

2001 Policy Committtee Meeting Minutes

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Minutes of the Tri-Cities Area Metropolitan Planning Organization meeting held in the Crater Commission Office at 1964 Wakefield Street in Petersburg, Virginia on January 31, 2001 at 5:30 p.m.

MEMBERS PRESENT: Floyd Brown, Prince George; Chris Kollman, Colonial Heights; Renny Humphrey, Chesterfield; Rosalyn Dance, Petersburg; Paul Karnes, Hopewell; Kim Spence, VDOT; Mike Briddell, PAT; Denny Morris, CPDC.

MEMBERS ABSENT: Don Haraway, Dinwiddie.

OTHERS PRESENT: Jack Apostolides, VDR&PT; Barbara Smith, Chesterfield; Peter Bine, Hopewell; Joe Vinsh, CPDC.

Chair Dance called the meeting to order at 5:30 p.m.

APPROVAL OF THE MINUTES – October 30, 2000

Upon a motion by Mr. Karnes, seconded by Mr. Kollman and carried, the minutes of the October 30, 2000 meeting were approved.

REVIEW OF YEAR 2023 DRAFT LONG RANGE TRANSPORTATION PLAN UPDATE

Mr. Vinsh briefly commented on selected portions of the draft document including sections relating to transit planning, public involvement, and planning factors.

Ms. Spence commented on the requirement for a transportation conformity analysis. The test estimates future Richmond and Tri-Cities mobile source emissions produced by projects listed

in the long range transportation plans and compares those emissions with the State mobile source emissions budget. Ms. Spence further commented that the area did not pass the initial test. Selected constrained plan projects in the Richmond area were deleted from the original project list. A second conformity test was made with the modified project listing and the area passed.

Mr. Karnes asked about the status of the 8-hour ozone standard.

Ms. Spence stated that this area is likely be reclassified as nonattainment if the new 8 hour standard is implemented. However, the issue on whether or not to implement the 8-hour standard is pending in court.

Mr. Karnes asked when would this issue be resolved.

Ms. Spence stated that the court is scheduled to act in June 2001 on this decision. Therefore, we should know something more definite this summer. Ms. Spence also added that there is a one- year grace period for areas to meet the requirements for nonattainment.

Ms. Humphrey asked about the definition of the geographic areas subject to conformity testing and the projects deleted.

Ms. Spence stated the maintenance area includes the Richmond and Tri-Cities metropolitan areas. A total of 75 projects were deleted from the Richmond long-range plan. These changes made the difference in passing the conformity test.

Mr. Vinsh stated that the next step in this process is to have a public meeting to review these documents. Both documents will be distributed to the public libraries and notices published in local newspapers for a public meeting in the Colonial Heights Municipal Building. The purpose of the public meeting is to provide citizens an opportunity to comment on the documents.

Upon a motion by Mr. Karnes, seconded by Ms. Humphrey and carried, a motion was adopted to approve the documents, pending public review.

STATUS REPORTS ON THE SOUTHEAST AND ROUTE 460 HIGH-SPEED RAIL STUDIES

Mr. Vinsh stated that 2 technical documents from the Southeast High Speed Rail Study have been distributed to Transportation Technical Committee members. The report on purpose and need provides a perspective on the historical background of this potential service, its termini, demand and connections with other travel modes. The report on study and modal area alternatives is more technical in nature and profiles alternative alignments in terms of environmental and engineering considerations.

Mr. Vinsh further stated that Technical Committee members have been made aware that project alternatives being evaluated in this study are located in 7 of the 10 jurisdictions in the Crater Planning District.

Mr. Vinsh added that the items the CPDC staff is focusing attention on are land parcel access, at-grade crossings and land use impacts in industrial areas.

Mr. Kollman asked for information on mapping of this proposed rail service.

Mr. Vinsh stated that a map can be obtained.

Ms. Humphrey stated that Chesterfield will be examining high-speed rail service between Charlotte and Washington. Ms. Humphrey also stated funding for this service needs to be identified.

Mr. Vinsh stated that the funding has been made available by the Virginia General Assembly to conduct an initial feasibility study for high-speed rail service from Hampton Roads to Richmond along the Route 460 Corridor. This study is scheduled to begin in February. The Virginia Department of Rail and Public Transportation has formed an advisory committee for this project. A CPDC staff representative will be attending the meetings of this group and reporting the progress of the study to the MPO.

REVIEW OF REQUEST FROM THE VDOT TO AMEND THE FY'S 2000-2002 TIP

Mr. Vinsh made reference to a VDOT request attached to the agenda packet to amend the FY's 2000-2002 TIP to include funding for Route 460 environmental and preliminary engineering studies.

Upon a motion by Mr. Brown, seconded by Ms. Humphrey and carried, a motion was adopted to amend the FY's 2000-2002 TIP to include funding for Route 460 environmental and preliminary engineering studies in the amount of \$1.2 million.

REVIEW REQUEST BY THE CITY OF PETERSBURG TO AMEND THE FY'S 2000-2002 TIP

Mr. Briddell stated that the City is requesting an amendment to the TIP so that we can advance some capital projects. Mr. Briddell further stated that these projects have been made a part of the Transit Development Plan that is under development for PAT. The Transit Development Plan is being scheduled for public review and review by the Petersburg City Council. A number of route changes are under consideration with the Transit Development Plan (TDP) update. After council action is taken on the TDP update, endorsement by the MPO will be requested. Mr. Briddell emphasized the need to advance one-year of capital projects to support transit service.

Mr. Karnes noted a need for city council action on the item before MPO consideration.

Mrs. Dance stated that it is the intent that the city council will set a public hearing date during its meeting on February 6th for action at the March 20th meeting.

Mrs. Humphrey asked if this would put the Petersburg MPO representative in an awkward position.

Ms. Dance indicated that it did.

Mr. Vinsh suggested inserting language grant MPO approval of the amendment pending the public meeting, Petersburg Council and MPO action on the TDP update. Mr. Vinsh added that this was putting the “cart before the horse” but that efforts need to be made to accommodate the continuation of transit service.

Mr. Karnes asked about the view of the city council regarding the cost of the capital projects.

