

AGENDA

RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE

Tuesday, May 14, 2019

9:00 a.m.

Richmond Regional Planning District Commission Board Room

CERTIFICATION OF QUORUM

	Page(s)
1. Approval of Meeting Agenda (Pompei)..... Action Requested	–
2. Public Comment Period (Pompei/5 minutes).....	–
3. Approval of April 9, 2019 TAC Meeting Minutes (Pompei)..... Action Requested	1 – 6
4. Approval of April 23, 2019 Special Called TAC Meeting Minutes (Pompei)..... Action Requested	7 – 9
5. Election of FY20 TAC Officers (Pompei/5 minutes)	10
6. TAC Chairman's Report (Pompei)	–
7. RRTPO Update (Parsons/10 minutes)..... a. RRPDC Name Change and Website Update b. Current Work Efforts Update c. Other	11
8. VTrans Needs Update (Chris Wichman, OIPI/20 minutes)	12

9. TIP Amendments: DRPT (Parsons/10 minutes)	13– 18
10. Socioeconomic Data Update (Aryal/5 minutes).....	19
11. Richmond Tri-Cities Model Update (Aryal/15 minutes).....	20
12. Complete Streets Update (Jacocks/10 minutes)	–
13. Ashland Resolution on Rail Safety (Parsons/15 minutes)	21 – 27
14. TAC Open Comment (TAC members)	–
15. Future Meeting Topics (Pompei).....	28
16. Next TAC Meeting: June 11 (Pompei)	–
17. Adjournment: Scheduled for 10:35 a.m. (Pompei).....	–

CAP/SA/sr
Attachments

pc: Patricia S. O'Bannon, RRTPO Chairman
Ivan Rucker, FHWA
Melissa McGill, FTA
Jennifer DeBruhl, DRPT

David Hyder, Tri-Cities MPO
Martha Shickle, RRPDC
TAC Interested Parties
Area News Media

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION (RRTPO)
TECHNICAL ADVISORY COMMITTEE (TAC)**

**MINUTES OF MEETING
April 9, 2019**

MEMBERS PRESENT

Andrew Pompei (**Chairman**) Powhatan County
Barbara K. Smith (**Vice Chairman**) Chesterfield County
Nora D. Amos Town of Ashland
Myles Busching Charles City County
Dironna Moore Clarke City of Richmond
Thomas Coleman Goochland County
E. Todd Eure Henrico County
Kelli Le Duc New Kent County
John O'Keeffe (Alternate) RideFinders
Chet Parsons RRPDC
Mark Riblett VDOT
Joseph E. Vidunas Hanover County
Garland W. Williams GRTC Transit System

MEMBERS ABSENT

Tiffany Dubinsky DRPT
John B. Rutledge CRAC
Theresa Simmons RMTA
Von S. Tisdale RideFinders

ALTERNATE MEMBER PRESENT – NOT VOTING

Sulabh Aryal (Alternate) RRPDC
Travis Bridewell (Alternate) City of Richmond

Certification of Quorum

Andrew Pompei, TAC Chairman, called the April 9, 2019 TAC meeting to order at 9:00 a.m. and Chet Parsons, RRTPO Secretary, certified that a quorum was present.

1. Approval of Meeting Agenda

On motion of Barbara K. Smith, seconded by Joseph E. Vidunas, TAC unanimously approved the April 9, 2019 TAC meeting agenda as presented.

2. Public Comment Period

There were no requests to address TAC.

3. Approval of March 12, 2019 TAC Meeting Minutes

On motion of John O'Keeffe, seconded by Thomas W. Coleman, TAC unanimously approved the March 12, 2019 TAC meeting minutes as presented.

4. TAC Chairman's Report

Chairman Pompei had nothing to report.

5. RRTPO Update

Chet Parsons, RRTPO Secretary, reported on the following items:

- b. Current Work Efforts Update** – A one-page summary of RRTPO staff current work efforts was included on page six of the agenda package. This report was well-received by the RRTPO and could include locality items of regional significance as well.
- a. RSTP and CMAQ RRTPO Policy Board Action** – The RRTPO policy board took action in April to allocate funds for five items. This will be discussed in more detail under agenda item 7.
- c. Website Update** – The 1998 RRPDC website redesign should be live at the end of April. This website should be more responsive to user and community needs and the agency would welcome any suggestions in that regard.
- d. CTB Meeting** – The CTB workshop meeting is this morning beginning at 10:00 a.m. and a presentation on the I-81 legislation is scheduled for early in the meeting. This legislation will impact I-64 and I-95 and there was consideration of live-streaming that discussion during the TAC meeting to learn what the impacts might be for the Richmond region and its localities.

6. SMART SCALE: Next Round Perspective

Brooke Jackson, Office of Intermodal Planning and Investment (OIPI), reviewed SMART SCALE Round 3, feedback on process and results, the submission process being considered for Round 4, and next steps. A record 480 applications were received requesting \$6.9 billion for available SMART SCALE funds of \$780 million, the amount likely to be available in future years. Only six of 85 Richmond District projects were screened out of consideration in round 3. Ms. Jackson discussed Round 3 observations on project readiness, descriptions and scope and the need for more detail. She noted there was a significantly larger amount of unallocated funds in Round 3 than in previous rounds and reviewed recommended modifications to the staff scenario for distribution of these funds.

Responses to a survey and other comments submitted on the Round 3 process showed concerns about low cost project bias; concerns that mega projects skew the scoring results; and a general recognition that limited funding is a major issue. SMART SCALE staff is working to address some of the findings from an independent survey conducted by the SMART SCALE team such as planning and hosting statewide training sessions to enhance understanding of the SMART SCALE process in more detail, and, working on recommendations to improve the scoring process. Other concerns expressed were inadequate financial and staff resources to plan and develop projects and applications; a need for portal improvements; and a need for simplification of the application process.

