

## **AGENDA**

## RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

#### **TECHNICAL ADVISORY COMMITTEE**

Tuesday, November 10, 2020 9:00 a.m.

#### **Zoom Meeting**

Members of the public may observe the meeting via YouTube Live Streaming on the <u>PlanRVA YouTube Channel</u>. Opportunities for sharing comments are described in the <u>Public Participation</u> guide.

#### **WELCOME AND INTRODUCTIONS** (Amos) **Statement Regarding Virtual Meetings** (Parsons) ......page 1 **Roll Call & Certification of a Ouorum** (Parsons)..... 1. Consideration of Amendments to the Action Meeting Agenda (Amos)..... 2. **Approval of October 13, 2020 TAC Action Meeting Minutes** (Amos)......page 2 **Action Requested Open Public Comment Period** 3. (Amos/5 minutes) ..... **TAC Chairman's Report** 4. (Amos/10 minutes) ...... 5. **RRTPO Update** (Parsons/10 minutes)......page 8 a. Current Work Efforts b. CVTA Update **VTrans Update - Prioritization of VTrans Mid-term Needs** 6. (Wichman/15 minutes).....

7.	2020 Richmond Regional Structural Inventory and Assessment Report
	(Aryal/15 minutes)page 10
8.	MPO Boundaries and Rural Jurisdictions (Parsons/15 minutes)
9.	Transportation Agency Updates (VDOT, DRPT/10 minutes)
10.	Future Meeting Topics (Amos/5 minutes)page 29
11.	TAC Member Comments (Amos/5 minutes)
12.	Next Meeting: December 8 (Amos)
13.	<b>Adjournment</b> (Amos)
CAF	P/nm

Attachments

pc: Patricia A. Paige, RRTPO Policy Board Chair Robert L. Basham Jr., CTAC Chair Richard Duran, FHWA Daniel Koenig, FTA Liaison Jennifer DeBruhl, DRPT

Ron Svejkovsky, Tri-Cities MPO Martha Heeter, PlanRVA TAC Interested Parties Area News Media



#### **Opening Statement for Electronic Meetings**

Due to 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 in accordance with 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 meet in a remote/virtual format, we remain committed to public accessibility and opportunity to participate. Staff provided notice of this meeting to members and the public on November 2, 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 <a href="mailto:rrtpoinput@PlanRVA.org">rrtpoinput@PlanRVA.org</a>. 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?

By reading this statement, staff certifies that we have followed the approved procedures for appropriate notice of this meeting and the means by which we are convening.

Now, please indicate your presence by saying "HERE" 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 Zoom Virtual Meeting October 13, 2020 9:00 a.m.

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

Town of Ashland		Charles City		<b>Chesterfield County</b>	
		County			
Nora D. Amos, FY21 Chair	X	(vacant)		Barbara K. Smith	Χ
Will Tucker (A)				Chessa Walker (A)	Х
Goochland County		Hanover County		Henrico County	
Thomas M. Coleman	X	Joseph E. Vidunas	Х		Х
Todd Kilduff (A)		J. Michael Flagg (A)		Todd Eure (A)	
New Kent County		Powhatan County		City of Richmond	
Kelli LeDuc, FY21 Vice Chair	X	Andrew Pompei	X	-	X
Kelli LeDuc, F121 Vice Chail	^	Andrew Pomper	^	Clarke	^
		Bret Schardein (A)		Travis A. Bridewell (A)	Х
Capital Region Airport		DRPT		<b>GRTC Transit</b>	
Commission				System	
John B. Rutledge		Tiffany T. Dubinsky	Х	Adrienne Torres	Х
		Grant Sparks (A)		Emily E. DelRoss (A)	Х
PlanRVA		RideFinders		RMTA	
Chet Parsons	X	Von S. Tisdale		Theresa Simmons	
Sulabh Aryal (A)	Х	John O'Keeffe (A)	Х		
VDOT					
Liz McAdory					+
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 Zoom and YouTube Live Streaming 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 October 13, 2020 RRTPO Technical Advisory Committee action meeting to order at 9:03 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 Joseph E. Vidunas, seconded by Barbara K. Smith, the Technical Advisory Committee unanimously approved the October 13, 2020 meeting agenda as presented (see Appendix A).