Mr. Vinsh stated the City needs to feel comfortable with the capital projects identified, including the local cost for the Downtown Transfer Center. Mr. Vinsh noted that the CPDC staff does not have much information on cost distribution for this major project. Mr. Vinsh also noted that he had not seen financial planning information on PAT from the project consultant in the TDP update.

Mr. Apostolides stated that many of the transit properties are requesting operating amendments this year because of the changes in adoption of the Six Year Plan last calendar year. The transfer facility is less of a question at this point. The need is for normal capital items at this time.

Mr. Karnes suggested that the amendment be adopted, pending the public meeting and approvals of the TDP update.

After a period of further discussion, a motion made by Mr. Karnes, seconded by Mr. Kollman and carried to approve the request by the City of Petersburg to amend the FY's 2000-2002 TIP to include the following items: Computer Equipment & Software \$5,250; New Fareboxes & Related Items \$150,000; Engines & Transmissions & Related Items \$60,000; Shop Equipment 15,000; Radios, Security Cameras & Related Items \$10,000; and Bicycle Racks \$15,000, pending the public hearing and approval of the TDP update by the Petersburg City Council and MPO.

REVIEW OF ENHANCEMENT GRANT REQUESTS FOR THE FY's 2001 – 2003 TIP

Mr. Vinsh stated that information on the following enhancement grant projects has been received for endorsement by the MPO:

1. Route 1 Boulevard Revitalization Project, Phase II	\$132,000
2. Point of Rocks Bike Trail Project Phase I	240,000
3. Halloway Avenue Sidewalk Project, Phase II	285,000
4. Beacon Theatre Streetscape Project	225,000
5. Appomattox River Heritage Trail	120,000

Mr. Vinsh added that, as in previous years, each of the projects compete on a statewide basis for funding by the Commonwealth Transportation Board.

Upon a motion by Ms. Humphrey, seconded by Mr. Kollman and carried, a motion was adopted to endorse the above cited projects.

REVIEW OF PROPOSED RESOLUTION OF SUPPORT FOR THE CREATION OF A U.S. ROUTE 460 IMPROVEMENT COMMISSION

Mr. Morris briefed the membership on the need for the MPO to endorse House Joint Resolution No.684. This proposed legislation is pending before the General Assembly and would create a commission to include members of the General Assembly to monitor the progress of the Route 460 project.

Upon a motion by Mr. Karnes, seconded by Mr. Brown and carried, a motion was adopted a resolution supporting HJR No. 684.

There being no further business, Ms. Humphrey made a motion, seconded by Mr. Kollman and carried, to adjourn the meeting at 6:15 p.m.

Minutes of the Tri-Cities Area Metropolitan Planning Organization meeting held in the Crater Commission Office at 1964 Wakefield Street in Petersburg, Virginia on February 26, 2001 at 5:30 p.m.

MEMBERS PRESENT: Don Haraway, Dinwiddie; Chris Kollman, Colonial Heights; Barbara Smith, Chesterfield (alternate); Paul Karnes, Hopewell; Hebert Pegram, VDOT; Denny Morris, CPDC.

MEMBERS ABSENT: Floyd Brown, Prince George; Rosalyn Dance, Petersburg, Mike Briddell, Petersburg Area Transit.

OTHERS PRESENT: Jack Apostolides, VDR&PT; Joe Vinsh, CPDC.

Upon the consensus of members present, Mr. Karnes agreed served as Chair for the meeting. Chair Karnes called the meeting to order at 5:30 p.m.

APPROVAL OF THE MINUTES – January 31, 2001

Mr. Vinsh distributed the minutes of the January 31, 2001 meeting.

Upon a motion by Ms. Smith, seconded by Mr. Haraway and carried, action on the minutes of the January 31, 2001 meeting was deferred until the next meeting.

REVIEW OF THE RESULTS OF THE PUBLIC MEETING ON THE YEAR 2023 TRANSPORTATION PLAN AND CONFORMITY ANALYSIS

Mr. Vinsh stated that the FHWA and EPA determined that the resolution adopted during the January 31st meeting endorsing these documents pending the results of the public meeting was not valid because the public meeting had not yet occurred.

Upon a motion by Mr. Kollman, seconded by Ms. Smith and carried, a motion was adopted to rescind the resolution adopted on January 31, 2001 adopting the 2023 Transportation Plan and Conformity Analysis pending public comment.

Mr. Vinsh reported that the public meeting on the Year 2023 Draft Transportation Plan and the Conformity Analysis was held on February 22, 2001 between 6 and 8 p.m. in the Colonial Heights Municipal Building. Mr. Vinsh added no comments were received from the public.

Upon a motion by Mr. Kollman, seconded by Ms. Smith and carried, a motion was adopted to endorse the Year 2023 Transportation Plan and Conformity Analysis.

STATUS REPORT ON THE NORFOLK TO RICHMOND HIGH-SPEED RAIL STUDY

Mr. Vinsh stated that the Virginia Department of Rail and Public Transportation has selected the Parsons Transportation Group to conduct a feasibility study for high-speed rail service between downtown Norfolk and Richmond. An Advisory Committee has been formed to monitor this one-year study effort.

Mr. Vinsh further stated that the project consists of 3 parts. The first part is an engineer

analysis on the operational feasibility of the service. The second part of the project is an environmental analysis of the corridor, including land use impacts. The third part is a ridership forecast and a cost-benefit analysis of the service.

Mr. Vinsh further stated that the provision of service into Petersburg and northward will be a major aspect of the project.

Mr. Vinsh also mentioned that, if approved by the Governor, SJ396 of the 2001 General Assembly would establish a Commission of General Assembly members to study the financial feasibility of implementing high-speed rail service in the Southeast High-Speed Rail Corridor, include service into Norfolk. SJ396 also includes provision for a joint effort with the State of North Carolina.

Chair Karnes commented that it appears the high-speed rail study is moving along with very little resistance.

REVIEW OF REQUEST FROM VDOT TO AMEND THE APPROVED FY's 2000-2002 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Vinsh stated that VDOT has requested an amendment to the current TIP to include 4 projects as described in correspondence attached to the agenda packet.