Ms. Jackson discussed process changes under consideration for SMART SCALE Round 4. A Pre-application will be required for every project; screening will be done from the Pre-app and a determination will be made as to whether the project moves on; changes to scope, data, or supporting documentation will require VDOT/DRPT concurrence. If an application does not make it through the needs, eligibility and readiness process, it will not move on.

Ms. Jackson responded to numerous TAC questions and comments and discussed the funding for I-64, I-95 and other interstates in Virginia that will be available from the I-81 corridor funding recently authorized. She reported that there is an I-95 study in progress that has been extended to the North Carolina line and there should be legislation to study I-64 next year.

7. FY20 – FY25 RSTP and CMAQ Recommendation

Chet Parsons, RRTPO Secretary, reviewed the staff report in the agenda package including the TAC action requested, the background on RSTP and CMAQ funding. Mr. Parsons expressed appreciation for the dedicated assistance provided by VDOT in developing the RSTP and CMAQ recommendations this year in light of staff changes.

Chairman Pompei requested that CMAQ tables be considered first and called for questions or comments. Mr. Parsons explained that the first two and a half pages were existing projects and explained the color coding on the last page. There was TAC discussion regarding the order of magnitude of the Regionwide Traffic Operations funding and Mr. Parson's indicated there is a slight increase. VDOT indicated they are okay with this as long and year one is fully funded.

Barbara Nelson, Vice President for Government Affairs and Transportation Policy at the Port of Virginia, expressed the Port's appreciation for the allocation of \$3 million in FY22 for the purchase of a new barge and noted the exponential growth in volumes at the Richmond Marine Terminal with two new businesses adding 7,500 new containers to the barge service. Ms. Nelson indicated that with the concern of federal rescission of funds, the Port is in a position to move sooner on this project should that be a possibility.

At the request of Chet Parsons, Jasmine Amanin, VDOT, addressed the rescission risk. There were approximately 60 active CMAQ projects, 13 of which are potentially at risk for rescission totaling about \$21 million. VDOT has done a comprehensive review of the projects and adjusted timelines and allocations mitigating significant rescission risk and is working to secure four projects.

[TAC discussed interrupting the meeting to listen to the CTB meeting live for discussion of the I-81 corridor funding; TAC decided to continue with the meeting agenda and have a summary of the CTB discussion sent to them.]

Chet Parsons noted that CMAQ funds function as a sub-allocation of the state and the RRTPO policy board is required to seek concurrence from the Richmond District CTB member. That process has been initiated and will be reported when complete.

On motion of E. Todd Eure, seconded by Barbara K. Smith, the Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC) voted unanimously to recommend RRTPO policy board approval of the FY20 – FY25 Congestion Mitigation and Air Quality program allocations as presented.

Mr. Parsons provided an overview of the RSTP tables and reviewed the color coding for six new projects and for two projects approved by the RRTPO policy board for submission to the CTB for inclusion in the SYIP. He noted that in FY21 and FY22, the balance is smaller than typically comfortable, but that resolves in FY23 and future years. There was discussion about comfort with this and the need to secure projects against possible federal rescission. There was discussion about several specific projects in Hanover County and the City of Richmond and a request for full funding of those projects and the ramifications for securing other funding. There was TAC concurrence that the intent was there to fully fund these projects and agreement that the projects could be noted that it is

the intent of the RRTPO policy board to fully fund these projects. It was also agreed to add \$315,748 to fully fund the Pole Green Road project in Hanover County.

On motion of Joseph E. Vidunas, seconded by John O'Keeffe, the RRTPO Technical Advisory Committee voted unanimously to add \$315,748 from Regionwide in FY25 to fully fund the Pole Green Road project in Hanover County and to add a note of intent to fully fund to the Atlee Station Road project in Hanover County and to the Hull Street Road project in the City of Richmond; and to recommend approval of the RSTP and CMAQ funding recommendations, as amended above, to the Richmond Regional Transportation Planning Organization policy board.

8. VDOT TIP Amendment Requests

Chet Parsons, RRTPO Secretary, reviewed the VDOT request to amend the to amend the FY18 – FY21 Transportation Improvement Program (TIP) to add five new projects. Mr. Parsons noted that TIP amendment sheets were included in the agenda package and briefly reviewed each of the projects. There were no questions or comments.

On motion of Barbara K. Smith, seconded by Mark Riblett, the Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee voted unanimously to recommend RRTPO policy board approval of the following resolution:

RESOLVED, that the Richmond Regional Transportation Planning Organization policy board amends the *FY18 – FY21 Transportation Improvement Program (TIP)* adding the following five new projects:

- UPC 113843: Route 1 (Merriewood Rd. to Elliham Ave.) Sidewalk – adds this project to the TIP and obligates the preliminary engineering phase – Chesterfield;
- UPC T22773: Route 60 (Boulders Parkway – Ruthers Road) Shared-Use Path – adds this project to the TIP and obligates the preliminary engineering phase – Chesterfield;
- UPC T22775: Arthur Ashe Park-N-Ride Bus Purchase – adds this project to the TIP and obligates the construction phase – City of Richmond;
- UPC T22779: I-95 at Commerce Road Access Study – adds this project to the TIP and obligates the preliminary engineering phase – City of Richmond, Port Project; and,
- UPC T22783: Parham Road/Hungary Road Bicycle and Pedestrian Study – adds this project to the TIP and obligates the preliminary engineering phase – Henrico County.

9. FY19 Unified Planning Work Program

Mr. Parsons, RRTPO Secretary, reviewed a request from staff for the Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee to recommend to the RRTPO policy board amending the FY19 Unified Planning Work Program (UPWP) budget. Following RRTPO policy board approval, the document will be submitted to VDOT, DRPT, and the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Mr. Parsons reviewed background on the proposed amendment request saying in order to reconcile the changes in staff composition and assignment of specific work tasks over the course of the past fiscal year, funds need to be reallocated to activities that can reasonably be expected to be completed in the fiscal year. He noted several tables included in the agenda package. The proposed amendments adjust individual funding levels for specific work tasks originally included in the FY19 UPWP and the funding amounts by source are not impacted; nor are the overall budget for the FY19 UPWP or match obligations adjusted through the amendment. There were no questions or comments.

