding program
 - The Draft CMAQ allocation table fully funds all existing projects
 - The Balance Entry account is kept very small in all years (@\$100k per year)

- Based on the above, it appears up to \$3.75 million is therefore available for new CMAQ projects.
- Eight new CMAQ applications were submitted for this round of CMAQ allocations. As noted earlier, the recommended projects will be brought to the TAC in the TAC special meeting later this month, with TAC and Policy Committee approval of the entire allocations tables (existing and new) in April or May.

Mr. Svejkovsky also noted that as noted above, in order to have a public involvement process for the RSTP/CMAQ allocations, TAC approved a notice be placed in the Crater PDC/Tri-Cities Area MPO webpage on March 8 with an April 7 deadline for public comments (with the Draft Allocation Plan of existing projects tables). The final RSTP/CMAQ allocations would be approved by the MPO in April or May.

12. DRPT Report

Information

Ms. Dubinsky gave the DRPT report (follows the agenda)

13. VDOT Report

Information

Mr. Mann gave the VDOT Report (follows the agenda)

14. Upcoming

Information

Mr. Svejkovsky noted these agenda items are upcoming:

- April 8
 - *Plan 2045* update (Information)
 - Final FY 22-27 RSTP/CMAQ Allocations Plan (or in May)
 - Draft FY22 UPWP (if ready, otherwise in May)
- May 13
 - Final FY22 UPWP (if ready, otherwise in June)

15. Other Business

16. Adjournment

Mr. Wood moved, and Mr. Webb seconded the motion to adjourn the meeting. The motion was approved unanimously. The meeting was adjourned at 5:31 p.m.

The next meeting will be held Thursday, April 8, 2021 (via Zoom).