Upon a motion by Ms. Smith, seconded by Mr. Pegram and carried, a motion was adopted to amend the FY's 2000-2002 TIP to include the 4 projects described in the correspondence received from VDOT on February 8, 2001.

REVIEW OF REQUEST FOR AUTHORIZATION TO ADVERTISE THE FY'S 2001-2003 DRAFT TIP

Mr. Karnes made reference to the Freemont & Route 10 CMAQ project in Hopewell that has been cancelled by the City Council, but listed in the FY's 2001-2003 draft TIP. Mr. Karnes stated that this project received a public hearing some time ago in Hopewell and the public definitely did not want this project.

Mr. Vinsh stated that CMAQ funds in the amount of \$25,000 for the Freemont project were transferred to other CMAQ projects when the FY '01 CMAQ allocations were made. However, the project was listed in the draft FY's 2001-2003 TIP because it is still listed in the Six Year Plan.

Mr. Karnes offered to take the matter to the Hopewell City Council for a resolution.

Mr. Vinsh stated that he did not think this would be needed and that he would check with the State on this item. Mr. Vinsh added that in March the Technical Committee would review the status of the CMAQ projects for the next round of allocations.

REVIEW OF REQUEST FOR AUTHORIZATION TO ADVERTISE THE FY'S 2001-2003 TIP AND REVIEW OF SCHEDULE FOR ACTION OF TRANSPORTATION AND AIR QUALITY CONFORMITY DOCUMENTS

Mr. Vinsh made reference to a proposed schedule for MPO action items through the end of May 2001 and a need for the MPO to delegate the responsibility for advertising the TIP to the Technical Committee.

Mr. Pegram made reference to the proposed schedule and stated that by delegating to the Technical Committee the authority to authorize staff to advertise the TIP, the MPO would not have to meet in early April to take this action itself.

Mr. Morris stated that the approval of the TIP would be come back to the MPO.

Upon a motion by Mr. Kollman, seconded by Mr. Pegram and carried, a motion was adopted to delegate authority to the Technical Committee to authorize CPDC staff to advertise the FY's 2001-2003 and Conformity Analysis for public review.

There being no further business Mr. Kollman made a motion, seconded by Mr. Morris and carried, the meeting was adjourned at 6:15 p.m.

Minutes of the Tri-Cities Area Metropolitan Planning Organization meeting held in the Crater Commission Office at 1964 Wakefield Street in Petersburg, Virginia on March 12, 2001 at 5:30 p.m.

MEMBERS PRESENT: Chris Kollman, Colonial Heights; Barbara Smith, Chesterfield (alternate); Paul Karnes, Hopewell; Hebert Pegram, VDOT; Rosalyn Dance, Petersburg; Denny Morris, CPDC.

MEMBERS ABSENT: Floyd Brown, Prince George; Mike Briddell, Petersburg Area Transit; Don Haraway, Dinwiddie.

OTHERS PRESENT: March Altman, Hopewell; Joe Vinsh, CPDC.

APPROVAL OF THE MINUTES – January 31, 2001 and February 26, 2001

Upon a motion by Mr. Karnes, seconded by Mr. Kollman and carried, the minutes of the January 31, 2001 and February 26, 2001 meeting were approved.

REVIEW OF DRAFT FY 2002 UNIFIED PLANNING WORK PROGRAM (UPWP)

Mr. Vinsh made reference to the draft FY 2002 UPWP attached to the agenda package and reviewed the transportation planning priorities section beginning on page 4. The topics covered included refinement of the 2023 Transportation Plan, the update of the Transit Development Plan, the Congestion Management Program, the Congestion Mitigation and Air Quality Program, the Route 460 Corridor Project and the 2 high-speed rail studies.

Mrs. Dance referred to the discussion on page 4 about the Transit Development Plan Update and the inclusion of five-year capital and operating budgets for PAT along with an evaluation of the existing route structure. Mrs. Dance stated that during the last Petersburg City Council meeting citizens expressed concerns about the existing routes and what the transit system used to be. There was a time when Petersburg buses would run from Petersburg to Richmond along a designated route. The citizens also commented that the previous service area included an exchange point in Hopewell for jobs and that has stopped.

Mrs. Dance stated that a city administration representative responded to the citizen comments that the service was stopped because it was a voluntary, shared funding between Hopewell, Colonial Heights and Petersburg and that over the years financial support for transit service had stopped for the Hopewell and Colonial Heights routes.

Mrs. Dance further stated that the citizen comments included questions about the process for addressing the issue of the reinstatement of those routes and asking those localities to become partners in the provision of transit service once again.

Mrs. Dance explained that during the Petersburg City Council meeting she agreed to bring this information to the metropolitan planning organization for discussion.

Mrs. Dance further stated that she has had conversations with a representative Virginia State University. The university has cited a need for students to have transit service available for jobs trips to Southpark.

Mrs. Dance also commented that a provision of the Transit Development Plan update was a survey of businesses in the area to see what their perceptions were on the need to expand the transit service area.

Mr. Vinsh stated that the 1998 Transit Development Plan update included a survey of selected

major employers and local chambers of commerce on the need for transit service expansion.

Mr. Karnes stated that he was not aware of any Hopewell employers that have suggested a need for transit service area expansion.

Mr. Vinsh stated that focus of the 1998 Transit Development Plan update was on the existing service area and the focus of the 1993 study was on the entire region. In 1993 a proposal was laid out to expand transit service into Colonial Heights Hopewell, and Fort Lee.

Mrs. Dance asked if the other MPO members would be willing to share summaries of the 1993 and 1998 reports along with the results of the 1998 employer survey with your governing bodies.

Mr. Karnes asked for clarification that the citizens at the Petersburg Council meeting expressed the need for a way to get to Hopewell and Colonial Heights.

Mrs. Dance stated that the citizens wanted to know what happened to the transit service that used to be provided to the areas outside of Petersburg.

Mr. Karnes asked where else did they want to go?

Mrs. Dance stated that Colonial Heights, Hopewell and Richmond were the places suggested.

Mr. Karnes and Mr. Kollman confirmed that local fixed route bus service did exist at one time.