On motion of E. Todd Eure, seconded by Barbara K. Smith, the Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee voted unanimously to recommend RRTPO policy board approval of the following resolution:

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves the amendments to the *RRTPO Fiscal Year 2019 Unified Planning Work Program* as presented in the agenda package; and

BE IT FURTHER RESOLVED, that the RRTPO policy board action to amend the UPWP, as submitted, meets all requirements noted in the VDOT/RRPDC Agreement for the Utilization of Federal and State Funds to Support Metropolitan Planning in the Richmond Area as provided in Article III, Statement of Work, which includes VDOT and FHWA approval of this RRTPO action and amending the FY19 UPWP.

10. FY20 Unified Planning Work Program

Chet Parsons, RRTPO Secretary, introduced the Draft Fiscal Year 2020 Unified Planning Work Program noting that the intent is to take the document to the Richmond Regional Transportation Planning Organization (RRTPO) policy board in May. The format may change, but this draft outlines a significant update in the presentation of the work program and simplifies the format and the readability of the product. The previous work program was roughly 95 pages and this draft pares that down to about 36 pages.

This work program is focused on an outline of what the process is for establishing the work program, what the components are and what the priorities are, with a section for each work program component. There is an outline of what the RRTPO is expected to accomplish as well as what is expected from partners in the process. There is a clear understanding as to what the components of each work task are and how they will be carried out. This was something that came up during the federal certification review, so staff has been careful to identify the purpose, method and expected results and products as well as a schedule for each work task.

In addition, the budget is split out according six work category titles: Program Support and Administration, General Development and Comprehensive Planning, Long-Range Transportation Planning, Short-Range Transportation Planning, and General Development and Comprehensive Planning which incorporates the Rural Transportation planning program. While the rural transportation program has not typically been incorporated in the UPWP and the RRTPO does not have purview over this program, it makes sense that this

program be incorporated so that everything can be planned together as a comprehensive work program for next year.

There are budget projections by work task broken out by grant source and sources for travel demand modeling and funds for rural transportation from the state. Mr. Parsons reviewed the planning program by percent of total budget. The allocations received this year are in line with previous years with only slight increases.

Mr. Parsons said he would be glad to receive comments at the meeting or in writing following the meeting. The staff recommendation would be to approve the content of the draft UPWP with the acknowledgement with the understanding that there may be formatting or other minor updates prior to presentation of the draft document to the RRTPO policy board.

There was a question regarding updating the 2004 Bike/Ped plan not being specifically differentiated from work on the next long-range plan on page 21 of the draft document and Mr. Parsons said he would update that section to make it clearer to the reader that updating the bike/ped plan would be part of the work that would go into development of the long-range plan.

On motion of Garland Williams, seconded by E. Todd Eure, the Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC) voted unanimously to recommend RRTPO policy board approval of the Draft Fiscal Year 2020 Unified Planning Work Program as presented with minor updates and formatting changes.

11. Ashland to Petersburg Trail Update

Mark Riblett, VDOT, noted that today [April 9] was the last day to make comments on the Ashland to Petersburg Trail plan. He reported that as of that morning they had received 963 comments and 804 surveys which was a tremendous response and surpassed the number of comments that the I-81 study received. He said they anticipate a stakeholder meeting later in April or in May. More information will be available on that meeting when VDOT has had an opportunity to work with the consultant to digest the public comments they had received.

12. TAC Open Comment

There were no TAC comments to share.

13. Future Meeting Topics

Chairman Pompei noted the list of future meeting topics on page 10 of the agenda package.

14. Next TAC Meeting: May 14

Chairman Pompei said the next TAC meeting is scheduled for Tuesday, May 14, 2019 at 9:00 a.m. noting that an Active Transportation Work Group meeting will be held at 11:00 a.m. following that TAC meeting.

15. Adjournment: Scheduled for 10:45 a.m.

Chairman Pompei adjourned the meeting at 10:50 a.m.

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION (RRTPO)
SPECIAL CALLED TECHNICAL ADVISORY COMMITTEE (TAC)**

**MINUTES OF MEETING
April 23, 2019**

MEMBERS PRESENT

Andrew Pompei (**Chairman**) Powhatan County
Barbara K. Smith (**Vice Chairman**) Chesterfield County
Chris Arabia DRPT
Myles Busching (Alternate) Charles City County
Dironna Moore Clarke City of Richmond
Thomas Coleman Goochland County
E. Todd Eure Henrico County
Chet Parsons RRPDC
Mark Riblett VDOT
Will Tucker (Alternate) Town of Ashland
Joseph E. Vidunas Hanover County
Garland W. Williams GRTC Transit System

MEMBERS ABSENT

Nora D. Amos Town of Ashland
Tiffany Dubinsky DRPT
Kelli Le Duc New Kent County
John B. Rutledge CRAC
Theresa Simmons RMTA
Von S. Tisdale RideFinders

ALTERNATE MEMBER PRESENT – NOT VOTING

Sulabh Aryal (Alternate) RRPDC

Certification of Quorum

Andrew Pompei, TAC Chairman, called the April 23, 2019 TAC meeting to order at 9:05 a.m. and Chet Parsons, RRTPO Secretary, certified that a quorum was present.

1. Approval of Meeting Agenda

On motion of Garland W. Williams, seconded by Barbara K. Smith, TAC unanimously approved the April 23, 2019 TAC meeting agenda as presented.

2. Public Comment Period

There were no requests to address TAC.

3. I-81 Corridor Fund and Implications for the Richmond Region

Chairman Pompei noted that RRTPO Secretary Chet Parsons sent out a memo last week highlighting this issue and TAC also received a letter from New Kent County expressing support for this initiative. He said Mr. Parsons would walk TAC through the memo and facilitate discussion of what TAC could do to get this issue before the Commonwealth Transportation Board (CTB).

