

# AGENDA

## RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

### TECHNICAL ADVISORY COMMITTEE

Tuesday, October 13, 2020

9:00 a.m.

Members of the public may observe the meeting via YouTube Live Streaming on the [PlanRVA YouTube Channel](#). Opportunities for sharing comments are described in the [Public Participation](#) guide.

#### **WELCOME AND INTRODUCTIONS** (Amos)

- |   |       |
|---|-------|
| <p><b>I. Statement Regarding Virtual Meetings</b><br/>(Parsons) .....</p>   | 1     |
| <p><b>II. Roll Call &amp; Certification of a Quorum</b><br/>(Parsons) .....</p>   |       |
| <p><b>III. Recognition of Newly Appointed Member(s) and Alternate(s)</b><br/>(Amos) .....</p> <p>Bret Schardein, Powhatan County,<br/>RRTPO TAC Alternate Member</p>  |       |
| <p><b>1. Approval of RRTPO TAC Meeting Agenda</b><br/>(Amos) .....</p> <p><b>Action Requested</b></p>   |       |
| <p><b>2. Approval of September 8, 2020 TAC Meeting Minutes</b><br/>(Amos) .....</p> <p><b>Action Requested</b></p>  | 2-9   |
| <p><b>3. TAC Chairman’s Report</b><br/>(Amos/10 minutes) .....</p> <p>a. ATP Trail – Ribbon Cutting Ceremony, October 21, 2020</p>  |       |
| <p><b>4. RRTPO Update</b><br/>(Parsons/10 minutes) .....</p> <p>a. Current Work Efforts<br/>b. Community Transportation Advisory Committee (CTAC) Meeting Report<br/>c. FY22 – FY27 RSTBG/CMAQ Application Cycle<br/>d. CVTA Update<br/>e. Virtual Meetings Platforms</p> | 10-13 |

<b>5. <a href="#">I-95/RMT/Commerce Corridor Access Study</a></b> (Prideaux/15 minutes).....	
<b>Action Requested: Motion to recommend adoption of the I-95/RMT/Commerce Corridor Access Study to the RRTPO Policy Board.</b>	
<b>6. Port of Virginia Update</b> (Nelson/15 minutes).....	
<b>7. Complete Streets Guidance/Toolbox</b> (Jacocks/10 minutes).....	14
<b>8. MPO Boundaries and Rural Jurisdictions</b> (Parsons/10 minutes).....	15–28
a. RRTPO Boundary Adjustment	
<b>9. Transportation Agency Updates</b> (VDOT, DRPT/10 minutes).....	
a. VDOT – McAdory	
b. DRPT - Dubinsky	
<b>10. Public Comment Period - Open</b> (Amos/5 minutes) .....	
<b>11. Future Meeting Topics</b> (Amos) .....	29
<b>12. TAC Member Comments</b> (Amos/5 minutes) .....	
<b>13. Next Meeting: November 10</b> (Amos) .....	
<b>14. Adjournment</b> (Amos).....	

CAP/nm  
Attachments

pc:	Patricia A. Paige, RRTPO Policy Board Chair	Ron Svejkovsky, Tri-Cities MPO
	Robert L. Basham Jr., CTAC Chair	Martha Heeter, PlanRVA
	Richard Duran, FHWA	TAC Interested Parties
	Daniel Koenig, FTA Liaison	Area News Media
	Jennifer DeBruhl, DRPT	

## Opening Statement for Electronic Meetings

In light of the 2020 COVID-19 virus and current guidance regarding physical distancing to reduce the potential for spread, meetings of the Richmond Regional Planning District Commissions have transitioned to a virtual format. Regional Public Bodies were granted authority to conduct meetings electronically, pursuant to the provisions of Virginia Code § 2.2-3708.2 and related legislation approved by the General Assembly of Virginia during the period of the Governor's State of Emergency Declaration for COVID-19.

While we do not know the exact duration of the current practice of electronic meetings, we will continue to function in this manner until such time as it is deemed appropriate to return to in-person meetings.

Staff provided notice of this meeting and the means by which we are virtually gathered to members of the public on October 6, 2020 through electronic posting on the PlanRVA website and email distribution of notice to members, alternates, and known interested parties, including the media.

This meeting will be recorded. Audio and visual recordings of the meeting and materials will be posted on the PlanRVA website within 48 hours of this meeting.

Any member of the public participating as an observer during the meeting today may submit comments or questions at any time prior to or during the meeting via email at [rrtpoinput@PlanRVA.org](mailto:rrtpoinput@PlanRVA.org). All comments and questions submitted at this time will be reviewed following the meeting and to the extent practical, responses will be provided or posted on the PlanRVA website.

We ask that members identify themselves first when speaking so we can more accurately record the activities of the meeting. All lines should be muted to minimize additional noise and feedback. You may unmute your line at any time to request acknowledgement from the Chair.

Does anyone have any questions regarding the process for assuring effective facilitation of this meeting or for how members of the public may participate?

I will now ask our clerk to certify we have followed the approved procedures for appropriate notice of this meeting and the means by which we are convening.

<Pause for Clerk's Response>

Please indicate your presence by saying "AYE" when your name is called during a roll call. Anyone who wishes to identify themselves following the roll call of members will be invited to do so.