Mr. Kollman stated that he did remember PAT had a bus route along the Boulevard at one time.

Mr. Vinsh stated that the City of Petersburg took over the transit service operated by Tri-City Coaches, Inc. in June of 1977. At that time, Colonial Heights and Hopewell each had a route and were providing financial assistance to the private operator. The financial assistance continued for a brief time under Petersburg City ownership; however, was discontinued because of low ridership on both routes.

Mr. Vinsh stated that the private operator reduced the service area to the routes with higher farebox revenues before the City of Petersburg became the transit operator.

Mr. Vinsh also stated that hourly, inter-city transit service is provided along I-95 by a private operator today.

Mr. Morris added that a route to Fort Lee also used to be provided by the private operator.

Mr. Morris asked where was the (Greater Richmond Transit Company) GRTC study on the feasibility of extending transit service down into the Tri-Cities from Richmond.

Mr. Vinsh stated that he had attended several meetings of the Transportation Technical Committee at Richmond Regional and suggested that letters be sent from the project sponsor to the local administrators announcing the study and its findings. Mr. Vinsh also stated that he had offered the facilities of the Crater Commission to be the location of a meeting on this subject.

Mr. Vinsh stated that he was not aware of any meetings between GRTC and this area regarding the prospect of new transit service.

Mr. Vinsh indicated that he did see some preliminary numbers put together by GRTC on several route service proposals for the Tri-Cities; however, these proposals have not been advanced by the GRTC feasibility study.

Mr. Karnes stated that he could not recall a request for transit service in Hopewell.

Mr. Morris asked if the GRTC study concluded that the Tri-Cities routes were not a priority for future service expansion from the Richmond Area.

Mr. Vinsh stated that the General Assembly directed the GRTC transit expansion feasibility study into interested localities in the Richmond-Petersburg areas.

Mrs. Dance asked if the GRTC study results could be pursued.

Mr. Vinsh stated that he would inquire into the status of this study.

Mr. Karnes commented on the type of bus that is being proposed for GRTC service expansion into Chesterfield.

Mrs. Dance stated that Petersburg is considering smaller buses when the time comes for replacement of certain vehicles in order to provide service during peak times when people are trying to get to jobs.

Mr. Karnes asked if the Petersburg City Manager could put together a follow-up letter to the discussion here to Peter Bine and Bob Taylor. Mr. Karnes added that this would be a way to get the specifics on what you need.

Mr. Vinsh stated that the Crater Commission staff would be available to help with this effort.

Mrs. Dance asked if the MPO could have a report on this at the next meeting.

Mr. Vinsh stated that a response should be ready by the next meeting on May 14th.

Mr. Vinsh stated that the items he mentioned concluded the new items in the proposed work program for FY 2002.

Mr. Pegram asked how critical was the adoption of the Transit Development Program update by the City of Petersburg in relation to the long-range plan amendment for transit element being ready for MPO approval during the May 14th MPO meeting.

Mr. Vinsh stated that it is his understanding that the City of Petersburg is advertising the Transit Development Program update and will conduct the public meeting and not the Crater Commission. Mr. Vinsh further stated that the 1998 study was limited in scope to the existing PAT service area, supplemented by the major employer and chamber surveys. If service expansion is to be considered as part of the 1998 update, as was considered during the 1993 Transit Development Program Update, additional time would be needed and the study scope modified.

Mrs. Dance emphasized a need has been identified to see both studies by citizens and Virginia State University.

Mrs. Dance asked about a timetable for accomplishing a review of the 1993 and 1998 Transit Development Plan updates by the city managers with and without a change in transit plan.

Mr. Vinsh stated that the May 14th MPO meeting date scheduled to act on the Transit Development Program Update, the 2023 Transportation Plan transit amendment and the Transit Improvement Program amendment was proposed under the assumption that only the existing area was being considered for transit service. Mr. Vinsh added that if the 1998 Transit Development Program update scope is expanded to consider a larger service area, then the May 14th date may not be realistic to have the TDP update approved and the 2023 Transportation Plan amended and TIP amendments completed.

Mr. Vinsh emphasized the urgent need was to get grant funds moving for PAT operating and capital projects for the existing service. Mr. Vinsh added that transit service expansion can be considered at any time. Mr. Vinsh further added that he did not think the project consultant had prepared any cost estimates for service to Colonial Heights or Hopewell as part of the 1998 TDP update.

Mrs. Dance stated a need to develop a timetable that considers an expanded transit service area.

Mr. Vinsh summarized the direction given on the transit service proposal that the Petersburg City Manager is to prepare a letter outline the transit needs outlined during the public meeting in Petersburg and send the letter to the other city managers for consideration.

Mrs. Dance asked about an approach for addressing Fort Lee service.

Mr. Morris suggesting sending a copy of the letter to the civilian assistant to the General at Fort Lee along with executive summaries of both the 1993 and 1998 studies.

Mrs. Dance asked how would we act on the agenda item with the changes we are talking considering.

Mr. Vinsh stated that we are still pursuing adoption of the 1998 Transit Development Program update. Mr. Vinsh further stated that if the city managers provide direction that consideration of transit service expansion outside of Petersburg is desired, then a new Transit Development Update would be pursued.

Upon a motion by Mr. Karnes, seconded by Mr. Kollman and carried, a motion was approved to endorse the proposed FY 2002 Unified Work Program with consideration for the transit items discussed.

REVIEW RESOLUTION TO DELETE FREEMONT AND ROUTE 10 CMAQ PROJECT AND ADD ROUTE 36 CORRIDOR COMPUTER SIGNAL SYSTEM CMAQ PROJECT

Mr. Vinsh briefly explained the purpose and MPO role in the CMAQ Program. Mr. Vinsh further stated that VDOT has identified a need for a MPO resolution stating that the Freemont and Route 10 Project has been deleted and the Route 36 Corridor Computer Signal System Project has been added to the list of active CMAQ projects in the Tri-Cities Area.

Upon a motion by Mr. Karnes, seconded by Mr. Kollman and carried, a resolution was adopted to accomplish the described actions.

Upon a motion by Mr. Kollman, seconded by Mr. Morris and carried, a motion was adopted to adjourn the meeting at 6:10 p.m.

