

AGENDA

EXECUTIVE COMMITTEE RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Thursday, June 27, 2019
 8:30 a.m.

PlanRVA James River Board Room

MEETING QUORUM (Certification by RRTPO Secretary)

	<u>Pages</u>
1. Approval of Meeting Agenda (O'Bannon).....	-
ACTION REQUESTED	
2. Minutes of May 2, 2019 RRTPO Executive Committee Meeting (O'Bannon).....	1-3
ACTION REQUESTED	
3. Open Public Comment Period (O'Bannon/5 minutes)	-
4. Chairman's Report (O'Bannon/10 minutes).....	-
5. RRTPO Secretary's Report (Shickle/5 minutes).....	-
6. Review of Selected RRTPO Agenda Topics (Shickle/5 minutes).....	-
7. Other Business	
8. Next Meeting: September 5, 2019 (August 1 meeting canceled)	
9. Adjournment: Targeted for 8:55 a.m.	

CAP/sr
 Attachment

pc: Eric Gregory, RRPDC Legal Counsel	Jennifer DeBruhl, DRPT
Richard Duran, FHWA	Martha Shickle, PlanRVA
Melissa McGill, FTA	Richmond Area News Media
Bart Thrasher, Designee, Secretary of Transportation	

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
EXECUTIVE COMMITTEE
Minutes of Meeting
May 2, 2019**

MEMBERS PRESENT

Patricia S. O'Bannon, **Chairman** Henrico County
John H. Hodges, **Vice Chairman** Town of Ashland
Manuel Alvarez, Jr Goochland County
Steve A. Elswick Chesterfield County
Angela Kelly-Wiecek (Alternate) Hanover County
Cynthia I. Newbille City of Richmond
Patricia A. Paige (Alternate) New Kent County
David T. Williams Powhatan County

MEMBERS ABSENT

Floyd H. Miles, Sr. Charles City County
W. Canova Peterson, IV Hanover County
C. Thomas Tiller New Kent County

MEETING QUORUM

Chet Parsons, RRPDC Secretary, reported that a quorum was present.

CALL TO ORDER

Richmond Regional Transportation Planning Organization (RRTPO) Chairman Patricia S. O'Bannon called the May 2, 2019 RRTPO Executive Committee meeting to order at approximately 8:30 a.m. in the Richmond Regional Planning District Commission board room.

1. Approval of Meeting Agenda

No changes were requested to the RRTPO Executive Committee agenda and on motion of Patricia A. Paige, seconded by Manuel Alvarez, Jr., the RRTPO Executive Committee voted unanimously to approve the minutes as presented.

2. Minutes of the April 4, 2019 RRTPO Executive Committee Meeting

Chairman O'Bannon noted corrections to the minutes. The header on pages two and three say March 7 and should say April 4; and the date for the next meeting in item 9 should be May 2. On motion by Steve A. Elswick., seconded by Manuel Alvarez, Jr, the RRTPO Executive Committee voted unanimously to approve the minutes of the April 4, 2019 meeting as corrected.

3. Open Public Comment Period

There were no requests to address the RRTPO Executive Committee.

4. Chairman's Report

Chairman O'Bannon reviewed the discussion at the April RRTPO policy board meeting about inviting Richmond District Commonwealth Transportation Board (CTB) member Carlos Brown to attend RRTPO policy board meetings. She reported that she attended the spring Six-Year Improvement Plan public meeting on Thursday, April 25, but Mr. Brown was not present, and she learned that Mr. Brown may not continue on the CTB, so is waiting to hear on that before issuing an invite. She reported that her comments, less than three

minutes, and she offered to pass her comments around the table for review. Steve Elswick requested that the comments be attached to the minutes. [See attachment per this request.] Chairman O'Bannon noted that Patricia Paige spoke on behalf of New Kent County at this public meeting and asked her to share her comments to the CTB.