<Pause for Roll Call>

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

**MINUTES OF ACTION MEETING  
GoToMeeting Virtual Meeting  
September 8, 2020  
9:00 a.m.**

**MEMBERS and ALTERNATES (A) PRESENT:**

<b>Charles City County</b>		<b>Chesterfield County</b>		<b>City of Richmond</b>	
(vacant)		Barbara K. Smith	x	Dironna Moore Clarke	x
		Chessa Faulkner (A)	x	Travis A. Bridewell (A)	
<b>Goochland County</b>		<b>Hanover County</b>		<b>Henrico County</b>	
Thomas M. Coleman	x	Joseph E. Vidunas	x	Sharon Smidler	x
Todd Kilduff (A)		J. Michael Flagg (A)		Todd Eure (A)	
<b>New Kent County</b>		<b>Powhatan County</b>		<b>Town of Ashland</b>	
Kelli LeDuc Vice Chair	x	Andrew Pompei	x	Nora D. Amos Chair	x
		Bret Schardein (A)		Will Tucker (A)	
<b>Capital Region Airport Commission</b>		<b>GRTC Transit System</b>		<b>RMTA</b>	
John B. Rutledge		Adrienne Torres	x	Theresa Simmons	
		Emily E. DelRoss (A)	x		
<b>PlanRVA</b>		<b>RideFinders</b>		<b>DRPT</b>	
Chet Parsons	x	Von S. Tisdale		Tiffany T. Dubinsky	x
Sulabh Aryal (A)		John O'Keeffe (A)	x	Grant Sparks (A)	
<b>VDOT</b>					
Liz McAdory	x				
Jacob C. Herrman	x				

The RRTPO Technical Advisory Committee (TAC) meeting was held by electronic communication means as set forth by the April 22, 2020 actions of the General Assembly in response to the continued spread of novel coronavirus, or COVID-19. The technology used for this meeting was a web-hosted service created by GoToMeeting and was open and accessible for participation by members of the public. Voting record tables are included in Appendix A. A recording of this meeting is available on our [Plan RVA YouTube Channel](#).

**CALL TO ORDER**

The Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee Chair, Nora D. Amos, presided and called the September 8, 2020 RRTPO Technical Advisory Committee action meeting to order at 9:02 a.m.

## **ATTENDANCE ROLL CALL & CERTIFICATION OF MEETING QUORUM**

Nicole Mueller, Program Coordinator, took attendance by roll call. Chet Parsons, RRTPO Secretary, certified that a quorum was present.

### **1. Approval of RRTPO TAC Meeting Agenda**

On motion of Sharon Smidler, seconded by Liz McAdory, the Technical Advisory Committee unanimously approved the September 8, 2020 meeting agenda as presented (see Appendix A).

### **2. Approval of August 11, 2020 RRTPO TAC Meeting Minutes**

On motion of Barbara K. Smith, seconded by Liz McAdory, the Technical Advisory Committee unanimously approved the minutes of the August 11, 2020 meeting as presented (see Appendix A).

### **4. TAC Chairman's Report**

Nora D. Amos, TAC Chair, announced there will be a ribbon-cutting ceremony on September 29, 2020 at 10:30 a.m. in the Town of Ashland to launch a new unified trail name for the Ashland to Petersburg Trail. Parking is available at the Carter Park Pool lot.

### **8. Action on Smart Scale Round 4 Local Project Endorsement**

On motion of Joseph E. Vidunas, seconded by Barbara K. Smith, the Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC) voted unanimous approval of the following resolution as amended (see Appendix A):

**WHEREAS**, all Smart Scale projects within the MPO area not included in or consistent with the Constrained Long-Range Plan (CLRP) require a resolution of support from the Richmond Regional Planning Organization (RRTPO) Policy Board;

**WHEREAS**, all transit agency projects within the MPO study area require a resolution of support from the RRTPO Policy Board;

**WHEREAS**, all locality-sponsored Smart Scale applications addressing needs on Corridors of Statewide Significance also require a resolution of support from the RRTPO Policy Board; therefore, be it

**RESOLVED**, that the RRTPO Policy Board supports submission of the following locality and transit agency projects in the MPO study area for Smart Scale Round 4:

<b>Project ID</b>	<b>Sponsor</b>	<b>Title</b>
7065	Ashland	Hill Carter Parkway Extension
7055	Ashland	Ashcake Road Pedestrian Improvements
7008	Ashland	Vaughn Road Overpass
6930	Chesterfield	288/360: Route 360 at Brad McNeer Continuous Green-T Intersection

6991	Chesterfield	Alverser Drive/Old Buckingham Road Roundabout
6992	Chesterfield	Ashland-to-Petersburg Trail: Route 1 NB (Elliham Avenue - Dwight Avenue)
6993	Chesterfield	Route 60 (Providence Road - Wadsworth Drive) Multiuse Trail
6994	Chesterfield	Dundas Road (Route 1 - Wentworth Street) Bike and Pedestrian Improvement
7016	Chesterfield	Courthouse Road (Route 10 - Pocahontas State Park) Trail
7128	Chesterfield	Hopkins Road/Chippenham Parkway Interchange Improvement
7129	Chesterfield	Route 60/Chippenham Parkway Access and Pedestrian Improvements
7159	Chesterfield	Ashland-to-Petersburg Trail: Route 1 (Falling Creek Ave. - Food Lion) Bike, Ped & Transit Improvements
6973	Goochland	Rte 288 - New SB Auxiliary Lane South of U.S. 250
6975	Goochland	I-64 at Ashland Rd. (Rte. 623) Interchange
6968	Goochland	I-64 at Oilville Road (Rte. 617) Interchange
6995	GRTC	Route 1 Transit Accessibility Improvements
7042	GRTC	Williamsburg Rd Pedestrian & Transit Improvements
6656	GRTC	A Arts District BRT Station Pedestrian Safety/Streetscape
6823	GRTC	Articulated Vehicles for Bus Rapid Transit Expansion
6661	Hanover	Walnut Grove Rd/Creighton Rd/Creighton Pkwy Roundabout
6667	Hanover	Route 1/Route 30 Green-T
6668	Hanover	Sliding Hill Road/Peaks Road Roundabout
6669	Hanover	Lewistown Road/Ashcake Road Roundabout
6721	Henrico	Magellan Parkway Extension Project
6724	Henrico	Springfield Road Improvements