Mr. Parsons reviewed information on the I-81 Corridor Fund and the implications of that with the Governor's amendments so that everyone is on the same page

for this discussion and then, with the Chairman's permission, he would like for New Kent County to share their letter, and then to have a general discussion about the memo and how to move forward.

The I-81 Corridor Fund sets up an annual fund to benefit the I-81 corridor based on gas tax and other mechanisms; Governor Northam added amendments before passage that set aside additional funds to benefit the I-64, I-95, and other interstate corridors. Those additional funds give the region an opportunity to identify to CTB members, elected officials and others some additional priorities and helps the region potentially access additional funds that weren't available before, that could be utilized to fund some important projects for this region.

Annual set-aside funds have been established for both I-64 and I-95. I-64 is set to receive 12.6 percent of statewide revenues with that amount varying from FY20 to FY25. The I-95 corridor is set to receive 17.9 percent outside of northern Virginia. There are 19.4 percent of statewide funds available for other interstate corridors in Virginia as well. Mr. Parsons suggested that this region should put a request in to the CTB to help receive funds for transportation projects in the Richmond region.

There is a corridor improvement plan for I-81 that sets aside legislatively what those funds may be used for in that corridor. There is no plan at this time for I-95 or I-64, so the CTB has discretion on these corridors as to how the money may be spent. There will be approximately \$360 million available over the next five years; these funds may fluctuate at the discretion of the CTB.

Mark Riblett noted points emphasized by Secretary Donohue when he presented to the CTB. There is the expectation that the CTB create a selection process that prioritizes projects on those corridors. Theoretically, these applications could be available July 1, 2019. Unlike SMART SCALE projects, these funds will not likely be applied to small projects. If there is a process that that can identify projects in this region along I-95 and I-64, there would be a lot of value in that.

The CTB Spring Six-Year Improvement Program meeting is Thursday afternoon [April 25] and RRTPO policy board Chairman, Pat O'Bannon, is planning on speaking at that meeting. Mr. Parsons said it would be great if she could go in with unified regional backing to give talking points that the RRTPO is in support of giving funds to projects in this region and that the process is in place for discussion at the May 2 meeting. This would let the CTB know that the Richmond region is ready to use those funds beginning July 1 if they should use their discretion to apply those funds to this region.

There was significant discussion of how to approach this matter yielding the following major points:

- The region has not established a prioritized list of projects to be considered for use of these funds.
- There is an I-95 corridor study in progress which is to be extended from I-395 to the North Carolina state line.
- There should be a needs study of the I-64 corridor, similar to that done for I-81 and I-95.
- SMART SCALE applications identified needs as did several other studies and processes such as the Commerce Corridor Study, the I-81/I-64 Overlap Study,

the Congestion Management Plan and the Long-Range Transportation Plan, though not all have been vetted as priorities by the RRTPO policy board.

- An Environmental Study (EIS) has been conducted for the eastern portion of the I-64 corridor.
- Shovel-ready projects that could move forward quickly should be emphasized.
- Projects mentioned to the CTB should be able to demonstrate a magnitude of need in the region.
- The Richmond region will be competition with projects from northern Virginia and Hampton Roads for these new dollars and there will be some politics and bartering involved in the process.

Agreement was reached that the message to the CTB should be that the Richmond region has significant needs already identified through applications, plans and studies; the region is unified and will be with the CTB at the table; the region is willing to work with the CTB to provide projects that are ready to move forward.

On motion of Joseph E. Vidunas, seconded by Mark Riblett, TAC unanimously approved authorizing the RRTPO Secretary to craft remarks for RRTPO policy board Chairman O'Bannon to share with the CTB at the Thursday, April 25 SYIP public meeting that reflect the goals agreed to by the RRTPO Technical Advisory Committee.

4. Next TAC Meeting: May 14

Chairman Pompei noted the next TAC meeting is scheduled for May 14, 2019 at 9:00 a.m.

5. Adjournment: Scheduled for 9:30 a.m.

Chairman Pompei adjourned the meeting at 10:30 a.m.

TAC AGENDA 5/14/19; ITEM 5.

ELECTION OF FY20 TAC OFFICERS

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Action is requested to elect the Fiscal Year 2020 RRTPO Technical Advisory Committee (TAC) Chairman and Vice Chairman.

BACKGROUND: The Richmond Regional Transportation Planning Organization (RRTPO) (MPO) Non-Binding Governance Guidance Documents, Guidance Document 3, "Technical Advisory Committee Leadership Rotation" established the suggested rotation order for the TAC chairman and vice chairman. Accordingly, the representative from Chesterfield County is in line to serve as FY20 TAC chairman and the representative from the Town of Ashland would be next in line to serve as FY20 TAC vice chairman.

TAC ACTION REQUESTED: TAC action is requested to elect Barbara K. Smith, Chesterfield County TAC member, as FY20 TAC Chairman and Nora D. Amos, Town of Ashland TAC member, as FY20 TAC Vice Chairman, both to serve July 1, 2019 through June 30, 2020.

CAP/sr

Current Work Efforts Update

RRTPO Active Transportation Work Group Meeting Presentations on the Future of Automated Vehicles May 14, 11:00 a.m. – 12:30 p.m.

RRPDC Board Room

The Richmond Regional Transportation Planning Organization (RRTPO) Active Transportation Work Group is meeting immediately after the TAC meeting today to hear presentations from three experts on the future of automated vehicles and how they may interact with non-motorized vehicles, bicycles and pedestrians. Presenters are from VDOT, the University of Virginia, and Kapsch TrafficCom USA; time will be provided for questions and answers. The meeting is open to the public.

Complete Streets Project Update and Workshop Tuesday, June 25 (1:00-4:00 PM) and Wednesday (9:00-4:00 PM) Ashland Town Hall in Council Chambers

The Complete Streets project is a comprehensive region-wide analysis of specific design practices and principles that make a street function effectively for all users and modes of travel. Smart Growth America and Michael Baker International are serving as the consultants on the project. Due to its urban, suburban and rural character, the Town of Ashland is a representative pilot project for consideration of complete streets principles in the region. Building on input from the first workshop in April, the second 1-1/2-day workshop will focus on design guidelines and policy development specifically for the Town of Ashland with applicability to the region. This workshop is open to all locality officials, staff and multimodal advocates. Please RSVP if you are interested in attending to Phil Riggan, priggan@PlanRVA.org or 323-2033.