Minutes of the Tri-Cities Area Metropolitan Planning Organization meeting held in the Crater Commission Office at 1964 Wakefield Street in Petersburg, Virginia on May 14, 2001 at 5:30 p.m.

MEMBERS PRESENT: Chris Kollman, Colonial Heights; Barbara Smith, Chesterfield

(alternate); Herbert Pegram, VDOT; Rosalyn Dance, Petersburg; Mike Briddell, Petersburg Area Transit; Denny Morris, CPDC.

MEMBERS ABSENT: Paul Karnes, Hopewell; Floyd Brown, Prince George; Don Haraway, Dinwiddie.

OTHERS PRESENT: Angel Deem, VDOT; Jack Apostolides, VDR&PT; Joe Vinsh, CPDC.

APPROVAL OF THE MINUTES – March 12, 2001

Upon a motion by Mr. Pegram, seconded by Mr. Morris and carried the minutes of the March 12, 2001 were approved.

REVIEW OF PUBLIC COMMENT ON THE DRAFT FY'S 2001-2003 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE ADDENDUM TO THE 1999 TRANSIT DEVELOPMENT PLAN AND THE Year 2023 TRANSPORTATION PLAN

Mr. Vinsh commented that these 3 items were advertised on April 20 as per the adopted public involvement procedures. Mr. Vinsh added that no comments were received.

REVIEW OF DRAFT FY'S 2001–2003 TIP AND TRANSPORTATION CONFORMITY ANALYSIS

Ms. Deem stated the U.S. EPA raised a question about the use of a small amount of credit claimed in the conformity report for carpooling, vanpooling and pedestrian travel in the region. The EPA requested more data in order to validate the claim based on national averages. As a result the claim for carpooling, vanpooling and pedestrian travel credits were taken out of the conformity analysis and more federal credits were used to pass the analysis.

Mr. Vinsh asked if the federal reviews of the conformity documents are becoming more restrictive.

Ms. Deem responded in the affirmative.

Mr. Morris inquired on the status of the nonattainment boundary designation process.

Ms. Deem stated the court ruled last February that the proposed 8 hour standard is acceptable; however, the method for implementing the standard across the country would need some more work. The timetable to implement the new standard may take one to two years, depending on the level of attention given.

Mr. Morris asked if any additional areas would be designated in the Tri-Cities.

Ms. Deem stated that she did not believe any new areas would be designated as nonattainment under the new 8 hour standard in the Tri-Cities that had not been so designated earlier under the old 1 hour standard.

Upon a motion by Mr. Briddell, seconded by Ms. Smith and carried, a motion was adopted to approve the FY's 2001-2003 TIP and Transportation Conformity Analysis.

REVIEW OF 1999 TRANSIT DEVELOPMENT PLAN (TDP) UPDATE AND ADDENDUM AND THE YEAR 2023 TRANSPORTATION PLAN

Mr. Vinsh stated that on February 22, 2001 the Petersburg City Council endorsed the 3 chapters of the TDP update and held a public meeting on that document the same evening. On March 17, 2001 the Petersburg City Council endorsed a multi-year capital and operating budget for Petersburg Area Transit. The budget assuming the existing transit service area would be retained during the next 5 to 6 year period. The budget information was advertised as part of the MPO public involvement process on March 20, 2001. Therefore, both parts of the document have had public review and been endorsed by the Petersburg City Council. Mr. Vinsh added that the budget information has been attached as an addendum to both the 1999 TDP update and the Year 2023 Transportation Plan.

Mrs. Dance added that these documents may be amended in the future.

Mr. Briddell made a motion, seconded by Mr. Pegram and carried; a motion was adopted to approve the 1999 TDP update and Addendum.

There being no further business, the meeting was adjourned at 6:10 p.m.

Minutes of the Tri-Cities Area Metropolitan Planning Organization meeting held in the Crater Commission Office at 1964 Wakefield Street in Petersburg, Virginia on June 25, 2001 at 5:30 p.m.

MEMBERS PRESENT: Chris Kollman, Colonial Heights; Renny Bush Humphrey, Chesterfield; Rosalyn Dance, Petersburg; Mike Briddell, Petersburg Area Transit; Don Haraway, Dinwiddie; March Altman, Hopewell (alternate); Denny Morris, CPDC.

MEMBERS ABSENT: Herbert Pegram, VDOT; Floyd Brown, Prince George;

OTHERS PRESENT: Jack Apostolides, VDR&PT; John McCracken, Chesterfield; Joe Vinsh, CPDC.

APPROVAL OF THE MINUTES – May 14, 2001

Mr. Apostolides stated that he was present during the May 14, 2001 meeting. Upon a motion by Mr. Kollman, seconded by Mrs. Humphrey and carried, the minutes of the May 14, 2001 meeting were approved, as corrected.

REVIEW OF PROPOSED FY '02 CONGESTION MITIGATION AND AIR QUALITY (CMAQ) ALLOCATON AND REALLOCATON OF PRIOR YEAR CMAQ FUNDS

Mr. Vinsh stated that the CMAQ Subcommittee had met on May 30th and has made its recommendations for the allocation of \$440,000 in FY'02 funding and for the reallocation of \$178,000 in prior year allocations as shown on an updated worksheet. Mr. Vinsh further stated the \$178,000 in reallocated funds came from 3 Hopewell projects that had either surplus funds allocated or the project had been cancelled by the City Council. The recommendation is for the \$178,000 to be used for the turn lane portion of a new project in the City of Hopewell on Route 36 at the Colonial Corner Shopping Center.

Mr. Vinsh briefly reviewed the status of the projects listed in the worksheet.

Mrs. Humphrey asked about the status of the Route 36 project at Pickett Avenue.

Mr. McCracken stated that the project has been constructed; however, charges are still being incurred on the project because of right-of-way related cost.

Upon a motion by Mrs. Humphrey, seconded by Mr. Haraway and carried, a motion to reallocate \$178,000 in prior year funds and allocate \$440,000 in FY'02 CMAQ funds was approved.