6828	Henrico	Parham Road and I-64 Interchange Improvements
6949	Henrico	Staples Mill Road Improvements
6893	Henrico	W Broad St Short Pump
6899	Henrico	Nine Mile Road Multimodal Mobility and Safety Improvements
7014	Henrico	Nine Mile Road Roadway Reconfigurations & Ped Safety Project
6811	Henrico	Woodman Road Improvements
6898	Henrico	Brook and Hilliard Road Diet
6904	Henrico	Longdale Trail and Intersection Improvements
6986	Powhatan	Carter Gallier Boulevard Extension: Phase II
7003	Powhatan	U.S. Route 60 at Stavemill Road: Westbound Left-Turn Lane
7007	Powhatan	U.S. Route 60 at State Route 13/603 RCUT
7031	Powhatan	U.S. Route 60 at Red Lane Rd: Continuous Green-T
6653	Richmond	H Belt Boulevard (SR 161) Streetscape
6654	Richmond	I Government Road
6655	Richmond	J Hey Road Streetscape
6649	Richmond	D US Route 1 Phase II Improvements
6648	Richmond	C US 360 Hull Street Phase II
6652	Richmond	G Commerce Road Streetscape
6646	Richmond	A Gillies Creek Greenway
6647	Richmond	B James River Branch - Rail to Trail Greenway
6650	Richmond	E Forest Hill Avenue Phase II Improvements
6651	Richmond	F Clay Street Streetscape Improvements

## 10. Transportation Agency Updates

\*\* A copy of the Virginia Department of Transportation update provided by Liz McAdory, District Planning Manager at VDOT, is available at: [VDOT Update, September 8](#)

\*\* A copy of the Virginia Department of Rail and Public Transportation update provided by Tiffany Dubinsky, Statewide Transit Planner at DRPT, is available at: [DRPT Update, September 8](#)

**14. Next RRTPO TAC Meeting: October 13, 2020**

Chairman Amos noted the next action meeting will be held on October 13, 2020, beginning at 9:00 a.m. in Richmond, Virginia.

**11. Adjournment:**

Chairman Amos adjourned the meeting at 10:04 a.m. on September 8, 2020.

CAP/nm



## APPENDIX A

### RRTPO Technical Advisory Committee (TAC) – Voting Record Tables

#### Item 1. Approval of RRTPO TAC Meeting Agenda

<b>Jurisdiction/Agency (No. of Votes)</b>	<b>Member</b>	Aye	Nay	Abstain
<b>Chesterfield County</b>	Barbara K. Smith	x		
<b>City of Richmond</b>	Dironna Moore Clarke	x		
<b>Goochland County</b>	Thomas M Coleman	x		
<b>Hanover County</b>	Joseph E. Vidunas	x		
<b>Henrico County</b>	Sharon Smidler	x		
<b>New Kent County</b>	Kelli LeDuc	x		
<b>Powhatan County</b>	Andrew Pompei	x		
<b>Town of Ashland</b>	Nora D. Amos	x		
<b>GRTC</b>	Adrienne Torres	x		
<b>Plan RVA</b>	Chet Parsons	x		
<b>RideFinders</b>	John O’Keeffe (A)	x		
<b>DRPT</b>	Tiffany T. Dubinsky	x		
<b>VDOT</b>	Liz McAdory	x		
<b>TOTAL</b>		13		

Quorum is at least one-half of TAC’s membership to include a minimum of four local government representatives (as per Article V, Section 2 of the bylaws).

## Item 2. Approval of August 11, 2020 TAC Meeting Minutes

Jurisdiction/Agency (No. of Votes)	Member	Aye	Nay	Abstain
<b>Chesterfield County</b>	Barbara K. Smith	x		
<b>City of Richmond</b>	Dironna Moore Clarke	x		
<b>Goochland County</b>	Thomas M Coleman	x		
<b>Hanover County</b>	Joseph E. Vidunas	x		
<b>Henrico County</b>	Sharon Smidler	x		
<b>New Kent County</b>	Kelli LeDuc	x		
<b>Powhatan County</b>	Andrew Pompei	x		
<b>Town of Ashland</b>	Nora D. Amos	x		
<b>GRTC</b>	Adrienne Torres	x		
<b>Plan RVA</b>	Chet Parsons	x		
<b>RideFinders</b>	John O'Keefe (A)	x		
<b>DRPT</b>	Tiffany T. Dubinsky	x		
<b>VDOT</b>	Liz McAdory	x		
<b>TOTAL</b>		13		

Quorum is at least one-half of TAC's membership to include a minimum of four local government representatives (as per Article V, Section 2 of the bylaws).

### **Item 8. Smart Scale Round 4 Local Project Endorsements**

<b>Jurisdiction/Agency (No. of Votes)</b>	<b>Member</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>
<b>Chesterfield County</b>	Barbara K. Smith	x		
<b>City of Richmond</b>	Dironna Moore Clarke	x		
<b>Goochland County</b>	Thomas M Coleman	x		
<b>Hanover County</b>	Joseph E. Vidunas	x		
<b>Henrico County</b>	Sharon Smidler	x		
<b>New Kent County</b>	Kelli LeDuc	x		
<b>Powhatan County</b>	Andrew Pompei	x		
<b>Town of Ashland</b>	Nora D. Amos	x		
<b>GRTC</b>	Adrienne Torres	x		
<b>Plan RVA</b>	Chet Parsons	x		
<b>RideFinders</b>	John O'Keeffe (A)	x		
<b>DRPT</b>	Tiffany T. Dubinsky	x		
<b>VDOT</b>	Liz McAdory	x		
<b>TOTAL</b>		13		

Quorum is at least one-half of TAC's membership to include a minimum of four local government representatives (as per Article V, Section 2 of the bylaws).

## **Current Work Efforts Update – Item 5.a.**

### **ConnectRVA 2045 Long-Range Transportation Plan**

Staff is working with LRTP-Advisory Committee (AC) and the Project Champions to develop regionally significant transportation projects within the RRTPO's Metropolitan Planning Area (MPA) Boundary. The product will be a streamlined list of transportation projects which will be called the Universe of Projects. Staff anticipate completing the list by early November.

A Vision, Goals, and Strategies [survey](#) went live around mid-August asking participants to share their hopes for ConnectRVA 2045. This survey has been very active with almost 800 responses so far, and staff recommends having it shared widely to encourage participation. The survey will end on October 11 at midnight, so there is still time to share the link and get new participation.