#### 2. Approval of September 8, 2020 RRTPO TAC Meeting Minutes

On motion of Tiffany D. Dubinsky, seconded by Sharon Smidler, the Technical Advisory Committee unanimously approved the minutes of the September 8, 2020 meeting as presented (see Appendix A).

#### 3. TAC Chairman's Report

Nora D. Amos, TAC Chair, noted that the scheduled 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 was postponed. The ceremony was rescheduled to take place on October 21, 2020.

#### 5. Action on I-95/RMT/Commerce Corridor Access Study

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

**RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC) recommends adoption of the I-95/RMT/Commerce Corridor Access Study to the RRTPO Policy Board.

#### 6. Port of Virginia Update

\*\* A copy of the presentation provided by Barbara Schoeb Nelson, Vice President at the Port of Virginia, is available at:

Port of Virginia Update, October 13

#### 7. Complete Streets Guidance/Toolbox

\*\* A link of the illustrated story map provided by Barbara Jacocks, Principal Planner at PlanRVA, is available here:

<u>Complete Streets: An Overview of Complete Streets policy and practice in the Richmond Region</u>

#### 10. Transportation Agency Updates

\*\* A copy of the Virginia Department of Transportation update provided by Jakob C. Herrman, Transportation Planner at VDOT, is available at: VDOT Update, October 13

\*\* 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, October 13

#### 12. TAC Member Comments

John O'Keeffe, Account Executive, shared a statement on behalf of Von S. Tisdale and the RideFinders Team: "RideFinders is greatly appreciative of the funding provided by the RRTPO for its Cash for Carpool Incentive Project that was scheduled to launch this year. Unfortunately, due to COVID-19 and its wide spread impact on business operations, with many employees working remotely from home and in the interest of public safety and health, RideFinders has postponed the launch and execution of this innovative project that would have encouraged and supported commuters to carpool until further notice. This decision was reached after internal staff discussion and in agreement with RideFinders Grant Administrator. We will continue to keep our eyes on the market, communicate with DRPT and our Advisory for input in next steps. We just wanted to keep you informed. Thank you."

#### 14. Next RRTPO TAC Meeting: November 10, 2020

Chairwoman Amos noted the next action meeting will be held on November 10, 2020, beginning at 9:00 a.m. in Richmond, Virginia.

#### 11. Adjournment:

Chairwoman Amos adjourned the meeting at 10:53 a.m. on October 13, 2020.

CAP/nm



#### **APPENDIX A**

### **RRTPO Technical Advisory Committee (TAC) - Voting Record Tables**

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

Jurisdiction/Agency	Member	Aye	Nay	Abstain
Town of Ashland	Nora D. Amos	Х		
<b>Chesterfield County</b>	Barbara K. Smith	Χ		
<b>Hanover County</b>	Joseph E. Vidunas	Х		
<b>Henrico County</b>	Sharon Smidler	Χ		
<b>New Kent County</b>	Kelli Le Duc	Χ		
<b>Powhatan County</b>	Andrew Pompei	Χ		
City of Richmond	Travis A. Bridewell (A)	Χ		
DRPT	Tiffany T. Dubinsky	Х		
PlanRVA	Chet Parsons	Х		
RideFinders	John O'Keeffe (A)	Х		
VDOT	Jacob C. Herrman (A)	Х		
TOTAL		11		

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).



### <u>Item 2. Approval of September 8, 2020 TAC Meeting Minutes</u>

Jurisdiction/Agency	Member	Aye	Nay	Abstain
<b>Town of Ashland</b>	Nora D. Amos	Х		
<b>Chesterfield County</b>	Barbara K. Smith	Χ		
<b>Hanover County</b>	Joseph E. Vidunas	Х		
Henrico County	Sharon Smidler	Χ		
New Kent County	Kelli Le Duc	Х		
<b>Powhatan County</b>	Andrew Pompei	Χ		
City of Richmond	Travis A. Bridewell (A)	Х		
DRPT	Tiffany T. Dubinsky	Х		
PlanRVA	Chet Parsons	Х		
	7 1 0114 55 (A)			
RideFinders	John O'Keeffe (A)	Х		
1/207	7 1 0 11 (4)			
VDOT	Jacob C. Herrman (A)	Х		
T0741				
TOTAL		11		