ATTACHMENT 2

Locality	MPO Priority #	Project UPC	Description	Pool_Status	VDOT/Locally Administered	Existing POOL Data				Total Previous Funds (All Sources)	Planned FY22-FY27 Allocations						Total Future Funds (non-RSTP)	Balance to Complete	NOTES
						12 PE	52 RW	80 CN	Total Estimate		FY22	FY23	FY24	FY25	FY26	FY27			
N/A	1	117864	FY22 MPO Staff Supplement	MONITORING FUNDS	Locally	\$45,000	\$0	\$0	\$45,000		\$45,000	\$0						\$0	Reduced from \$85,000
						1/11/2022	N/A	N/A											
						FY22	N/A	N/A											
						Construction End Date													
N/A	1	117865	FY23 MPO Staff Supplement	MONITORING FUNDS	Locally	\$45,000	\$0	\$0	\$45,000		\$0	\$45,000	\$0					\$0	Reduced from \$85,000
						1/10/2023	N/A	N/A											
						FY23	N/A	N/A											
						Construction End Date													
N/A	1	117866	FY24 MPO Staff Supplement	MONITORING FUNDS	Locally	\$45,000	\$0	\$0	\$45,000		\$0		\$45,000	\$0				\$0	Reduced from \$85,000
						1/9/2024	N/A	N/A											
						FY24	N/A	N/A											
						Construction End Date													
N/A	1	117867	FY25 MPO Staff Supplement	MONITORING FUNDS	Locally	\$45,000	\$0	\$0	\$45,000		\$0		\$0	\$45,000	\$0			\$0	Reduced from \$85,000
						1/14/2025	N/A	N/A											
						FY25	N/A	N/A											
						Construction End Date													
N/A	1	T25330	FY26 MPO Staff Supplement	MONITORING FUNDS	Locally	\$45,000	\$0	\$0	\$45,000		\$0		\$0		\$45,000	\$0		\$0	Reduced from \$85,000
						1/1/2026	N/A	N/A											
						FY25	N/A	N/A											
						Construction End Date													
N/A	1	T25331	FY27 MPO Staff Supplement	MONITORING FUNDS	Locally	\$45,000	\$0	\$0	\$45,000		\$0		\$0		\$0	\$45,000		\$0	Reduced from \$85,000
						1/1/2027	N/A	N/A											
						FY25	N/A	N/A											
						Construction End Date													
Dinwiddie County		109230	Route 670 (Duncan Rd) Curve Realignment	NO DATES SET YET	Locally	\$600,000	\$316,493	\$1,416,132	\$2,332,625	\$0	\$0	\$0	\$370,858	\$329,142				\$1,632,625	Balance to be funded in FY28 and FY29. Project schedule needs to be re-baselined due to funding change.
						9/13/2021	10/17/2024	10/14/2025											
						FY22	FY25	FY26											
						Construction End Date													
Chesterfield County	19	112660	Rt 746 North Enon Church Rd Widening from 2-4 lanes	NO DATES SET YET	Locally	\$656,900	\$922,460	\$2,635,600	\$4,214,960	\$0	\$0	\$0	\$497,900	\$1,112,201	\$2,604,859			\$0	Project schedule needs to be re-baselined due to funding change. NOTE: Adjust funding in FY23 or FY24 allocation development to move funds to fully fund Rivermont Rd sidewalk.
						9/29/2021	5/2/2023	4/1/2024											
						FY22	FY23	FY24											
						Construction End Date													
Chesterfield County	22	115783	Rivermont Rd Sidewalk	NO DATES SET YET	Locally	\$159,000	\$351,000	\$642,000	\$1,152,000	\$0	\$0	\$0	\$159,000	\$0	\$233,750			\$759,250	Balance to be funded in FY28. Project schedule needs to be re-baselined due to funding change. NOTE: Look to fully fund project in FY23 allocation plan with allocations from UPC 112660.
						10/18/2022	8/22/2024	3/18/2026											
						FY23	FY25	FY26											
						Construction End Date													
Hopewell	17	109265	Ashland St. Extension; Courthouse to Colonial Drive	NO DATES SET YET- PE OPEN	VDOT	\$663,000	\$419,281	\$4,232,315	\$5,314,596	\$560,790	\$202,210	\$0	\$1,509,955	\$1,700,000	\$1,341,641			\$0	Estimate increased ~\$2 million from original application based on recent detailed VDOT estimate review.
						9/16/2019	9/12/2023	2/11/2025											
						FY20	FY24	FY25											
						Construction End Date													
Chesterfield County	20	115785	Woodpecker Road Safety Improvements from Cattail Road	NO DATES SET YET- PE OPEN	VDOT	\$75,000	\$50,000	\$262,000	\$387,000	\$337,000	\$50,000	\$0	\$0	\$0	\$0			\$0	
						3/17/2020	N/A	8/3/2021											
						FY20	FY22	FY22											
						Construction End Date													
Chesterfield County	16	109229	Lakeview Rd & Branders Bridge Rd Int Improvement (roundabout)	ACTIVITY DATES SET	Locally	\$330,500	\$573,363	\$3,106,127	\$4,009,990	\$325,000	\$600,000	\$1,903,469	\$1,181,521	\$0	\$0			\$0	
						12/26/2019	10/13/2021	6/16/2023											
						FY20	FY22	FY23											
						Construction End Date													
Chesterfield County	21	115208	Harrowgate Sidewalk	ACTIVITY DATES SET	Locally	\$104,000	\$50,000	\$723,000	\$877,000	\$174,000	\$703,000	\$0	\$0	\$0			\$0		
						8/14/2019	6/26/2020	8/31/2021											
						FY20	FY20	FY22											
						Construction End Date													8/31/2022
Colonial Heights	11	101288	Lakeview Ave - Minor Widening	ADVERTISED	Locally	\$700,000	\$356,749	\$4,191,649	\$5,248,398	\$3,363,123	\$1,142,230	\$743,045	\$0	\$0			\$0		
						9/9/2011	12/16/2014	10/23/2020											
						FY12	FY15	FY21											
						Construction End Date													12/14/2022
Hopewell	7	1436	RW for 90018	CONSTRUCTION COMPLETED	VDOT	\$1,382,222	\$4,938,773	\$0	\$6,320,995	\$6,805,772	\$0	\$0	\$0	\$0			(\$484,777)	Any surplus funds on 1436 are to be used for 90018, if needed.	
						N/A	N/A	N/A											
						N/A	N/A	N/A											
						Construction End Date													N/A
Hopewell	7	90018	PE and CN for 1436	CONSTRUCTION COMPLETED	VDOT	\$1,362,568	\$0	\$8,218,678	\$9,581,246	\$9,581,246	\$0	\$0	\$0	\$0			\$0	CN complete in September. Check with ACE to see if more expenditures are expected.	
						9/9/2011	N/A	7/10/2018											
						FY12	N/A	FY19											
						Construction End Date													9/24/2020

**Tri-Cities Area Metropolitan Planning Organization
Resolution Approving FY22-27 RSTP/CMAQ Allocation Plan**

WHEREAS the transportation priorities of the Tri-Cities Area MPO are consistent with those of the Commonwealth of Virginia;

WHEREAS it is the intent of the Tri-Cities Area MPO to be consistent with the Commonwealth of Virginia's Six Year Improvement Program;

WHEREAS the attached FY22-27 RSTP/CMAQ Allocation Plan has been reviewed by the Technical Advisory Committee and the Policy Committee.