### **Ashland Trolley Line Trail Study**

The Ashland Trolley Line Trail advisory group is working in concert with the VDOT Ashland to Petersburg Trail Study. The localities along the corridor continue to identify segments of independent utility along the conceptual 14-mile route from Ashland to the City of Richmond. Several of these segments are the subject of funding applications either through the Transportation Alternatives (TA) program or SMART SCALE. Ashland expects to hold a ribbon-cutting for their [boardwalk section](#) on Oct. 21. Staff continues to work with the National Park Service, Rivers, Trails, and Conservation Assistance program to discuss the scope of work for the upcoming FY21. Additional design assistance is being planned with the NPS help to engage the Virginia Chapter of the American Society of Landscape Architects (ASLA) and Virginia Tech through studio projects in the Fall semester. Staff met with ASLA advisors in early September. These efforts have led to the ongoing development of two story maps for the project; one on the [history of the trolley line](#) and a second is a [design sketchbook](#).

### **Regional Bicycle and Pedestrian Plan Update**

The [story map](#) of existing infrastructure, bike/ped features and statistics on bike/ped injuries and fatalities in the region continues to be updated and refined. Staff held a fourth steering committee meeting on Sept. 15 to further review local priorities, future plans, and regional priority corridors as a foundation for depicting a regional network supported by clear goals, objectives and measures of performance that define regional impact and establish a strategy for implementation. The meeting was quite productive, and staff got good feedback from committee members. Staff held four smaller meetings between localities in preparation of the September 15 steering committee meeting and has planned for at least two more ahead of an October steering committee meeting.

### **Ashland Complete Streets Pilot Project**

Complete streets guidelines, or a “tool-box” of resources, depicted through graphic and photographic examples are being prepared to serve as implementation support for the regional bike/ped plan. These images are intended to show specific locations where good standards have been implemented and where infrastructure

improvements could incorporate complete streets elements for better solutions throughout the region. The illustrated [story map](#) is available for review and continues to be updated.

### **Active Transportation Work Group (ATWG)**

The September meeting of the ATWG included a [presentation from Thomas Ruff](#) of the Timmons Group on the [Chesterfield County Sidewalk Implementation Plan](#). The meeting also included updates on PlanRVA projects and the update to the regional bicycle and pedestrian plan. Staff plans to schedule the next meeting of the ATWG for November/December. Staff continues to work with Henrico County's Active Transportation Work Group, which is designed to advise the planning for a bicycle and pedestrian chapter of the county comprehensive plan.

### **American Planning Association-Virginia Chapter Annual Conference, Oct 12-16**

Themed "We'll Get You Moving" with a focus on multi-modal transportation, the virtual conference will be held Oct 12-16. (The in-person Richmond conference has been rescheduled for 2022.) Most sessions will be pre-recorded, and the presenters will be present for Q&A after each session. Registration is available at [annual APA Virginia Chapter conference](#), with early-bird pricing until September 30<sup>th</sup>.

### **Vision Zero Work Group**

The RRTPO Vision Zero Work Group, formed in June 2020, establishes regional goals and gathers support and coordination at the regional level. Additionally, it supports local transportation safety organizations to improve safety around the region. There was no meeting in September. The next RRTPO Vision Zero Work Group meeting will be held on October 8, 2020.

### **Public Transportation Work Group**

This new work group met for its first meeting on August 24 and is working on a framework for establishing regional transit priorities for our region. The initial task is to work with GRTC on strategies that will enable recent transit plans and recommendations to be evaluated and help to prioritize the most important transit projects for the region to consider for funding. RRTPO plans to staff this work group to provide support for both [ConnectRVA 2045](#) and for the CVTA as it considers dedicated expenditures for transit. The next meeting will be October 5, 2020.

### **RSTBG/CMAQ Work Group**

This group is a subcommittee of TAC established to direct the update of the RSTP/CMAQ project scoring, selection, and allocation guidelines. The initial meeting took place on September 10 to gain consensus on a general scope and schedule for the update. The subcommittee is tentatively scheduled to complete its work over the next six months before submitting a recommendation to TAC and the policy board for approval. The next meeting of the subcommittee is scheduled for this afternoon, 10/13, at 3:00 p.m. to discuss the program overviews, applications, and project screening.

# MEMORANDUM

**To:** Richmond Regional Transportation Planning Organization (RRTPO)  
Technical Advisory Committee

**From:** Kenneth Lantz, Jr., RRTPO Mobility Manager

**Date:** October 6, 2020

**Subj:** RRTPO Community Transportation Advisory Committee (CTAC) Meeting  
Report

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The following is a brief report on major discussion items from the September 17, 2020 CTAC meeting.

## **Accessibility for Individuals with Disabilities/Accessible Transportation**

VCU MURP Student Rebekah Cazares reviewed the principal topic of her Capstone/Professional Plan Project, which is to address accessible transportation, disability-inclusive transportation infrastructure and first mile/last mile conditions in one part (census tract) of the region. She noted that using criteria such as total population and percentage living with a disability, percentage using public transportation, percentage with no car, percentage age 65 and older and percentage minority and in poverty, her analysis had identified four census tracts along the Jefferson Davis Highway corridor that might serve as candidates for detailed study. Ms. Cazares invited the members of CTAC to provide her with feedback on her project design and methodology

## **PlanRVA COVID-19 Pandemic Mobility Impacts Dashboard**

Chet Parsons reviewed the features of the COVID-19 Pandemic Transportation Dashboard. The dashboard has been developed and is being maintained by PlanRVA staff to track three key travel indicators: vehicle miles traveled, distance traveled, and daily transit ridership. He pointed out that data on vehicle miles traveled and distance traveled can be analyzed at the individual jurisdictional level and in two-week increments.

## **Central Virginia Transportation Authority**

Chet Parsons reported on activities related to the establishment of the Central Virginia Transportation Authority. He noted that since the initial organization meeting on August 27, work was underway to develop the authority budget, committee structure and membership, bylaws and other

related organizational matters. In response to a question, Mr. Parsons noted that PlanRVA was providing staff and administrative support to the Authority and a definitive timetable had not been established for the Authority to assume responsibility for day-to-day management of its business.