REPORT ON FREIGHT MOVEMENT IN THE TRI-CITIES AREA

Mr. Vinsh stated that the FY 2001 Unified Transportation Work Program included an activity related to intermodal transportation. The activity includes participating in the Richmond Intermodal Study and a survey of selected major employers in the Tri-Cities that use trucking to move product. The CPDC staff selected 9 of the largest Tri-Cities employers for interviews. Of the 9 companies selected, interviews were completed with representatives of 7. The interviews focused on two topics. First, employers were asked to identify specific traffic hazards and needed highway improvements on interstate and primary facilities in the Tri-Cities Area. Second, information related to the concept of an intermodal facility was presented and employers were asked if their companies would benefit if such a facility existed.

The findings of the interviews were that only the 3 firms located on the Route 460 corridor identified any improvement needs on interstate and primary facilities in the Tri-Cities. Specifically, the I-95/I-85/Rt.460 interchange was mentioned as having hazardous conditions, including the lack of turn lanes and a median.

Regarding the potential use of an intermodal facility, none of the 7 employers interviewed said they could see potential benefit of this facility for their companies. Some of the interviews felt that some small manufacturing companies may have a need for this type facility. Mr. Vinsh added that the Richmond area is pursuing the concept of an intermodal center.

ELECTION OF OFFICERS

Upon a motion by Mr. Kollman, seconded by Mr. Haraway and carried, Mrs. Dance was elected Chair and Mrs. Humphrey was elected Vice Chair by unanimous vote.

Upon a motion by Mr. Kollman, seconded by Mrs. Humphrey and carried, the meeting was adjourned at 5:50 p.m.

Minutes of the Tri-Cities Area Metropolitan Planning Organization meeting held in the Crater Commission Office at 1964 Wakefield Street in Petersburg, Virginia on September 13, 2001 at 5:30 p.m.

MEMBERS PRESENT: Chris Kollman, Colonial Heights; John McCracken (alternate), Chesterfield; Rosalyn Dance, Petersburg; Paul Karnes Hopewell; Herbert Pegram, VDOT; Denny Morris, CPDC.

MEMBERS ABSENT: Floyd Brown, Prince George; Don Haraway, Dinwiddie; Petersburg Area Transit.

OTHERS PRESENT: Tom Ballou, Virginia Department of Environmental Quality; Jack Apostolides, VDR&PT; Joe Vinsh, CPDC.

APPROVAL OF THE MINUTES – June 25, 2001

Upon a motion by Mr. Karnes, seconded by Mr. Kollman and carried, the minutes of the June 25, 2001 meeting were approved.

PRESENTATION OF INFORMATION ON RECOMMENDED CHANGES IN THE STATE (AIR QUALITY) IMPLEMENTATION PLAN FOR THE RICHMOND AREA

Mr. Ballou of the Virginia Department of Environmental Quality (VDEQ) presented a series of slides relating to an amendment to the Richmond Air Quality Implementation Plan being proposed by VDEQ. Mr. Ballou also reported on the status of the 1-hour ozone standard for the Richmond Maintenance Area.

The currently designated ozone maintenance area applies to Richmond, Hopewell, Colonial Heights, Chesterfield, Henrico, Hanover, and a small portion of Charles City. The ozone standard is measured by looking at hourly average concentration over 125 parts per billion at any time at any monitor in the area. This level of ozone concentration is considered an exceedence of the 1-hour ozone standard. The U.S. Environmental Protection Agency (EPA) considers a violation of the ozone standard to occur if 4 or more individual exceedences occur at any given monitor over a 3-year period.

During the 1993 – 1995 time period, Richmond ozone readings were favorable and supported a redesignation to maintenance status. However, during the 1997 – 1999 time period, the Charles City and Hanover monitors recorded ozone violations. Based on the 1993 - 1995 data, VDEQ submitted a request to EPA to redesignate the area to maintenance status. A plan to maintain ozone air quality was also submitted. The purpose of a maintenance plan is to assure the continued attainment of the standard by implementing control strategies and by establishing emission caps in the area. Also, included in the maintenance plan are contingency measures.

The contingency measures were to be implemented should future violations occur after the maintenance plan was implemented. The first contingency measure for the Richmond Area involves the provision for basic inspection/maintenance program. Additional violations would involve the implementation of reasonably available control technology on NO_x at major combustion plants. Further violations of the standard would trigger the implementation of transportation control measures. If one measure did not solve the problem, additional measures would be implemented by the contingency plan.

Shortly after the maintenance designation was obtained based on the 1993 – 1995 favorable data, EPA initiated a 8-hour ozone standard. Subsequently, EPA felt there was no longer a need for a 1-hour standard in areas such as Richmond and the 1-hour standard was rescinded in 1998. However, ever since EPA promulgated the 8-hour standard, there has been litigation. The validity of the 8-standard is subject to additional court rulings. Therefore, EPA has reinstated the 1-hour standard in Richmond and the contingency measures of maintenance apply because of the unfavorable ozone reading that occurred during the 1997 – 1999 time period. EPA provided DEQ 20 months to implement a basic inspection/maintenance, the first provision in the contingency plan.

Subsequently, VDEQ evaluated basic inspection/maintenance programs and determined the

benefits of implementing a basic inspection maintenance program were marginal.

Mr. Karnes asked if everyone in the maintenance area would be subject to the inspection maintenance program.

Mr. Ballou stated that they would.

Mr. Kollman asked if commercial vehicles would be subject to this inspection.

Mr. Ballou stated the application of the inspection standards depend on weight and exempt heavier vehicles.

Mr. Kollman asked why would the inspection only apply to light duty vehicles when large vehicles, such as dump trucks, that produce far more emissions than small maintenance vehicles.

Mr. Ballou stated that in most cases the pollutants are volatile organic compounds (VOC) and Nitrogen Oxides (NOx). The dump trucks produce a lot of particulate matter, but not that much VOC or NOx. Therefore, an inspection maintenance program of large vehicles would not address the ozone problem. VDEQ estimated that the reduction in VOC and NOx to be achieved with a basic inspection maintenance program was not that large and would involve a considerable administration effort. Instead, DEQ is proposing to replace the inspection/maintenance provision in the original contingency plan with more effective measures. The proposed measures include open burning restrictions between June and September. This State provision is in place now. Secondly, credit is being taken for federal emission standards for off-road gas engines recently coming off production lines. Thirdly, by 2004, EPA is requiring 22 eastern states to reduce emissions associated with ozone transport by reducing NOx produced at large combustion facilities. Each of these three measures produce emission reductions and can be used as contingency measure for the Richmond Maintenance Area.