Ms. Paige said she pleaded with the CTB on behalf of the RRTPO and New Kent County for the widening of I-64 noting the significant increase in fire and rescue services due to a 38 percent increase in accidents on routes 60 and 249 through the county. She said this is a direct reflection of the need to widen I-64. The event "Something on the Water" last weekend combined with the opening of Colonial Downs and a bicycle race coming through the county this weekend. She said for safety reasons, the state must eventually widen the New Kent Section of I-64.

5. RRTPO Secretary's Report

RRTPO Secretary Chet Parsons said the message the message delivered by the RRTPO not only highlighted the need to widen I-64, but also noted needs identified in the I-95/I-64 Overlap Study completed several years ago, and the needs identified in the last Long-Range Transportation Plan (LRTP) pointing out that the Richmond region has a lot of projects that need assistance. The comments indicated the RRTPO policy board would be willing to provide any needed assistance needed to prioritize money from the I-81 Corridor Study allocated for I-95, I-64 and other interstates beginning July 1. He said he is hopeful to hear the next steps and both he and Mrs. O'Bannon had opportunities to speak directly with Secretary of Transportation Valentine.

6. Review of Selected RRTPO Agenda Topics

RRTPO Secretary, Chet Parsons, reviewed RRTPO policy board agenda topics as follows:

- Consent Agenda A.3.b.: Mr. Parsons will request pulling this item for discussion of changes in the numbers to correct errors identified by VDOT, though the bottom line budget numbers were not affected. The changes are corrected in a handout distributed at the table.
- Item B.1, RSTP and CMAQ Recommendations: This item requires action at this meeting in order to be included by the CTB in the FY20 – FY25 State Transportation Program (STIP) and the FY20 – FY25 Six-Year Improvement Program. There are two actions, one to approve the recommended allocations and the other to approve associated fund transfers.
- Item B.2., FY20 Unified Planning Work Program – This item was distributed with the agenda package and Mr. Parsons will review the document.
- Park and Ride Study Update and Complete Streets Update – These work program updates will take about five minutes each.

7. Other Business

Chairman O'Bannon inquired about progress in hiring staff and Mr. Parsons responded that progress is being made on hiring entry level staff; they are taking more time to find the right fit for a financial programs manager which requires a specialized skill set. He said that there may be an opportunity to share this position with the RRPDC for a financial management position which is currently filled by contract personnel.

Mr. Hodges said in the FY20 UPWP, page 24, Task 7430, he would like to add the word “safely” before “...efficiently with environmentally...” and he will make this recommendation in the full RRTPO policy board meeting.

Chet Parsons noted that the revised spreadsheets distributed at the table are for the RSTP and CMAQ recommendations. He reviewed the color-coding in the spreadsheets and said the recommendations have been vetted by TAC. The total cost estimate is the total cost of the project; other columns show any balance to complete or overage. Mr. Parsons said he would recommend at the RRTPO policy board meeting that any questions about projects be resolved and that action be taken on both items, approval of the RSTP and CMAQ recommendations and fund transfers, as one action.

Mr. Parsons noted that TAC was requested to address the Town of Ashland resolution on rail safety and research has been completed and will be brought to the RRTPO policy board at the June 27 meeting.

9. Next RRTPO Executive Committee Meeting

Chairman O’Bannon noted that the next RRTPO Executive Committee meeting is scheduled for July 27 consolidating the June 6 meeting with the July 4 meeting.

10. Adjournment

Chairman O’Bannon adjourned the meeting at approximately 8:55 a.m.

STATEMENT BY PATRICIA S. O'BANNON
CHAIRMAN

RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

April 26, 2019

COMMONWEALTH TRANSPORTATION BOARD
FY 2020 – 2025 SIX-YEAR IMPROVEMENT PROGRAM
PUBLIC HEARING

Secretary Valentine, Commissioner Brich, Director Mitchell, Mr. Brown and members of the Commonwealth Transportation Board, ladies and gentlemen, good evening. I am Pat O'Bannon, Chairman of the Richmond Regional Transportation Planning Organization. Thank you for providing us this opportunity to provide an update and recommendation on regional impact projects for the Richmond Region.