### **Federal Transportation Funding Legislation**

Levon Boyagian of AMPO provided an overview of federal transportation programs. He noted that the Federal response to COVID-19 included passage of the CARES Act which was signed into law March 27, 2020 and included \$25 billion for transit infrastructure grants, the HEROES Act which was passed by the House on May 15 and included \$15.75 billion for transit, and legislation in the Senate that would provide \$500 billion in relief funds. Mr. Boyagian provided a comparison of the House and Senate surface transportation bills and noted that the current FAST Act expires September 30, 2020. Concerning the FY21 Federal Budget, Mr. Boyagian noted that Congress and the President are negotiating a continuing resolution in order to avert a government shutdown, but many questions remain, including the length of the continuing resolution and whether it should be combined with COVID-19 relief.

### **Next CTAC Meeting**

The next CTAC meeting is scheduled for Thursday, November 19, 2020

KEL/nm

## **TAC AGENDA 10/13/20; ITEM 7.**

### **Complete Streets Guidance/Toolbox**

#### **Richmond Regional Transportation Planning Organization**

**REQUESTED ACTION:** No action is requested. Staff provides this progress update and requests TAC review and input on the use of the Complete Streets toolbox to help guide implementation of the Regional Bicycle and Pedestrian Plan (BP Plan) as one means of implementing a multi-modal network that is safer for all users and economically viable for the Richmond region.

**BACKGROUND:** Initiated by the Community Transportation Advisory Committee (CTAC) in 2017, the Complete Streets work effort has evolved from consideration of possible regional policy guidance through research of best practices to their application in the Town of Ashland. Smart Growth America (SGA) and Michael Baker International conducted a series of workshops to actively engage partners and the public during the summer-fall 2019.

This Ashland pilot project provided the foundation for the creation of a tool-box in the form of a readily updatable Story Map of best practices examples and specifications for the region's localities to draw from in working with VDOT, developers, and their own staff to implement a roadway network that is more complete, safer for all users, contributes to stronger economies. This will be regularly updated.

**TAC REQUESTED ACTION:** No action is requested. Staff provides this progress update on the Complete Streets Toolbox, for TAC review and comment. Staff will continue to provide regular updates throughout the program year in conjunction with the development of the updated BP Plan.



## Memo

**To:** RRTPO Policy Board

**From:** Chet Parsons, AICP CTP

**Date:** September 30, 2020

**Subject:** RRTPO Boundary Adjustment

With the advent of the Central Virginia Transportation Authority in 2020, Mr. David Williams, Board of Supervisors (Powhatan), requested that RRTPO staff consider the opportunity to expand the RRTPO boundary to match both the PlanRVA boundary and CVTA boundary – Planning District 15. I held subsequent conversations with Dan Lysy, former Director of Transportation at PlanRVA, and Richard Duran, liaison with FHWA, to gather feedback on the prospect.

In these conversations, there seems to be an opportunity to assess the implications of a boundary change and determine if the positives outweigh the negatives for such a change at this time.

The information shared below is preliminary and is only intended to support starting the conversation by the RRTPO Policy Board. If there is interest, staff would be happy to support TAC and investigate the next steps and provide feedback to the board.

Expansion factors include:

1. The Metropolitan Planning Area (MPA) boundary can be expanded from time to time to adapt to the growth of the region
2. The MPA is required to be evaluated following every decennial Census. The next time period for evaluation of the Richmond MPA is roughly 2022
3. Expansion of the MPA to include all of Charles City, Goochland, New Kent, and Powhatan Counties would present the following considerations:
  - a. The TPO boundary would match the boundary of PlanRVA and the CVTA and could increase public awareness and understanding of the TPO as well as general uniformity region-wide.

- b. RSTP/CMAQ funding may be available for projects in wider geographic areas of the four current partially-included jurisdictions.
- c. With a change to the MPA, rural transportation planning assistance from VDOT may become unavailable to assist in planning studies for the four rural jurisdictions (roughly \$58,000 annually). This loss would be realized by PlanRVA and would diminish staff budget for assistance to member jurisdictions.

The following pages contain resources that may be helpful in determining next steps if the desire of the Policy Board is to consider action on expanding the Metropolitan Planning Area. Highlighted sections signify direct impact on the expansion of the TPO boundary.

**Staff's recommendation is to refer this item to the Technical Advisory Committee for consideration and action recommendation.**

## 23 CFR § 450.312 - Metropolitan Planning Area boundaries.

### § 450.312 Metropolitan Planning Area boundaries.

- (a) The boundaries of a metropolitan planning area (MPA) shall be determined by agreement between the MPO and the [Governor](#).
- (1) At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the [metropolitan transportation plan](#).
- (2) The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.
- (b) An MPO that serves an urbanized area designated as a [nonattainment area](#) for ozone or carbon monoxide under the [Clean Air Act \(42 U.S.C. 7401 et seq.\)](#) as of August 10, 2005, shall retain the MPA boundary that existed on August 10, 2005. The MPA boundaries for such MPOs may only be adjusted by agreement of the [Governor](#) and the affected MPO in accordance with the redesignation procedures described in [§ 450.310\(h\)](#). The MPA boundary for an MPO that serves an urbanized area designated as a [nonattainment area](#) for ozone or carbon monoxide under the [Clean Air Act \(42 U.S.C. 7401 et seq.\)](#) after August 10, 2005, may be established to coincide with the designated boundaries of the ozone and/or carbon monoxide [nonattainment area](#), in accordance with the requirements in [§ 450.310\(b\)](#).
- (c) An MPA boundary may encompass more than one urbanized area.
- (d) MPA boundaries may be established to coincide with the geography of regional economic development and growth forecasting areas.**
- (e) Identification of new urbanized areas within an existing metropolitan planning area by the Bureau of the Census shall not require redesignation of the existing MPO.
- (f) Where the boundaries of the urbanized area or MPA extend across two or more States, the [Governors](#) with responsibility for a portion of the multistate area, the appropriate MPO(s), and the public transportation operator(s) are strongly encouraged to coordinate transportation planning for the entire multistate area.