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 5. I-95/RMT/Commerce Corridor Access Study**

Jurisdiction/Agency	Member	Aye	Nay	Abstain
<b>Town of Ashland</b>	Nora D. Amos	Х		
<b>Chesterfield County</b>	Barbara K. Smith	Х		
<b>Goochland County</b>	Thomas M Coleman	X		
Hanover County	Joseph E. Vidunas	Х		
Henrico County	Sharon Smidler	X		
Nov. Kont Country	Kalli La Dua			
New Kent County	Kelli Le Duc	X		
Powhatan County	Andrew Pompei	X		
	<b>!</b>			
<b>City of Richmond</b>	Travis A. Bridewell (A)	Х		
DRPT	Tiffany T. Dubinsky	Х		
<b>GRTC Transit System</b>	Adrienne Torres	Х		
DI DV/A	Clark Dawara			
PlanRVA	Chet Parsons	X		
RideFinders	John O'Keeffe (A)			
Riuerifiueis	JOHN O REELIE (A)	X		
VDOT	Jacob C. Herrman (A)	Х		
	, ,			
TOTAL		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 4.a.**

#### ConnectRVA 2045 Long-Range Transportation Plan

The Vision, Goals, and Strategies <u>survey</u> was closed on October 11, with 949 responses. Staff synthesized the responses and presented them to the LRTP-Advisory Committee (AC) on their October 22 meeting. With public and AC input, staff is working to develop Vision, Goals and Objectives for the plan.

Staff is also working with 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 the end of the year.

#### **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 held a ribbon-cutting for their boardwalk section on October 21, 2020. The official name of the Ashland to Petersburg Trail as the "Fall Line" was also announced at the Ashland event by Governor Ralph Northam. Staff continues to work with the National Park Service (NPS), 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 this school year. 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 <u>story map</u> 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 September 15, 2020 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 on Vision and Guiding Principles from committee members. The next meeting is scheduled for October 29, 2020.

#### <u>Ashland Complete Streets Pilot Project</u>

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 <u>story map</u> is available for review and continues to be updated.

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

Staff is working on scheduling 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. Henrico canceled the October work group meeting but plans to meet in November.

#### 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 was held Oct 12-16. Several staff members attended and will have access to recorded sessions until April 2021. The virtual conference was well-received!

#### **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. During the October 8, 2020 meeting, the work group discussed the development of a Vision Zero framework for the region. The next RRTPO Vision Zero Work Group meeting will be held on December 10, 2020.

#### **Public Transportation Work Group**

This work group met on October 5, 2020 and is working on a framework for establishing regional transit priorities for our region. GRTC staff briefed the group on the development of the draft scope of work and the project tasks required to complete the development of a Regional Public Transportation Plan. A final draft scope will be developed and come back to the work group with a due date for review so GRTC can start the procurement process. The next meeting will be held on November 2, 2020.

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

This work group met on October 13, 2020 to discuss the application and project screening process for regional funding. The subcommittee is currently reviewing draft language regarding project screening and will submit requested changes to staff this week. The next meeting of the subcommittee is scheduled for January 11, 2021 to allow coordination with the LRTP schedule as we work to align long-range and short-term project scoring and evaluation.

#### TAC AGENDA 11/10/20; ITEM 7.

# 2020 Richmond Regional Structural Inventory and Assessment Report Richmond Regional Transportation Planning Organization

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

#### **BACKGROUND:**

Bridges, culverts, and tunnels (called structures collectively) are critical building blocks of an efficient transportation system. Bridge location, design, and structural health are a key element in planning and maintaining an effective transportation network. Bridge dependability is especially important in the Richmond region due to the relatively high number of bridges in a region with numerous interstate freeways and state highways, the crossroads of three major railroad systems, and multiple major rivers and the creeks and streams that feed them. Concerned about the number of aging bridges in the region and the apparent lack of funding for maintaining or replacing them, RRTPO began tracking the condition and funding of the region's bridges since 2014.