Park and Ride Investment Strategy

The next steps of this regional data-driven analysis of priority areas/sites for future park & ride locations will be to finalize project recommendations with planning level cost estimates, timetables, funding sources and implementation strategies identified for the top 10 sites. Presentations of the study are planned for the TAC meeting on June 11, and the RRTPO policy board on June 27.

Ashland Trolley Line Trail

The purpose of this study is to identify the potential for a 14-mile multi-use trail using the abandoned trolley line corridor and other rights-of-way to link the Town of Ashland through Hanover and Henrico counties to the northern edge of the City of Richmond. The Ashland Trolley Line Trail advisory group will meet as a group in June (every other month), while the National Park Service through their Rivers, Trails and Conservation Assistance (RTCA) Virginia program will assist in guiding individual localities on site specific field trips to explore barriers and opportunities for linkage among segments.

RRTPO staff will coordinate this work with the concurrent VDOT planning effort centered around the Ashland to Petersburg Trail.

TAC AGENDA 5/14/19; ITEM 8.

VTrans Needs Update

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: This is an information item; no action is requested. Chris Wichman, Office of Intermodal Planning and Investment, will provide an update on VTrans Needs.

BACKGROUND: The next update of VTrans – Virginia’s mid- and long-range multimodal transportation plan – provides the overarching vision for development, preservation, and maintenance of Virginia’s transportation system. VTrans identifies transportation needs which are used as eligibility criteria for SMART SCALE and other funding programs. The Office of Intermodal Planning and Investment (OIPI) is assisting the Commonwealth Transportation Board (CTB) in the development of the VTrans update.

At the January 8, 2019 meeting, OIPI provided a presentation to the TAC to kick off the VTrans update and overview the approach. A presentation was also provided to the RRTPO policy board at their February 7, 2019 meeting. Additionally, OIPI hosted a public open house prior to the Richmond District SYIP Public Hearing held at the Richmond Marriot – Short Pump on April 25, 2019 (link to [meeting materials](#)).

This presentation will provide more detail on the identification of VTrans Needs, including the measures, methods and upcoming timeline for engagement at the regional and local level. The CTB is expected to adopt updated VTrans Needs at their December 2019 meeting. The updated VTrans Needs will be used as an eligibility screening criteria for SMART SCALE Round 4.

See www.VTrans.org for additional information.

TAC AGENDA 5/14/19; ITEM 9.

FY18 – FY21 TIP AMENDMENTS: DRPT REQUEST

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Review and recommend to the Richmond Regional Transportation Planning Organization (RRTPO) policy board a request from DRPT to amend the FY18 – FY21 Transportation Improvement Program (TIP) to add four new projects.

BACKGROUND: The RRTPO policy board has received a request from DRPT to amend the TIP to add four new projects. Amendment details are outlined below:

- STIP ID CHS0004: Chesterfield County Citizens Information and Services – Chesterfield County
Will purchase software and equipment that will support the use of fare cards to replace the current voucher system.
- STIP ID HCS0001: Hanover Community Services – Hanover County
Will provide limited, specialized transportation for non-driver older adults and individuals with disability
- STIP ID GRTC060: Miscellaneous Equipment for Bus Stops – GRTC
Will purchase ticket vending machines.
- STIP ID HEN0001: Preliminary Engineering for Parking Lots – Henrico County
Will conduct preliminary engineering of a parking lot near Willow Lawn for the BRT.

Attached are the draft TIP amendment pages and the draft amendment tracking record page.

TAC ACTION REQUESTED: The following resolution is presented for TAC review and recommendation to the RRTPO for approval:

RESOLVED, that the Richmond Regional Transportation Planning Organization policy board amends the *FY18 – FY21 Transportation Improvement Program (TIP)* adding the following four new projects:

- STIP ID CHS0004: Chesterfield County Citizens Information and Services - adds this project to the TIP and obligates FTA Section 5310 funds – Chesterfield County;
- STIP ID HCS0001: Hanover Community Services – adds this project to the TIP and obligates FTA Section 5310 funds – Hanover County;
- STIP ID GRTC060: Miscellaneous Equipment for Bus Stops – adds this project to the TIP and obligates Other Federal funds – GRTC; and
- STIP ID HEN0001: Preliminary Engineering for Parking Lots – adds this project to the TIP and obligates Other Federal funds – Henrico County.

FY 2018 to FY 2021 Richmond Region TPO Transportation Improvement Program

DRPT

UPC CHS0004

Jurisdiction: DRPT
Route/Street: Chesterfield Citizens Information & Resources
Description: New Freedom Mobility Management
From:
To:
System: Miscellaneous
Administered By: DRPT
MPO Note:



Schedule

Phase **Start** **End** **Status**
Preliminary Engineering (PE):
Right of Way (RW):
Construction (CN):

No Image Available

Cost Estimates / Previous Obligations

Cost Estimates
PE:
RW:
CN:
Total:

Federal Obligations

Fund Source	Federal Obligations			
	FY18	FY19	FY20	FY21
FTA 5310	\$0	\$0	\$160,000	\$0
State	\$0	\$0	\$32,000	\$0
Local	\$0	\$0	\$8,000	\$0

Amendments

Amd 50 6/27/2019 Approval Pending

1). This is a new project added to the TIP. 2). Obligate \$160,000 FTA 5310 funds to FY20 (\$32,000 State match and \$8,000 local match).