(g) The MPA boundaries shall not overlap with each other.

(h) Where part of an urbanized area served by one MPO extends into an adjacent MPA, the MPOs shall, at a minimum, establish written agreements that clearly identify areas of [coordination](#) and the division of transportation planning responsibilities among and between the MPOs. Alternatively, the MPOs may adjust their existing boundaries so that the entire urbanized area lies within only one MPA. Boundary adjustments that change the composition of the MPO may require redesignation of one or more such MPOs.

(i) The MPO (in [cooperation](#) with the [State](#) and public transportation operator(s)) shall review the MPA boundaries after each Census to determine if existing MPA boundaries meet the minimum statutory requirements for new and [updated](#) urbanized area(s), and shall adjust them as necessary. As appropriate, additional adjustments should be made to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies.

(j) Following MPA boundary approval by the MPO and the [Governor](#), the MPA boundary descriptions shall be provided for informational purposes to the FHWA and the FTA. The MPA boundary descriptions shall be submitted either as a geo-spatial database or described in sufficient detail to enable the boundaries to be accurately delineated on a map.

[\[82 FR 56543\]](#), Nov. 29, 2017]

## Regional Cooperation Act

### § 15.2-4207. Purposes of commission.

(a) It is the purpose of the planning district commission to encourage and facilitate local government cooperation and state-local cooperation in addressing on a regional basis problems of greater than local significance. The cooperation resulting from this chapter is intended to facilitate the recognition and analysis of regional opportunities and take account of regional influences in planning and implementing public policies and services. Functional areas warranting regional cooperation may include, but shall not be limited to: (i) economic and physical infrastructure development; (ii) solid waste, water supply and other environmental management; (iii) transportation; (iv) criminal justice; (v) emergency management; (vi) human services; and (vii) recreation.

Types of regional cooperative arrangements that commissions may pursue include but are not limited to (i) the facilitation of revenue sharing agreements; (ii) joint service delivery approaches; (iii) joint government purchasing of goods and services; (iv) regional data bases; and (v) regional plans.

(b) The planning district commission shall also promote the orderly and efficient development of the physical, social and economic elements of the district by planning, and encouraging and assisting localities to plan, for the future. If requested by a member locality or group of member localities and to the extent the commission may elect to act, the commission may assist the localities by carrying out plans and programs for the improvement and utilization of their physical, social and economic elements. The commission shall not, however, have a legal obligation to perform the functions necessary to implement the plans and policies established by it or to furnish governmental services to the district. Additionally, Planning District Commissions 1, 2, and 13 shall be designated as economic development organizations within the Commonwealth.

(c) The authority of the commission includes the power, to the extent the commission may from time to time determine, when requested to do so by a member locality or group of member localities, (i) to participate in the creation or organization of nonprofit corporations to perform functions or operate programs in furtherance of the purposes of this chapter; (ii) to perform such functions and to operate such programs itself; (iii) to contract with nonprofit entities, including localities, performing such functions or operating such programs to provide administrative, management, and staff support, accommodations in its offices, and financial assistance; and (iv) to provide financial assistance, including

matching funds, to interdistrict entities which perform governmental or quasi-governmental functions directly benefiting the commission's district and which are organized under authority of the Commonwealth or of the federal government.

(d) Nothing herein shall be construed to permit the commission to perform functions, operate programs, or provide services within and for a locality if the governing body of that jurisdiction opposes its doing so.

1968, c. 224, § 15.1-1405; 1972, c. 814; 1975, c. 381; 1984, c. 739; 1986, c. 164; 1991, c. 208; 1995, cc. [732](#), [796](#); 1997, c. 587; 1998, cc. [668](#), [686](#); 2009, c. [863](#).

#### § 15.2-4208. General duties of planning district commissions.

Planning district commissions shall have the following duties and authority:

1. To conduct studies on issues and problems of regional significance;
2. To identify and study potential opportunities for state and local cost savings and staffing efficiencies through coordinated governmental efforts;
3. To identify mechanisms for the coordination of state and local interests on a regional basis;
4. To implement services upon request of member localities;
5. To provide technical assistance to state government and member localities;
6. To serve as a liaison between localities and state agencies as requested;
7. To review local government aid applications as required by § [15.2-4213](#) and other state or federal law or regulation;
8. To conduct strategic planning for the region as required by §§ [15.2-4209](#) through [15.2-4212](#);
9. To develop regional functional area plans as deemed necessary by the commission or as requested by member localities;
10. To assist state agencies, as requested, in the development of substate plans;

11. To participate in a statewide geographic information system, the Virginia Geographic Information Network, as directed by the Department of Planning and Budget; and

12. To collect and maintain demographic, economic and other data concerning the region and member localities, and act as a state data center affiliate in cooperation with the Virginia Employment Commission.

1995, cc. [732](#), [796](#), § 15.1-1405.1; 1997, c. 587; 1998, cc. [668](#), [686](#).

**§ 15.2-4209. Preparation and adoption of regional strategic plan.**

(a) Except in planning districts in which regional planning also is conducted by multi-state councils of government, each planning district commission shall prepare a regional strategic plan for the guidance of the district. The plan shall concern those elements which are of importance in more than one of the localities within the district, as distinguished from matters of only local importance. The plan shall include regional goals and objectives, strategies to meet those goals and objectives and mechanisms for measuring progress toward the goals and objectives. The strategic plan shall include those subjects necessary to promote the orderly and efficient development of the physical, social and economic elements of the district such as transportation, housing, economic development and environmental management. The plan may be divided into parts or sections as the planning district commission deems desirable. In developing the regional strategic plan, the planning district commission shall seek input from a wide range of organizations in the region, including local governing bodies, the business community and citizen organizations.