NOW THEREFORE BE IT RESOLVED that the Tri-Cities Area Metropolitan Planning Organization's RSTP/CMAQ Allocation Plan for the FY22-27 SYIP be approved.

Upon a motion by _____ (_____) with a second by _____ (_____) and carried by a voice vote a motion was adopted on April 8, 2021 with ___ members voting aye, ___ members voting nay, and ___ members abstaining.

The Honorable John T. Wood, Chair,
Tri-Cities Area Metropolitan Planning
Organization

April 8, 2021

Ronald D. Svejksky
Secretary, Tri-Cities Area Metropolitan Planning
Organization

Resolution of the Board Authorization

Actions to Approve the Policy for the Prioritization of the VTrans Mid-term Transportation Needs and Accept the Prioritized 2019 VTrans Mid-term Needs

March 17, 2021

Page 2 of 5

WHEREAS, as presented to the Board on October 29, 2018, the Statewide Transportation Plan identifies needs for transportation capacity and safety improvements, project planning, and project development activities for up to 10 years into the future, hereinafter referred to as the VTrans Mid-term Needs, and the needs for new policies and modifications to existing policies for 10 years and beyond, hereinafter referred to as VTrans Long-term Needs; and

WHEREAS, pursuant to § 33.2-214.1 of the Code of Virginia, candidate projects and strategies evaluated using the Statewide prioritization process shall be screened by the Board to determine whether they are consistent with the assessment of capacity needs for all CoSS, RNs, and improvements to UDAs, undertaken in the Statewide Transportation Plan in accordance with § 33.2-353; and

WHEREAS, pursuant to § 33.2-357 of the Code of Virginia, VDOT's Revenue Sharing program gives second priority consideration to funding applications that meet a VTrans need; and,

WHEREAS, the Board, by resolution dated January 15, 2020, approved the 2019 VTrans Update Vision, Goals, Objectives, Guiding Principles, and the 2019 Mid-term Needs Identification Methodology and accepted the 2019 Mid-term Needs; and

WHEREAS, the Board, pursuant to its action on January 15, 2020, directed that OIPI shall develop, in coordination with the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT), a VTrans action plan that prioritizes the 2019 Mid-term Needs and includes recommendations for such prioritized needs; and

WHEREAS, a policy framework for the VTrans Multimodal Project Development Pipeline (hereafter referred to as the Project Pipeline) was presented to the Board on May 20, 2020 (*VTrans Multimodal Project Development Pipeline*) and February 17, 2021 (*VTrans Multimodal Project Pipeline*), and relies on the prioritized VTrans Mid-term Needs to optimize the return on investments and ensure transparency, accountability, and efficient delivery of transportation programs, while also promoting performance based planning and programming per the VTrans Guiding Principles adopted by the Board on January 15, 2020; and

WHEREAS, a policy framework to prioritize the VTrans Mid-term Needs was presented to the Board on July 14, 2020 (*VTrans Project Pipeline and Long-term Needs*); and

Resolution of the Board Authorization

Actions to Approve the Policy for the Prioritization of the VTrans Mid-term Transportation Needs and Accept the Prioritized 2019 VTrans Mid-term Needs

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WHEREAS, OIPI, in coordination with VDOT and DRPT, has developed and outlined a proposed policy for the prioritization of the VTrans Mid-term Needs in the proposed document titled *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs* and attached hereto as Attachment A; and

WHEREAS, the proposed *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs* synthesizes policies included in the January 15, 2020 Board *Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs* as well policies to define VTrans Travel Markets namely action to define the VTrans CoSS Travel Market on December 17, 2009 (*VTrans2035 – Virginia’s Statewide Multimodal Long-Range Transportation Plan*) and May 18, 2011 (*Northern Virginia North-South Corridor of Statewide Significance*), action to define RNs established on December 19, 2015 (*VTrans2040 Virginia’s Statewide Multimodal Long-Range Transportation Plan Vision Plan and Needs Assessments*) and January 15, 2020 (*Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs*), and action to define the VTrans UDA Travel Market on January 15, 2020 (*Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs*); and