Date Requested 4/10/2019

FY 2018 to FY 2021 Richmond Region TPO Transportation Improvement Program

DRPT

UPC HCS0001

Jurisdiction: DRPT
Route/Street: Hanover Community Services
Description: New Freedom Operating
From:
To:
System: Public Transportation
Administered By: DRPT
MPO Note:



Schedule

Phase **Start** **End** **Status**
Preliminary Engineering (PE):
Right of Way (RW):
Construction (CN):

No Image Available

Cost Estimates / Previous Obligations

Cost Estimates
PE:
RW:
CN:
Total:

Federal Obligations

Fund Source	Federal Obligations			
	FY18	FY19	FY20	FY21
FTA 5310	\$0	\$0	\$102,000	\$0
State	\$0	\$0	\$20,000	\$0
Local	\$0	\$0	\$5,000	\$0

Amendments

Amd 51 6/27/2019 Approval Pending

1). This is a new project added to the TIP. 2). Obligate \$102,000 FTA 5310 funds to FY20 (\$20,000 State match and \$5,000 local match).

Date Requested 4/10/2019

FY 2018 to FY 2021 Richmond Region TPO Transportation Improvement Program

GRTC

UPC GRTC060

Jurisdiction: GRTC
Route/Street:
Description: Miscellaneous Equipment for Bus Stops
From: GRTC service area
To: GRTC service area
System: Public Transportation
Administered By: GRTC
MPO Note:



Schedule

Phase
Start
End
Status
Preliminary Engineering (PE):
Right of Way (RW):
Construction (CN):

No Image Available

Cost Estimates / Previous Obligations

Cost Estimates
PE:
RW:
CN:
Total:

Federal Obligations

Fund Source	Federal Obligations			
	FY18	FY19	FY20	FY21
Other Federal	\$0	\$0	\$236,000	\$0
State	\$0	\$0	\$42,000	\$0
Local	\$0	\$0	\$12,000	\$0

Amendments

Amd 52 6/27/2019 Approval Pending

1). This is a new project added to the TIP. 2). Obligate \$236,000 Other Federal funds to FY20 (\$42,000 State match and \$12,000 local match).

Date Requested 4/29/2019

FY 2018 to FY 2021 Richmond Region TPO Transportation Improvement Program

GRTC

UPC HEN0001

Jurisdiction: Henrico County
Route/Street:
Description: Preliminary Engineering for Parking Lots
From: Near Willow Lawn for the BRT
To: Near Willow Lawn for the BRT
System: Public Transportation
Administered By: DRPT
MPO Note:



Schedule

Phase	Start	End	Status
Preliminary Engineering (PE):			
Right of Way (RW):			
Construction (CN):			

No Image Available

Cost Estimates / Previous Obligations

Cost Estimates
PE:
RW:
CN:
Total:

Federal Obligations

Fund Source	Federal Obligations			
	FY18	FY19	FY20	FY21
Other Federal	\$0	\$0	\$400,000	\$0
State	\$0	\$0	\$80,000	\$0
Local	\$0	\$0	\$20,000	\$0

Amendments

Amd 53 6/27/2019 Approval Pending

1). This is a new project added to the TIP. 2). Obligate \$400,000 Other Federal funds to FY20 (\$80,000 State match and \$20,000 local match).

Date Requested 4/29/2019

FY 2018 to FY 2021 Richmond Region TPO Transportation Improvement Program

Project Amendments - Tracking Records

Amd 50	CHS0004	DRPT	New Freedom Mobility Management
6/27/2019	Pending	1). This is a new project added to the TIP. 2). Obligate \$160,000 FTA 5310 funds to FY20 (\$32,000 State match and \$8,000 local match). Date Requested 4/10/2019	
Amd 51	HCS0001	DRPT	New Freedom Operating
6/27/2019	Pending	1). This is a new project added to the TIP. 2). Obligate \$102,000 FTA 5310 funds to FY20 (\$20,000 State match and \$5,000 local match). Date Requested 4/10/2019	
Amd 52	GRTC060	GRTC	Miscellaneous Equipment for Bus Stops
6/27/2019	Pending	1). This is a new project added to the TIP. 2). Obligate \$236,000 Other Federal funds to FY20 (\$42,000 State match and \$12,000 local match). Date Requested 4/29/2019	
Amd 53	HEN0001	Henrico County	Preliminary Engineering for Parking Lots
6/27/2019	Pending	1). This is a new project added to the TIP. 2). Obligate \$400,000 Other Federal funds to FY20 (\$80,000 State match and \$20,000 local match). Date Requested 4/29/2019	

TAC AGENDA 5/14/19; ITEM 10.

SOCIOECONOMIC DATA UPDATE

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: This is an information item; no action is requested.

BACKGROUND: The scope development for 2045 update of the Long-Range Transportation Plan (LRTP) for the Richmond region is underway. The first task in the LRTP process is the update the RTC regional travel demand model and the supporting socio-economic (SE) data for the base year 2017 and future year 2045. RRTPO Technical Advisory Committee in their March 2018 meeting authorized the establishment of the Socioeconomic Workgroup. The establishment of this work group has occurred with the development of each long-range transportation plan and includes appointees from local government staff, VDOT, GRTC and DRPT who are qualified to confirm the required data inputs. The TAC approved the base year 2017 data in their November 2018 meeting. Staff is currently working on the horizon year 2017 data and have finished establishing the control-totals for the population and employment projection by jurisdictions. Staff is now working to distribute the control-totals in Transportation Analysis Zones (TAZs).

TAC AGENDA 5/14/19; ITEM 11.

RICHMOND TRI-CITIES MODEL UPDATE

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: This is an information item; no action is requested.

BACKGROUND: The scope development for the 2045 update of the Long-Range Transportation Plan (LRTP) for the Richmond region is underway. The LRTP is a significant decision tool to guide how the RRTPO and its partners will meet the transportation needs of the Richmond region over the next 20 years. Changes in federal transportation regulations require the LRTP to have a performance-based planning focus as its foundation.

The Richmond Tri-Cities (RTC) regional travel demand model will be a critical tool for assessing transportation system performance. The RTC model will be used to identify existing and future needs for the highway and transit network, and to evaluate the potential impact of investments. Performance measures such as Volume/Capacity Ratio, Vehicles Miles Traveled, Vehicle Hours Traveled, Average Congested Speed by facility type, travel time improvements, and accessibility improvements to major destinations will be evaluated. The results of the analysis will be used to evaluate if the proposed investments achieve the desired impacts in the fiscally constrained plan.

