

**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 Mathew Smolnik, New Kent County Economic Development Department, to share the county's 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 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.