The contingency plan amendment would produce more emission reduction than a basic inspection maintenance and in a more timely fashion.

Mr. Ballou made reference to slides projecting emission reductions and emphasized the total emission budget will not change with the contingency plan amendment. The change is how the needed reductions will be achieved.

Mr. Karnes commented on the operating efficiency of engines fueled with reformulated gas. Mr. Karnes further commented on the differences associated with gas sales and the location of the maintenance area boundary with respect to those sales.

Mr. Ballou stated the overall amount of emission reduction we are getting from the sale of

reformulated gas is significant and, if reformulated gas were eliminated from the plan, we would have to make it up from some other measure or combination of measures.

Mr. Karnes commented on pollution transport and the need to apply open burning restrictions on both sides of the maintenance boundary.

Mr. Ballou stated that the main remedy for the transport problem being focused on by EPA is the regional reduction of NO_x at major utilities. EPA believes these are large sources of emissions and controlling these sources is the most effective approach in order to solve the majority of the 1-hour problems in the country.

A period of discussion followed regarding NO_x reduction at major power plants and emission reductions from reformulated gas.

Mr. Morris asked when would the 8-hour designations occur.

Mr. Ballou stated that the initial 8-hour standard designations are probably 2–3 years away.

Mr. Morris asked if the mobile source budget would remain the same for the next several years?

Mr. Ballou stated that this was correct.

DISCUSSION OF PROPOSED CRITERIA FOR THE 2000 CENSUS URBANIZED AREA DESIGNATION

Mr. Vinsh stated that if criteria being proposed by the U.S. Census Bureau for 2000 urbanized area boundaries are implemented, the Petersburg and Richmond urbanized areas would be merged. These two urbanized areas are among 21 similar areas in the United States that may have their urbanized area status changed in the near future.

Mr. Vinsh made reference to comments prepared by CPDC staff regarding the proposed criteria. Implications for transit funding appeared to be the most directly impacted. Preliminary information received FTA indicated, if the merger took place, there would be one transit funding allocation for the urbanized area and the two recipients would need to decide how to divide the funding. Further, the TMA designations would also be merged.

Mr. Vinsh stated that both FTA and FHWA have indicated separate MPO could be retained. However, existing planning agreements would need to be modified or new planning agreement made.

Mr. Vinsh added that a decision from the Census Bureau on whether or not to implement the proposed criteria is expected in the spring of 2002. Comments forwarded to the Census Bureau requested no change in the current designations be made.

Upon a motion by Mr. Karnes, seconded by Mr. Kollman and carried, the meeting was adjourned at 6:05 p.m.

Minutes of the Tri-Cities Area Metropolitan Planning Organization meeting held in the Crater Commission Office at 1964 Wakefield Street in Petersburg, Virginia on October 29, 2001 at 5:30 p.m.

MEMBERS PRESENT: Chris Kollman, Colonial Heights; Renny Bush Humphrey, Chesterfield; Floyd Brown, Prince George; Mike Briddell (alternate) Petersburg; Paul Karnes, Hopewell; Don Haraway, Dinwiddie; Walter Johnson (alternate), VDOT; Denny Morris, CPDC.

OTHERS PRESENT: Dr. Ahmet Anday, VDOT; Jack Apostolides, VDR&PT; John McCracken, Chesterfield; Amy Costello, VDOT; Joe Vinsh, CPDC.

The meeting was chaired by Joe Vinsh, Secretary to the Policy Committee.

APPROVAL OF THE MINUTES – September 13, 2001

Mr. Vinsh indicated Mr. Apostolides was present during the meeting and the minutes need to be corrected to reflect his presence.

Upon a motion by Mr. Karnes, seconded by Mr. Kollman and carried, the minutes of the September 13, 2001 meeting were approved, as corrected.

PRESENTATION OF PROPOSED CONSULTATION PROCEDURES FOR TRANSPORTATION AIR QUALITY CONFORMITY FOR THE RICHMOND OZONE MAINTENANCE AREA

Dr. Anday presented an information packet, as attached, on a proposed procedure for an interagency consultation process for the Richmond Ozone Maintenance Area.

Dr. Anday explained that a need to formalize the conformity process has been created because of a need to assure consistency with the process. A difficulty arose last year and the previous year in meeting test requirements. Some projects had to be deleted from the proposed constrained project listing in order to demonstrate conformity in the Richmond Ozone Maintenance Area.

Dr. Anday further explained, as the 8-hour standard becomes required over the next several years, demonstrating conformity will be more difficult. Also, federal guidance requires this process has to be a consultative process, involving the MPO participants and the public.

A total of 18 participating agencies are involved in the consultation process with a quorum of 10 required to take action. Chairmanship responsibilities are to be rotated among participating agencies.

Dr. Anday reviewed the steps of the conformity process, as detailed in the information packet. He emphasized the importance of coordination in the preparation of planning assumptions, development of the project listings and need for making any project amendments at one time in the process.

Dr. Anday stated the consequence of not achieving conformity is a loss of federal dollars. Basically, the proposed consultation procedures follow the process currently in practice.

Mr. Vinsh asked if the GRTC and Ridefinders had separate boards of directors.

Dr. Anday stated these boards are separate.

Mr. Vinsh added that Chesterfield, Colonial Heights, Hopewell and the Crater Commission would need to make appointments to this group.

Dr. Anday stated these appointments would be needed in the near future.

Mr. Briddell asked how would the Chair be selected?

Dr. Anday stated a Chair will be selected during the annual conformity process Kick-Off meeting and added that the PDCs have had input to the development of the proposed procedures.

Mr. Karnes asked if Chesterfield would have one or two votes, given its membership to two study areas?

Mr. McCracken stated that this prospect has not been discussed.