As you know, the RRTPO has been working diligently with the Virginia Department of Transportation and Department of Rail and Public Transportation to develop a way forward that will address one of the region's highest priority transportation issues – the I-64 Corridor in New Kent County.

The RRTPO has followed recommended protocols and has applied for SMART SCALE funding to implement this project. While the initial improvements to improve the corridor from I-295 to Exit 205 were approved as part of Round One in 2016, there has been no success in sourcing funds to

continue the improvements from Exit 205 to Exit 211. This project did not score well in Round Three of SMART SCALE, but it is a priority project for every member government in the Richmond region and for the Richmond Regional Transportation Planning Organization.

When Governor Northam approved legislation passed by the General Assembly providing dedicated funding for I-81 and Virginia's other interstates, including I-95, I-64, and the Northern Virginia Transportation Authority, the opportunity to leverage these funds for I-64 New Kent became clear.

Information we know currently regarding the I-81 Corridor Fund:

1. The I-64 corridor is set to receive 12.6% of statewide revenues from the amendments approved by the General Assembly, including \$12.7 million in FY20 (July1), and then \$18.9 million in FY21, with \$27.8 allocated in each year FY22 through FY25.
2. The I-81 Corridor Improvement Plan outlines projects to be developed with the use of revenues from the fund. There is no plan identified for those areas of the state where resources have been set aside through this fund. Discretion lies with the CTB to develop a plan for the most beneficial projects. The General Assembly is looking to the CTB to develop this approach.

3. There are also additional funds approved through the amendments that are available for other Interstate Improvements. These funds equal 19.4% of the statewide revenues and are \$19.6 million in FY20, \$29.2 million in FY21, and \$42.9 million allocated in each year FY22 through FY25. These funds are available to be used at the discretion of the CTB with preference given to projects that improve safety, reliability, and travel flow.
4. Between the I-64-specific funds and the additional discretionary funds available to the CTB, there are roughly \$363 million in funds that could be applied to I-64 in New Kent as well as other priority projects around the Commonwealth. These funds can fluctuate annually at the discretion of the CTB, with the goal to balance to the prescribed percentages over a twenty-year period.

This new funding option presents a timely and beneficial opportunity for the CTB to expand I-64 to six lanes all the way to Hampton Roads. The improvement would:

1. Improve safety in the corridor by reducing bottlenecks and stop and go traffic during peak travel periods;

2. Reduce the bleed of interstate traffic onto local primary and secondary roads that are not equipped to handle increased traffic, thereby making the system more reliable as a whole; and
3. Greatly improve travel flow, especially during peak periods and weekend travel days in the summer. This improvement would be realized for local drivers, regional travelers in the DC-Richmond-Hampton Roads corridor, and interstate visitors heading to the beach or other coastal destinations from the northeast and west.

In addition to the I-64 widening project, there were four other projects identified for the Richmond Region in Round Three of Smart Scale that did not receive funding that are also potential opportunities to invest I-81 Corridor Fund resources in the I-95 and I-64 corridors. These projects all have merits as part of the regional transportation system and would be good applications of future resources once I-64 (Exit 205 to Exit 211) is funded.

On behalf of the RRTPO, we wish to express our thanks and appreciation to the Commonwealth Transportation Board and the General Assembly for the opportunity to advance the transportation needs of the Richmond Region and the Commonwealth. We believe that transportation improvements are moving in the right direction and ask for your support to advance the priority projects of the Richmond Region.

Thank you.

POB/CAP/sr

pc: Richmond Regional Transportation Planning Organization
Richmond Region Chief Administrative Officers
Bart Thrasher, VDOT Richmond District Administrator
Martha Shickle, RRPDC Executive Director