The RRTPO, the Tri-Cities MPO and VDOT Richmond District staff are working closely with VDOT modeling staff and their consultants to update the RTC model. The RTC model will be updated to a new base year (2017) and horizon year (2045). The completion of the process is anticipated around October 2019.

RRTPO TAC AGENDA 5/14/19; ITEM 13.

ASHLAND RESOLUTION ON RAIL SAFETY

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: This item is presented for Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee review and recommendation for RRTPO policy board action in support of the Town of Ashland Resolution on Rail Safety.

BACKGROUND: At the December 6, 2018 regular meeting of the Richmond Regional Transportation Planning Organization (RRTPO), Vice Chairman Hodges said a representative of the State Corporation Commission approached the town regarding the resolution which is more formally called "Resolution on Protecting the Public from the Negative Impacts of Blocked Highway-Railroad Grade Crossings." He said recently on train day when there were 10,000 guests in the town, a train stopped in the middle of town, and he discussed problems Ashland experiences with stopped trains. The resolution is intended to allow for a change in federal law that would allow states to establish an agency to set times for blockage of railroad crossings. The State Corporation Commission would likely be the entity to set those times for blocking a roadway. Vice Chairman Hodges noted a recently adopted resolution asking for the same change in federal law by the Association of State Rail Safety Managers.

On motion by John H. Hodges, seconded by W. Canova Peterson, IV, the Richmond Regional Transportation Planning Organization (RRTPO) voted unanimously to refer the Town of Ashland's request for RRTPO consideration of the resolution on rail safety to the RRTPO Technical Advisory Committee for a recommendation on how to proceed.

Vice Chairman Hodges requested that the resolution from the Association of State Rail Safety Managers also be referred to TAC, along with the Town of Ashland resolution, for consideration of this issue.

On motion of John H. Hodges, seconded by W. Canova Peterson, IV, the Richmond Regional Transportation Planning Organization (RRTPO) voted unanimously to include the resolution from the Association of State Rail Safety Managers in the referral of this matter for TAC consideration and recommendation.

At the January 8, 2019 TAC meeting, Nora Amos said the Town of Ashland passed a resolution in October requesting that the U.S. Department of Transportation prescribe regulations allowing states to adopt rules regarding non-emergency blockage of at-grade highway rail crossings and to regulate them. Ms. Amos indicated that their purpose in sharing the resolution with the RRTPO was to encourage other jurisdictions to develop and submit their own resolutions on this issue.

Before making a recommendation to the RRTPO, TAC members concurred that they would like to see what other states have done to address this issue. Ms. Amos said she would see what is available at her office and Martha Shickle indicated that

RRTPO staff will try to collect that information and bring this matter back to TAC at the next meeting.

RRTPO staff worked with the Town of Ashland to identify any action by other states to address the issue. While there were not any immediate resources identified by the town, RRTPO staff researched other states and developed the attached memorandum outlining their findings.

STAFF RECOMMENDATION: In the research conducted by RRTPO staff, Chapter 13 of the Virginia State Code (VA Code § 56-412.1 (2016)) and recent actions by the Virginia State Corporation Commission were both identified as positive examples of the impacts of a resolution such as that provided by the Town of Ashland. Staff recommends RRTPO Policy Board support of the resolution.

TAC ACTION REQUESTED: The following resolution is presented for TAC review and recommendation for RRTPO policy board review and action:

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board supports the October 16, 2018 Town of Ashland Rail Safety resolution and the November 9, 2018 Association of State Rail Safety Managers resolution; and

BE IT FURTHER RESOLVED, that the RRTPO policy board action to support the rail safety resolutions, as submitted, communicates to state and federal partners the desire of the Richmond Region to support rail activity and commerce while ensuring safety for the citizens of the region.

CAP
Attachments

TO: Chet Parsons, AICP, CTP, Director of Transportation

FROM: Nick Tafelsky, AICP Candidate, Planner 2

DATE: May 1, 2019

RE: Ashland Rail Safety Resolution

It has become increasingly clear that the issue of regulating trains blocking at-grade crossings at the state level is difficult if not impossible. The Federal Highway Administration (FHWA) acknowledges that while it does not collect data or reports of blocked crossings, anecdotal evidence shows that these incidents are increasing in frequency. FHWA has called on states to make a concerted effort to collect and track reports of blocked at-grade crossings and make that data public. Collection of this type of information will allow for the identification of trends and possible causes as well as potential solutions.

FHWA recommends the implementation of several best practices, such as improved communication between localities and local railroad operators, coordination between local railroads and emergency services, relocation of railroad infrastructure, and enforcement of existing statutes regulating blockage of at-grade crossings.

- The Indiana Supreme Court ruled in October of 2018 that local governments do not have the authority to fine railroad companies that stop on tracks and block crossings regardless of how long the train stays there. FHWA makes it clear that it is possible for states to implement laws and procedures regulating how long a rail crossing may be blocked. However, it is also important to remember that many state laws in this arena have been overturned due to their effect of regulating certain aspects of rail operations that are regulated by the Federal Railroad Administration (FRA) such as train speed, train length, etc.).
- Iowa State Code 327G.32 prohibits a train from blocking an at-grade crossing for more than 10 minutes with a few exceptions. The Iowa Department of Transportation (IDOT) acknowledges that while such a statute allowing local law enforcement to fine railroad operators for blockages enforcement of such a statute is difficult. Delaware has a similar 10 minute limit.
- Kentucky Revised Statute 277.200 prohibits trains from blocking a public highway for more than 5 minutes unless it is a circumstance beyond the railroad's control. The Statute was revised in 1970 but has been in effect in some form since 1942.
- Chapter 13 of the Virginia State Code states that trains may not block crossings for more than 5 minutes unless for a circumstance beyond the railroad's control. The fine is \$500 per violation. Ken Schrad, Director of the Division of Information Resources at the State Corporation Commission, states that "the train must be stopped with insufficient cause" and that "any movement that begins within five

minutes of stopping is not considered blocking.” Desiree French, Public Affairs Specialist with the Federal Railroad Administration, states that there currently “is no Federal regulation on the amount of time an idle train may block a public highway-rail grade crossing, although states and localities are not precluded from enacting and enforcing their own applicable laws. Some courts, however, have found state blocked crossing laws and regulations to be preempted by federal requirements because... compliance with the state law negatively affects the railroad’s ability to comply with Federal regulations.”