Dr. Anday stated that the nature of the consultation group is advisory to the Policy Committees of the MPOs.

Mr. Karnes asked if technically oriented people are being asked to serve on the consultation group as compared to policy oriented people?

Dr. Anday stated that our recommendation is that technical people are being asked to serve similar to the technical people that presently serve on the current informal process.

Mr. Karnes inquired about the status of the Metropolitan Richmond Air Quality Committee (MRAQC).

Dr. Anday stated that this is a group of locally elected officials that are responsible for the preparation of the State Implementation Plan. Dr. Anday further stated when the 8-hour standard becomes law, the MRAQC will need to plan for the attainment of this standard. The purpose of MRAQC is broader than transportation conformity.

Mr. Karnes expressed concern that this board has not met for several years.

Dr. Anday stated that once the attainment plan had been prepared, the MRAQC became an Ad Hoc group in the Richmond Area.

Upon a motion by Mrs. Humphrey, seconded by Mr. Karnes and carried, a motion to endorse the proposed transportation conformity consultation procedures was adopted.

DISUCSSION OF PRELIMINARY FINDINGS FOF THE 2001 FEDERAL TRANSPORTATION PLANNING CERTIFICATION REVIEW

Mr. Vinsh stated that on October 17th, federal representatives conducted the 2001 certification review of the transportation planning process in the Tri-Cities Area. Technical Committee representatives participated in the meeting.

Mr. Rucker stated the purpose of the certification review was to assess how well the MPO was working with local governments, citizens and other transportation related organizations, as well as meeting the statutory requirements applicable to the planning process. In addition, the review is intended to provide an opportunity to share ideas, listen to issues, and provide recommendations for improving the planning process where necessary.

Under the current regulations, 4 federal types of findings are possible under the review procedures:

1. Full certification of planning process;
2. Certification subject specified corrective actions that allows all projects to move forward as corrective actions are being taken by the MPO;
3. Limited certification that allows only specified categories of programs and project funding to move forward while corrective actions are being taken; and
4. Withhold certification by stopping federal approval of funding in whole or in part,

attributed to by formula for the metropolitan area until deficiencies in the planning process are corrected.

Mr. Rucker summarized highlights of the review held on October 17, 2001 with the following points:

1. Acknowledged local government support in providing public input for the metropolitan transportation planning process. Suggested the MPO revisit its public involvement procedures and determine how to utilize existing local government public involvement measures as part of the metropolitan transportation planning process;
2. Suggested MPO reevaluate its outreach efforts to encourage public involvement in the metropolitan transportation planning process, especially low-income and minority populations;
3. Improvements needed in Congestion Management System (specific recommendations under this point are being developed);
4. Acknowledged efforts of existing staff and suggested the MPO review its current staffing to make sure it is commensurate with requirements and expectations of a Transportation Management Area;
5. Development of a regional Intelligent Transportation System (ITS) architecture by February 2005 in a manner consistent with federal guidance issued in January 2001;
6. Acknowledged efforts of CPDC to train staff for update of website and suggested a calendar of events be included on the website to give other interested parties an idea when meetings will be held and when meetings have been cancelled.
7. Acknowledged existing use of Geographic Information System and encouraged additional applications in support of the transportation planning process;
8. Suggested MPO identify strategies and efforts to assure and demonstrate compliance with Title VI;
9. In response to questions raised regarding the transportation planning program implications of proposed changes in urbanized area criteria, the FHWA and FTA are preparing a response.

Mr. Vinsh commented that there was good attendance and exchange of information during the meeting on the 17th. The meeting began at 9:00 a.m. and ended 2:30 p.m.

Mrs. Humphrey asked if citizens were expected to attend MPO meetings?

Mr. Rucker responded that he was more interested in finding out proactive ways the MPO is reaching out and engaging the community in the transportation planning process. It is a two-way street, you can't just publish a notice expect people to attend.

Mrs. Humphrey commented that she hears about the transportation needs of her constituency mostly through participation in periodic community meetings by herself, County staff and citizens.

Mrs. Humphrey further commented that her constituency is not going to come to MPO meetings while we discuss roads.

Mr. Rucker responded that the MPO may need to consider piggy-backing what the local governments are already doing in terms of citizen participation.

Mr. Vinsh stated documentation of the public input process of each jurisdiction on transportation matters needs to be made and credit taken for these forms of public involvement for the metropolitan planning process.

Mr. Rucker asked if the localities have public involvement procedures and how are these procedures reviewed for effectiveness in reaching out and engaging the public.

Mrs. Humphrey stated that there is a citizen survey conducted about every three years in Chesterfield County.

Mr. Rucker emphasized the need to document efforts to reach out and engage various populations in the transportation planning process.

Mr. Karnes stated that the things we deal with at the metropolitan level are also dealt with on local and/or State levels.

Mr. Vinsh stated that MPO's public involvement procedure was adopted in 1994 and, since that time, some additional measures have been added such as a page on the Crater Commission's website, a newsletter and periodic public forums.

Mr. Kollman commented that projects go through a planning commission and council levels with opportunities for the public to express concerns.

Mrs. Humphrey asked if there were any other specific concerns about public involvement?

Mr. Rucker mentioned a need to address the location of the MPO's public meetings in relation to the availability of public transit service.

Mr. Vinsh commented that each year the MPO advertises one public meeting. The meeting is customarily held in the Colonial Heights Municipal Building. The building is accessible; however, it is located outside the transit service area. The fixed route transit service area is in Petersburg and stops at 6 p.m.

Mrs. Humphrey commented that there may be a possibility of using facilities at Virginia State University for the meetings because the PAT service has been recently extended to cover the entire campus.

STATEWIDE TRANSPORTATION PLAN UPDATE

Mr. Vinsh explained that the Virginia Department of Transportation (VDOT) is working on an update of the Statewide Transportation Plan and is presently looking for input on the visioning portion of the plan. Mr. Vinsh distributed copies of a statewide transportation plan survey form to MPO members and asked for local participation. The topics included on the survey form ranged from perceptions on transportation needs by mode to perceptions about smart growth and urban sprawl.

There being no further business, the meeting was adjourned at 6:10 p.m.