The 2020 Richmond Regional structural Inventory Assessment Report provides inventory of the structures in the Richmond region (i.e., Planning District 15) and includes VDOT system and non-VDOT system roads (i.e., Richmond and Ashland urban system, Henrico secondary system, RMTA, and private bridges and culverts). and identify those in poor condition (i.e., structurally deficient, weight posted, etc.). The report utilizes snapshot data captured from the online dashboard maintained by the Virginia Department of Transportation (VDOT) as of January 15, 2020.

The report also documents the Commonwealth's State of Good Repair (SGR) Prioritization Process Methodology for replacement and rehabilitation of structurally deficient state and locally owned bridges as adopted by the Commonwealth Transportation Board (CTB) and include a latest prioritized list for all VDOT-owned and locality-owned bridges in the Richmond region.

The list of structures in the region which are in the poor conditions will be fed into **ConnectRVA 2045** plan as bridge replacement/rehabilitation needs within the SGR funding pot.

#### Document Link:

Richmond Regional Structural Inventory & Structural Assessment Report 2020

SA



## 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 <u>metropolitan transportation plan</u>.
- (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 <u>nonattainment area</u> for ozone or carbon monoxide under the <u>Clean Air Act</u> (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 <u>Governor</u> 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 <u>nonattainment area</u> for ozone or carbon monoxide under the <u>Clean Air Act</u> (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 <u>nonattainment area</u>, 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 <u>Governors</u> 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 <u>coordination</u> 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 <u>cooperation</u> with the <u>State</u> 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 <u>updated</u> 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 <u>Governor</u>, 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. <u>732</u>, <u>796</u>; 1997, c. 587; 1998, cc. <u>668</u>, <u>686</u>; 2009, c. <u>863</u>.

§ 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 §  $\underline{15.2-4213}$  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

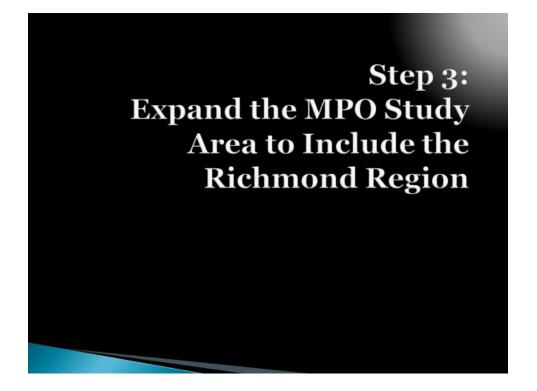
What is the process for preparing and submitting adjusted MPA boundaries?

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 esigned) 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

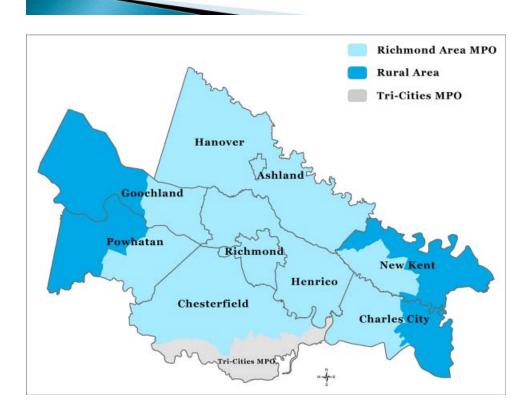
This effort was studied in 2014 and presented to the TPO (then the MPO) for consideration. The boundary change ultimately did not get approved but the reasoning for consideration still holds true. Dan Lysy and Bob Crum presented the concepts as part of a four step proposal, one of which was to expand 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.





# 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.

<u>Step 1</u>, 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 technicalissues. 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.