- The Virginia State Corporation Commission tried to fine CXS for 87 instances of blocking crossings. The state wanted to fine CSX but the company appealed that decision and it is still pending according to the Virginia Mercury.
- Norfolk Southern was fined by the VA SCC in 2012 for blocking railroad crossings in Danville in 2012 for up to an hour and a half. The fine was \$3,500.
- Research into actions taken at the county or local level turned up almost no information. The City of Fort Collins, Colorado discussed a rail study due to issues with traffic backups at rail crossings but it appears that that study did not take place. Overall it appears that this is an issue that has been handled at the state and federal level.

OCT 26 2018



Resolution

WHEREAS the Town of Ashland is a railroad Town; and

WHEREAS there is a rail right-of-way with seven highway-rail grade crossings that bisects the Town of Ashland; and

WHEREAS any blockage to the Town's rail crossing is a safety concern for the citizens of the Town; and

WHEREAS the Ashland Town Council seeks to have the Secretary of the United States Department of Transportation prescribe regulations to protect the public from the negative impact of blocked highway-rail grade crossing.

NOW THEREFORE BE IT RESOLVED, by the Ashland Town Council, at its regular meeting on October 16th, 2018, that the Town Council supports amending Subchapter II of chapter 201 of title 49 of the United States Code, by requiring that, within 18 months, the Secretary of the U.S. Department of Transportation prescribe regulations and issue the necessary orders to enhance safety by specifying the maximum period a railroad may obstruct a highway-rail grade crossing by standing cars or trains across such crossing; and

BE IT FINALLY RESOLVED that, within 6 months after the date of the aforementioned regulation, the Secretary shall enter into an agreement with the appropriate state agency certified under Section 2015 of Subchapter III chapter 201 of title 49 of the United States Code, to permit the Commonwealth of Virginia to participate in the oversight of railroads so that there shall be a plan for Virginia to participate in investigations involving blocked highway-rail grade crossings and allow Virginia to participate in other activities overseeing highway-rail grade crossings or to assume additional inspection or investigatory duties.

Dated this 16th day of October, year of 2018


Steven P. Trivett, Mayor

***Resolution on Protecting the Public from the Negative Impacts
of Blocked Highway-Railroad Grade Crossings***

WHEREAS, There are over 228,000 public and private highway-railroad grade crossings across America; and

WHEREAS, Blocked highway-railroad crossings by standing trains is a chronic problem in almost every state; and

WHEREAS, The negative impacts of blocked highway-railroad crossings are very serious and include:

- Dangerous delays in providing firefighting and lifesaving emergency medical care to those in need in areas with blocked access,
- Delays in police response to criminal activities in areas with blocked access.
- Attempts by drivers to “beat” the trains at crossings they know are routinely blocked – endangering vehicle occupants.
- Trespassing by pedestrians over and under stopped trains, risking serious injury or worse.
- Prolonged traffic delays, impeding commerce and causing re-routed traffic to impact local neighborhoods.

WHEREAS, In recent years, railroad companies use longer trains (sometimes exceeding 2 miles) to maximize profit; and

WHEREAS, Many communities and businesses are impacted by blocked crossings regularly and this problem is getting worse as rail and highway traffic continues to grow; and

WHEREAS, Many states have laws and rules that prescribe the period a train can block a crossing for reasons other than mechanical issues or emergencies, however, courts have consistently upheld the railroad companies’ arguments that state laws are preempted by the federal laws; and

WHEREAS, On multiple occasions, the Association of State Rail Safety Managers(ASRSM) has requested the Federal Railroad Administration (FRA) to promulgate rules to prevent standing trains from blocking crossings in excess of a specified period, unless the train is stopped for mechanical reasons or an emergency; and

WHEREAS, FRA understands the serious impact blocked highway-railroad crossings has on people’s safety and quality of life and admits its current rules do not prohibit trains from blocking grade crossings; and

WHEREAS, There now exists a clear and urgent need to pass federal legislation requiring the United States Secretary of Transportation which has authority over FRA to prescribe regulations making it unlawful for trains to block highway-rail grade crossings for longer than a specified period, unless the train is stopped for mechanical or emergency reasons; *now therefore be it*

RESOLVED, That the Association of State Rail Safety Managers urges the Congress of the United States to amend Subchapter II of chapter 201 of title 49 of the United States Code to require the Secretary of USDOT to prescribe regulations to effectively reduce the duration and frequency of highway-railroad grade crossings by standing trains; *and be it further*

RESOLVED, That Subchapter II of chapter 201 of title 49 of the United States Code should be further amended to permit any state authority certified under § 20105 of the Act to participate in investigations involving blocked highway-railroad grade crossings and other related activities as agreed to by the Secretary and the state; *and be it further*

RESOLVED, That the President of ASRSM transmit copies of this resolution to each Senator and Representative from each state in the Congress of the United States.

Adopted by the Association of State Rail Safety Managers November 9, 2018.

TAC AGENDA 5/14/19; ITEM 15.

Upcoming TAC Future Meeting Topics

June 11

- LRTP Socioeconomic Data Update Approval (tentative)
- Park and Ride Investment Strategy Study Update

Future Meeting Topics

- Long-Range Transportation Plan (LRTP) Update
- Planning for Connected and Autonomous Vehicles
- Transportation Research Board (TRB) Presentation
- 5G
- East Coast Greenway
- Strategic Highway Safety Plan