WHEREAS, a proposed *Technical Guide for the Identification and Prioritization of the VTrans Mid-term Needs* is developed to provide technical details such as data sources, methods and techniques, and technical limitations; and

WHEREAS, proposed priority locations for the entire state (hereinafter referred to as the Statewide Priority Locations) and for each of the nine VDOT construction districts (hereinafter referred to as the Construction District Priority Locations) are established based on the proposed policy for the prioritization of the VTrans Mid-term Needs as outlined in the proposed *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs*; and

WHEREAS, the draft *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs*, the draft *Technical Guide for the Identification and Prioritization of the VTrans Mid-term Needs*, and draft results for Statewide and Construction District Priority Locations developed based on the draft policy for the prioritization of the VTrans Mid-term Needs were made available for public review and comment on October 28, 2020, and public comments were accepted until November 30, 2020; and

Resolution of the Board Authorization

Actions to Approve the Policy for the Prioritization of the VTrans Mid-term Transportation Needs and Accept the Prioritized 2019 VTrans Mid-term Needs

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WHEREAS, extensive stakeholder and public outreach has been conducted as part of the development of the proposed policy for the prioritization of the VTrans Mid-term Needs, including 28 presentations and updates to metropolitan planning organization (MPO) and planning district commission (PDC) boards and committees, and three presentations to other stakeholder groups; and

WHEREAS, the draft policy for the prioritization of the VTrans Mid-term Needs was presented to transportation stakeholders and question-and-answer sessions were conducted during a series of four VTrans Virtual Workshops held on October 29, 2020, October 30, 2020, November 13, 2020, and November 17, 2020; and

WHEREAS, based on the public feedback received and consistent with the Board Policy to define the VTrans RN Travel Market, based on the National Capital Region Transportation Planning Board resolution dated July 16, 2014 to *Approve Fauquier County, Virginia membership in the National Capital Regional Transportation Planning Board*, VTrans Northern Virginia RN boundaries were modified to include Fauquier County and RN transportation needs were identified in Fauquier County; and,

WHEREAS, in addition to the modification of the VTrans Northern Virginia RN boundaries, OIPI incorporated public feedback by making two additional modifications to the draft *Policy Guide for the Identification and Prioritization of the VTrans Mid-term Needs* as presented to the Board on January 19, 2021 as well as several modifications to the draft *Technical Guide for the Identification and Prioritization of the VTrans Mid-term Needs*.

NOW THEREFORE BE IT RESOLVED, the Board hereby adopts the proposed policy for the prioritization of VTrans Mid-term Needs as outlined in the attached proposed *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs* (Attachment A) and accepts the proposed prioritized 2019 VTrans Mid-Term Needs.

BE IT FURTHER RESOLVED, VDOT and DRPT funds for corridor or facility planning and advance activities relating to concepts addressing a capacity need of the surface transportation network shall be limited to the Statewide and Construction District Priority 1 Locations established per the proposed policy for the prioritization of the VTrans Mid-term Needs.

BE IT FURTHER RESOLVED, the requirement above may be waived by the Secretary of Transportation on a case-by-case basis, and shall not limit support for actions mandated by the General Assembly, activities required to assist localities or other entities with funding applications, or those needed to advance and accelerate projects in the Six-Year Improvement Program.

BE IT FURTHER RESOLVED, the Board may also select one VTrans Mid-term Need per state fiscal year for each VDOT Construction District for the purpose of corridor or facility planning and advance activities relating to concepts addressing a capacity need.

BE IT FURTHER RESOLVED, the Board Resolution *Action to Approve the VTrans Multimodal Transportation Plan Needs Recommendations Methodology and Recommendations by the Commonwealth Transportation Board* adopted on January 10, 2018 shall superseded in its entirety by this action.

BE IT FURTHER RESOLVED, the methodology outlined in the proposed *Technical Guide for the Identification and Prioritization of the VTrans Mid-Term Needs*, as modified based on the feedback received, shall direct the identification and prioritization of VTrans Mid-term Needs and may continue to evolve and improve based upon advances in technology, data collection and reporting tools, and to the extent that any such improvements modify or affect the policy and process set forth in the proposed *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs*, they shall be brought to the Board for review and approval.