## FHWA FAQ on adjusting MPA boundaries

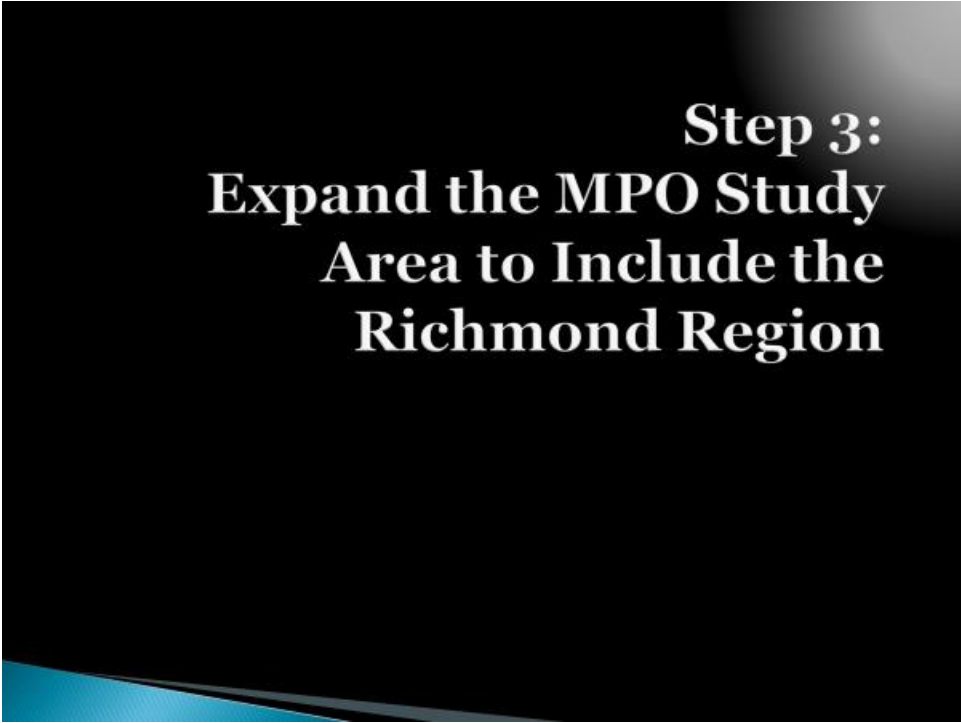
What is the process for preparing and submitting adjusted MPA boundaries?

The determination of MPA boundaries is a State and local decision that should be made cooperatively between local MPO representatives, the Governor(s) and any adjacent MPOs. All boundary adjustments must be approved by the Governor(s) and submitted to the FHWA Division Office(s). The MPA boundaries must include the entire UZA boundary identified in the 2010 decennial Census and the contiguous geographic area likely to become urbanized within 20 years. Note: Please keep in mind that not all FHWA Division Offices have GIS capabilities; in some instances the State may be required to print hard-copy maps for the Division to review/approve. We stress that the approved (either signed or e-signed) boundaries files and maps must be retained and retrievable as part of the State's and FHWA's system file, until the next adjustment update. The area likely to become urbanized within 20 years should be determined by the area's existing MPO(s) and State DOT. If nearby UCs are likely to become urbanized within 20 years than they should be included. The MPA may include the entire MSA or CSA as defined by the Census Bureau. The MPA boundaries for MPOs representing UZAs designated as non-attainment areas for ozone and carbon monoxide pollution may be further adjusted to include the entire non-attainment area identified under the Clean Air Act (42 USC 7401 et seq.).



## 2014 RRTPO Background

This effort was studied in 2014 and presented to the TPO (then the MPO) for consideration. The boundary change ultimately did not get approved but the reasoning for consideration still holds true. Dan Lysy and Bob Crum presented the concepts as part of a four step proposal, one of which was to expand the boundary. The following slide excerpts were presented to the TPO board by Bob Crum during those considerations and the meeting minutes from September 2013 provide context to the discussion held at that time.

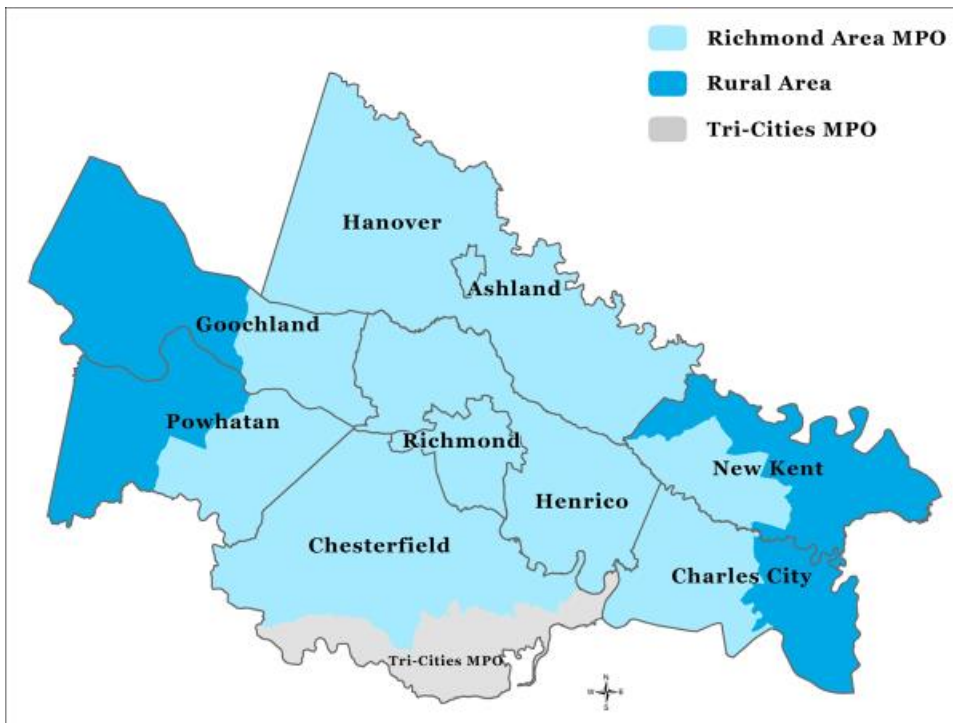


**Step 3:  
Expand the MPO Study  
Area to Include the  
Richmond Region**



## Requirements for MPO Study Area

- ▶ **Determined by Agreement between Governor and MPO.**
- ▶ **At a minimum, must include existing urbanized area plus contiguous area expected to be urbanized in 20 years.**
- ▶ **May coincide with Air Quality Non Attainment Area.**
- ▶ **May coincide with geography of regional economic development and growth forecasting areas.**