#### **RESOLUTION R-2020-59**

# A RESOLUTION REQUESTING EXPANSION OF THE RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION (RRTPO) BOUNDARY TO ENCOMPASS ALL OF POWHATAN COUNTY

WHEREAS, the boundaries of the Richmond Regional Transportation Planning Organization (RRTPO), Richmond Regional Planning District Commission (PlanRVA), and Central Virginia Transportation Authority (CVTA) currently do not align;

WHEREAS, all of Powhatan County lies within the boundaries of PlanRVA and the CVTA, but is only partially located with the RRTPO boundary;

WHEREAS, a portion of the Courthouse Village Special Area Plan (one of three growth areas in Powhatan County designated by the 2019 Long-Range Comprehensive Plan) is located outside of the RRTPO boundary, limiting access to state and federal transportation funds that could support transportation improvements necessary to accommodate economic development within an area targeted for future growth;

WHEREAS, a portion (more than nine miles) of U.S. Route 60 (Anderson Highway), a major highway that supports economic development throughout Central Virginia, is located outside of the RRTPO boundary, limiting access to state and federal transportation funds that could support safety and capacity improvements that benefit the entire region;

WHEREAS, Powhatan State Park, a regional destination that attracts more than 100,000 visitors annually, is located outside of the RRTPO boundary; and

WHEREAS, aligning the boundaries of the RRTPO, PlanRVA, and CVTA will improve public understanding of regional planning, transportation planning, and transportation funding, as the service area of all regional transportation planning entities would align, encompassing Powhatan County in its entirety.

**NOW, THEREFORE, BE IT RESOLVED,** that the Powhatan County Board of Supervisors supports expansion of the RRTPO boundary to encompass all of Powhatan County, aligning with the boundary of PlanRVA and the CVTA.

ADOPTED BY THE POWHATAN COUNTY BOARD OF SUPERVISORS ON OCTOBER 26, 2020.

David T. Williams, Chairman

**Powhatan County Board of Supervisors** 

ATTEST:

Ned Smither, Clerk

**Powhatan County Board of Supervisors** 

**Recorded Vote:** 

David T. Williams

Larry J. Nordvig Michael W. Byerly

Bill L. Cox

Karin M. Carmack

AYE

AYE AYE

AYE AYE

#### RRTPO Technical Advisory Committee AGENDA 11/10/20; ITEM 8.

#### **RRTPO Boundary Adjustment**

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

**REQUESTED ACTION:** Recommendation for RRTPO approval to endorse and begin the process of updating its boundary to match the boundary of the Richmond Regional Planning District Commission (PlanRVA) and the Central Virginia Transportation Authority (CVTA).

**BACKGROUND:** 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. Chet Parsons 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 was shared with the RRTPO Policy Board at their meeting in October and initiated the request for TAC to consider the action and make a recommendation at the December RRTPO Policy Board meeting. Staff presented the following factors for consideration to the Policy Board:

- 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.

Since the October TAC meeting, staff held individual discussions with each of the four jurisdictions that hold both rural and urban area in the current MPO Study Area. This consideration does NOT include southern Chesterfield County, which shares geographic area between the Richmond and Petersburg urbanized areas. Each of the jurisdictions of Powhatan, Goochland, New Kent, and Charles City Counties supports the expansion of the MPO Study area to include the full geographic area of the counties.

**STAFF RECOMMENDATION:** Staff recommends that the RRTPO Technical Advisory Committee support the expansion of the RRTPO Metropolitan Planning Area to include the entirety of Powhatan, Goochland, New Kent, and Charles City Counties.

**ACTION REQUESTED:** The following resolution is presented for RRTPO Technical Advisory Committee review and recommendation to the RRTPO Policy Board for approval:

**RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) approves the update of the Metropolitan Planning Area boundary to include the entirety of Powhatan, Goochland, New Kent, and Charles City Counties;

**BE IT FURTHER RESOLVED**, that the RRTPO supports the initiation of necessary procedures with the Virginia Department of Transportation, Federal Highway Administration, and the Governor of Virginia to officially recognize this boundary adjustment.

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

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

#### **Future Meeting Topics**

- Passenger Rail Update DRPT
- Long Bridge Project Update DRPT
- RRTPO Project Prioritization Process
- SMART SCALE Update
- ConnectRVA 2045 Updates
- Bike-Ped Plan Updates
- CVTA Update
- Complete Streets Guidance/Toolbox Update (March 2021)

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