BE IT FURTHER RESOLVED, that OIPI shall, under the direction of the Secretary of Transportation and in coordination with VDOT and DRPT, develop VTrans Strategic Actions to advance the Board's Vision and Goals adopted on January 15, 2020 by providing policy- and program-specific recommendations to address the identified and prioritized VTrans Mid-term Needs, as well as to address the VTrans Long-term Needs identified based on divergent future trends and a vulnerability assessment per the policy framework presented to the Board on July 14, 2020.

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CTB Decision Brief

Actions to Approve the Policy for the Prioritization of the VTrans Mid-term Transportation Needs and Accept the Prioritized 2019 VTrans Mid-term Needs

Issue: Pursuant to § 33.2-353 of the Code of Virginia, the General Assembly of Virginia has directed the Commonwealth Transportation Board (Board), with assistance from the Office of Intermodal Planning and Investment (OIPI), to conduct a comprehensive review of statewide transportation needs in a Statewide Transportation Plan setting forth assessment of capacity needs for all Corridors of Statewide Significance (CoSS), Regional Networks (RN), and improvements to promote Urban Development Areas established pursuant to § 15.2-2223.1 (UDAs). Board approval of the proposed policy for the prioritization of the VTrans Mid-term Needs as outlined in the proposed *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs* and acceptance of the prioritized 2019 VTrans Mid-Term Needs is requested along with the Board's direction regarding the utilization of the prioritized VTrans Mid-term Needs and development of VTrans Strategic Actions.

Facts: Pursuant to § 33.2-353, the General Assembly has directed that the Statewide Transportation Plan shall establish goals, objectives, and priorities that cover at least a 20-year planning horizon. The Board kicked off the development of the VTrans Update on October 29, 2018.

VTrans includes two planning horizons: the mid-term horizon identifies needs for transportation capacity and safety improvements, project planning, and project development for up to 10 years into the future (hereinafter referred to as the 2019 VTrans Mid-term Needs) and the long-term horizon identifies needs for new policies and modifications to existing policies for 10 years and beyond (hereinafter referred to as VTrans Long-term Needs).

The Board unanimously passed a resolution entitled *Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs* on January 15, 2020. Pursuant to that action, the Board approved the 2019 VTrans Update Vision, Goals, Objectives, Guiding Principles, and the 2019 Mid-term Needs Identification Methodology and accepted the 2019 Mid-term Needs. The Board also directed OIPI, in coordination with Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT), to develop a VTrans action plan that prioritizes the 2019 Mid-term Needs and includes recommendations for such prioritized needs.

A policy framework to prioritize the VTrans Mid-term Needs was presented to the Board on July 14, 2020. Extensive coordination was conducted with VDOT and DRPT throughout the development of the proposed policy for the prioritization of the VTrans Mid-term Needs. Draft Policy and Technical Guides for the Identification and Prioritization of the VTrans Mid-Term Needs, and draft results for Statewide and Construction District priority locations were made available for public review and comment.

Extensive stakeholder and public outreach was conducted as part of the development of the proposed policy for the prioritization of the VTrans Mid-Term Needs. OIPI incorporated public feedback by

making three modifications to the draft *Policy Guide for the Identification and Prioritization of the VTrans Mid-term Needs* as presented to the Board on January 19, 2021 as well as several modifications to the draft *Technical Guide for the Identification and Prioritization of the VTrans Mid-term Needs*.

Recommendations: OIPI recommends the approval of the proposed policy for the prioritization of the VTrans Mid-term Needs as outlined in the proposed *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs*.

It is also recommended that VDOT and DRPT funds for corridor or facility planning and advance activities relating to concepts addressing a capacity need of the surface transportation network shall be limited to Statewide and Construction District Priority 1 Locations established per the proposed policy for the prioritization of the VTrans Mid-term Needs. This requirement may be waived by the Secretary of Transportation on a case-by-case basis, and shall not limit support for actions mandated by the General Assembly, activities required to assist localities or other entities with funding applications, or those needed to advance and accelerate projects in the Six-Year Improvement Program.

It is also recommended that the Board may select one VTrans Mid-term Need per state fiscal year for each VDOT Construction District for the purpose of corridor or facility planning and advance activities relating to concepts addressing a capacity need.

It is also recommended that the actions recommended above supersede the Board Resolution *Action to Approve the VTrans Multimodal Transportation Plan Needs Recommendations Methodology and Recommendations by the Commonwealth Transportation Board* adopted on January 10, 2018.