## **Problems with Current MPO Study Area**

- ▶ **Confusing public policy**
- ▶ **Regional impact projects in rural areas not eligible for funding**
- ▶ **Integration between Rural and Urban transportation**



## **Recommendation**

- ▶ **Expand MPO Study Area to include the entire Richmond Region**
- ▶ **Coincides with PDC boundary and regional growth forecasting area**

## Disadvantages to Study Area Expansion

- ▶ **\$58,000 in annual revenue to PDC for rural transportation planning program**
  - Rural LRTP
  - Planning and design alternatives for Capitalizing on the Capital Trail – Charles City County
  - Inventory of Paved Roads – Goochland County
  - Regional Land Use Inventory
  - Traffic Calming Plan for Eltham Area of New Kent County



## Other Concerns

- ▶ **Expanded geography for MPO area with same amount of dollars for transportation investments**
  
- ▶ **However ...**
  - **Competitive Process**
  - **Projects with significant regional impact will rise to the top of project ranking**

## RICHMOND AREA METROPOLITAN PLANNING ORGANIZATION MINUTES OF MEETING

**September 5, 2013** -- Chairman Williams asked Bob Crum to provide a PowerPoint presentation he shared with the Executive Committee at its August 23 meeting. He said the MPO has an opportunity to do things differently, to have the regional conversation about critical elements of transportation planning at the MPO table with the region's elected officials. Chairman Williams said he requested that Bob Crum prepare a presentation which has been presented to and endorsed by the Executive Committee for consideration by the full MPO board.

Bob Crum provided a PowerPoint presentation which began with a review of the MPO Mission Statement focusing on the phrase "...forum for cooperative transportation decision-making." He said the MPO table should be the place where MPO members, as representatives of the nine local governments, bring transportation challenges, problems, ideas for opportunities and ideas about how to address transportation needs of the future for the Region.

Mr. Crum said it is difficult to balance meeting the federal and state requirements and meeting the MPO's main goal of addressing regional transportation priorities and holding policy level discussions. He said MPO agendas currently lean toward satisfying the federal and state requirements and dealing with technical and procedural issues, but there is an opportunity to shift the focus toward discussion of the big regional transportation issues. Mr. Crum said he would outline a four-step process that could change the nature of MPO meetings and allow the MPO to be better recognized.

Step 1, Expand Use of Consent Agenda – Mr. Crum said this will allow MPO meetings more time to spend on regional policy conversations and less time bogged down with process and technical issues. Mr. Crum said the MPO Technical Advisory Committee (TAC) could make technical recommendations on procedural requirements to the MPO and those items would be placed on the consent agenda. He noted that any member of the MPO can request any item be removed from the consent agenda for discussion.

Step 2, Transform MPO Membership – Mr. Crum provided a chart which showed that on average, during the last six MPO meetings, elected officials averaged 40 percent of the board's voting attendance with 60 percent voting attendance being non-elected officials. Mr. Crum said in order to become that entity that discusses important Regional transportation policy issues, it is necessary to have the policy-makers – the elected officials – around the MPO table. He said currently the majority of the MPO is comprised

of full-time staff employees and that those staff are unable to engage in regional policy deliberations without going back to their elected officials. He said the staff needs to be at the table with elected officials serving as nonvoting MPO members in an advisory capacity. Mr. Crum also suggested that in place of the RRPDC Executive Director, the Richmond District Commonwealth Transportation Board (CTB) member be added as a member of the MPO board to give voice to the state's policy-making body.

Step 3, Expand the MPO Study Area – Mr. Crum suggested that the MPO study area be expanded to include the entire Richmond Region. Mr. Crum reviewed the minimum requirements for MPO study areas as well as allowable variations. Mr. Crum reviewed a map of the MPO study area saying that from his experience at public meetings throughout the Region, the MPO study area is incredibly confusing for citizens, and that public policy that is confusing is not good public policy. Additionally, he said there are occasional projects of regional significance in rural areas to which MPO funds cannot be directed since they are currently outside the MPO study area boundary. Mr. Crum said the regulations allow for expanding the MPO study area to include the entire Richmond Region, which coincides with the geography of regional economic development and growth forecasting areas. Mr. Crum noted that the disadvantage of this action would be loss of \$58,000 a year in federal and state rural transportation planning monies which are used to support transportation planning activities in the Region's four rural jurisdictions. He said that any disadvantages would be outweighed by the advantages and that this move would provide a truly regionally coordinated transportation planning investment system within the Richmond Region.

Step 4, Name Change – Mr. Crum said the recommended new name for the Richmond Area MPO is the "Richmond Region Transportation Planning Organization," which makes it very clear what the organization does as a board and removes any confusion about what the Metropolitan Planning Organization does. He said this will help the organization's identity, and combined with the three previous steps discussed, it creates a package that will allow the current MPO board to take the next step in terms of regional leadership. Mr. Crum said that if the board's mission is unclear by way of the name and study area configuration, and if the right people aren't at the table, such as elected officials, to have the conversations that will associate the board as the regional policy board that leads the transportation planning and programming effort, then people are going to continue to look for other avenues to take on the responsibility for transportation development in the Richmond Region.

## **TAC AGENDA 10/13/20; ITEM 11.**

### **TAC Future Meeting Topics\***

#### **Future Meeting Topics**

- VTrans Long-Term Needs Update
- Long Bridge Project Update - DRPT
- 2020 Richmond Regional Structural Inventory and Assessment Report
- SMART SCALE Update
- RRTPO Project Prioritization Process
- ConnectRVA 2045 Updates
- Bike-Ped Plan Updates
- CVTA Update

\*Draft: This is not a comprehensive list of considerations and is subject to change.