It is also recommended that the Board direct OIPI to, in coordination with VDOT and DRPT, develop VTrans Strategic Actions to advance the Board's Vision and Goals adopted on January 15, 2020.

Action Required by CTB: The Board will be presented with a resolution for a formal vote to approve the proposed policy for the prioritization of the VTrans Mid-term Needs as outlined in the proposed *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs*, accept the prioritized 2019 VTrans Mid-Term Needs, and to provide direction regarding utilization of VDOT and DRPT funds for corridor or facility planning and advance activities relating to concepts addressing a capacity need of the surface transportation network and development of VTrans Strategic Actions.

Result, if Approved: If approved, the proposed policy for the prioritization of the VTrans Mid-term Needs as outlined in the proposed *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs* will be followed to prioritize VTrans Mid-term Needs and the prioritized 2019 VTrans Mid-term Needs will be accepted.

CTB Decision Brief

Actions to Approve the Policy for the Prioritization of the VTrans Mid-term Transportation Needs and Accept the Prioritized 2019 VTrans Mid-term Needs

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VDOT and DRPT funds for corridor or facility planning and advance activities relating to concepts addressing a capacity need of the surface transportation network will be limited to Statewide and Construction District Priority 1 Locations established per the proposed policy for the prioritization of the VTrans Mid-term Needs. This requirement may be waived by the Secretary of Transportation on a case-by-case basis, and shall not limit support for actions mandated by the General Assembly, activities required to assist localities or other entities with funding applications, or those needed to advance and accelerate projects in the Six-Year Improvement Program.

The Board may also select one VTrans Mid-term Need per state fiscal year for each VDOT Construction District for the purpose of corridor or facility planning and advance activities relating to concepts addressing a capacity need.

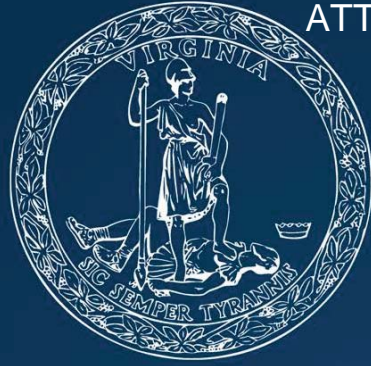
The Board Resolution *Action to Approve the VTrans Multimodal Transportation Plan Needs Recommendations Methodology and Recommendations by the Commonwealth Transportation Board* adopted on January 10, 2018 will be superseded in its entirety by this action.

The methodology outlined in the proposed *Technical Guide for the Identification and Prioritization of the VTrans Mid-Term Needs*, as modified based on the feedback received, will direct the identification and prioritization of the VTrans Mid-Term Needs and may continue to evolve and improve based upon advances in technology, data collection and reporting tools, and to the extent that any such improvements modify or affect the policy and process set forth in the proposed *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs*, they shall be brought to the Board for review and approval.

OIPI will, under the direction of the Secretary of Transportation and in coordination with VDOT and DRPT, develop VTrans Strategic Actions to advance the Board's Vision and Goals adopted on January 15, 2020.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: See attached.



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

2021 Transportation Initiative

Nick Donohue
Deputy Secretary of Transportation
March 2021



Virginia Department of Rail and Public Transportation



Appropriations Act Provisions

- **Conference Report for the Budget includes several new provisions related to transportation**
- **New item directs spending of \$323.4M in one-time funds**
- **Policy statement of General Assembly that 'normal' transportation dollars should be allocated by the Board pursuant to establish program**

Intent of the General Assembly

Subsection Q of Item 430 (Secretary of Transportation)

“It is the intent of the General Assembly that state funds in the Commonwealth Transportation Fund and federal funds provided on a recurring, non-one-time basis, for surface transportation be distributed and allocated at the discretion of the entities responsible for such funds based on the policy direction and requirements set forth in the Code of Virginia.”

Office of the SECRETARY *of* TRANSPORTATION

2021 Transportation Initiative

- Directs allocation of \$323.4M in one-time federal funds, one-time general funds and previous year funding in economic development transportation funds
- Amount based on the following:
 - \$233.4M in COVID Relief/Appropriations Funds
 - \$55.0M in General Funds
 - \$20M in previous year funds from the Transportation Partnership Opportunity Fund
 - \$15M in previous year funds from the Access Programs

Office of the SECRETARY *of* TRANSPORTATION

2021 Transportation Initiative

- **Allocations directed to:**
 - **Western Rail Initiative**
 - **VRE Manassas Line**
 - **Interstate 64 Corridor**
 - **WMATA Funding**
 - **Regional Trails**
 - **Transit Equity Funding**
 - **Connected Infrastructure Demonstration Program**

Western Rail Initiative

- **Up to \$83.5M to extend passenger rail service from Roanoke to New River Valley and increase the frequency of service along the I-81/US 29 Corridor**
- **Provide an assessment to General Assembly by November 1, 2021 of total costs and incremental costs for—**
 - **Providing rail service to Bedford, VA**
 - **Extension of rail service to Bristol, VA**

VRE Manassas Line

- **Up to \$83.5M to improve commuter rail service on the Virginia Railway Express Manassas Line**
- **DPRT will engage Norfolk-Southern about potential actions to help improve service**
- **Potential outcomes include—**
 - **Additional peak period trains**
 - **Bi-directional service**
 - **Weekend service**

Office of the SECRETARY *of* TRANSPORTATION

Interstate 64 Corridor

- **Up to \$93.1M for improvements to the Interstate 64 Corridor**
- **First, to cover any funding shortfall for the Hampton Roads Express Lanes Network (HRELN)**
- **Any remaining funds to improve Interstate 64 between Bottoms Bridge (Exit 205) and Lightfoot (Exit 234)**

Office of the SECRETARY *of* TRANSPORTATION

Interstate 64 Corridor

- **Prior to the distribution of any funds to the HRELN, HRTAC must complete traffic and revenue modeling related to weekend travel, and update the financial plan to determine size of any funding shortfall**
 - **Work to be done in coordination with the Board**
- **If funds remain for remaining 64 Corridor Improvements, the Board is required to coordinate with the Central Virginia Transportation Authority on opportunities to partner to complete such work**

Office of the SECRETARY *of* TRANSPORTATION

WMATA Funding

- **Up to \$32.4M is available for WMATA funding**
- **Funds to be used first to ensure Virginia meets its commitments to the \$500M in dedicated regional funding in Fiscal Year 2022**
 - **Virginia's share is \$154.5M and anticipated shortfall is \$22.4M**
- **Any remaining funds will be transferred to the Northern Virginia Transportation Commission to reduce the local contribution necessary to support WAMTA helping to address reduced regional gas tax revenues**

Office of the SECRETARY *of* TRANSPORTATION

Regional Trails

- **Up to \$10M for planning, development and construction of regional trails**
 - Priority to be given to new regional trails, improved connectivity of existing trail networks, and geographic diversity in the use of funds
- **Requires the Office of Intermodal Planning and Investment to establish a work group on regional trails and report to General Assembly by October 2021**
 - Focus on prioritization for identifying new trails, master planning process and a funding needs assessment

Office of the SECRETARY *of* TRANSPORTATION

Transit Equity Funding

- **Up to \$10.9M to establish pilot programs for fare-free transit with urban and rural transit providers**
- **Up to \$0.9M of this amount may be used a transit equity and modernization study as required by HJ542 (McQuinn)**
 - DRPT to lead study and complete a needs assessment focusing on equitable delivery and modernization of transit services
 - Key areas to be considered – transit accessibility, adequacy of infrastructure, electrification, emerging technologies, safety and system engagement
 - Interim report due December 2021 and final report due August 2022

Office of the SECRETARY *of* TRANSPORTATION

Connected Infrastructure Demonstration Program

- **Up to \$10M for a connected vehicle and infrastructure demonstration project in the City of Falls Church in partnership with Virginia Tech**
 - **Conduct research on connected and autonomous vehicles**
- **Board shall not distribute any funds until the implementing entity enters into an agreement with VDOT to facilitate information sharing and knowledge exchange**

Office of the SECRETARY *of* TRANSPORTATION

General Funds and Future COVID Packages

- **Budget language includes provision governing availability of \$55M in General Fund dollars**
- **Funds must be returned to the General Fund in the event the following takes place by June 30, 2021**
 - **Additional one-time, supplemental federal funds of at least \$55M are provided to Virginia by FHWA, and**
 - **Eligibility of the additional funds is similar to that of the December COVID Relief package transportation funds**

Office of the SECRETARY *of* TRANSPORTATION

Next Steps

- **Review actions, if any, from the reconvened session on April 7th**
- **Coordinate with entities as required by Budget language**
- **Provide additional detail on each item at April Board meeting**