Call to order

Approval of minutes from last meeting
(Attachment 1)

Action Needed  Approval
Open issues

a) Status Report on the NEPA Rail Station Study

David Hyder

The Consultant has submitted the draft Environmental Assessment to Federal Railways Administration who has in turn submitted it to their General Counsel, in Baltimore, for a legal sufficiency review. When the project was submitted two other projects were already in queue for review. The document cannot be released until the legal sufficiency review is complete. There is no schedule for completing the legal sufficiency review at this time.

b) 2040 Plan Update

Christopher Nicholas

VDOT has completed cost estimates for the twenty-five projects that were submitted to the MPO. Last week the MPO staff returned the complete project listing to the jurisdiction members for rating. We expect to have the ratings in hand by September 19th.

c) Congestion Management Process

David Hyder

Notes: No revenue forecast is available for transit.
• The Consultant has revised the maps and prepared an additional map (a bandwidth map showing 2014 traffic volumes). The project Manager is writing preliminary text for the report.

d) USDOT Joint Planning Rule

At our last meeting we discussed USDOT’s proposed joint planning rule. If implemented this rule would require either that Tri-Cities MPO merge with the Richmond MPO or that the two MPOs develop (and adopt) common planning products including MTIPs, Long Range Plans, and Performance Measures. It would also require that the MPOs develop dispute resolution procedures. As discussed earlier, the staffs of both the Tri-Cities MPO and the Richmond MPO are opposed to the rule. Since that discussion both policy boards have submitted negative comments to the federal docket (which closed on August 22, 2016). A copy of the Tri-Cities MPO Comments is included as Attachment 2. As an informational item VDOT and DPRT’s Joint Comments to the Docket are included as Attachment 3.

New business

a) Funding Transfers

Mark Riblett
Action Needed Recommendation to the Policy Board.

VDOT has requested the MPO amend its TIP to reflect the changes in funding described below.

Project UPC 90367 (Installing a northbound right turn lane for 0.1 miles south of the intersection of US 1 with Woods Edge Road) has been completed. There is a balance of $1067 (CM) in the project. VDOT has an overlapping project UPC 104661 (Install a new traffic signal and turn lanes on US 1 from 0.236 miles south of Woods Edge Road to 0.18 miles north of Happy Hill Road. The project overlap is shown on the Map 1. VDOT is asking that the MPO move the remaining balance from UPC 90367 to Project 104661.

Map 1: Woods Edge Rd Project Location
### b) FY 2018 – 2022 TIP Schedule

#### Major Tasks

<table>
<thead>
<tr>
<th>Objective</th>
<th>Major Tasks</th>
<th>Completion Date/Schedule</th>
<th>Owner/Priority</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>Create VDOT External Website</td>
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</tr>
<tr>
<td>2</td>
<td>Generate Preliminary (VDOT) Project List</td>
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</tr>
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<td>3</td>
<td>Soft Kick-Off Meeting</td>
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<td>4</td>
<td>VDOT Quality Review (Round 1)</td>
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<tr>
<td>5</td>
<td>VDOT/MPO Quality Review (Round 2)</td>
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<tr>
<td>6</td>
<td>Coordination w/Transit Agencies</td>
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<td>A</td>
</tr>
<tr>
<td>7</td>
<td>Develop financial standards for TIP/STIP updates</td>
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<td>A</td>
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<tr>
<td>8</td>
<td>Project COPing</td>
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<tr>
<td>9</td>
<td>Financial Projections</td>
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<tr>
<td>10</td>
<td>Prepare Planned Funding Obligation Information (Large MPOs)</td>
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<tr>
<td>11</td>
<td>Prepare Planned Funding Obligation Information (Other Areas)</td>
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<tr>
<td>12</td>
<td>Distinctly coordinate between MPOs &amp; FPMD</td>
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<td></td>
</tr>
<tr>
<td>13</td>
<td>Reconcile LA/QC data for Non-MPO areas</td>
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<tr>
<td>14</td>
<td>MPO Public Involvement Activities</td>
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<tr>
<td>15</td>
<td>VDOT Quality Review</td>
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<td></td>
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<tr>
<td>16</td>
<td>Draft STIP</td>
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<td>17</td>
<td>Final Financial Constraint</td>
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<td>18</td>
<td>USDOT Reviews STIP</td>
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<tr>
<td>19</td>
<td>USDOT Approval Letters</td>
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#### Objectives

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Notes:
- This chart is derived from VDOT’s Table of Milestones. MPO roles highlighted in yellow.
- Letters indicate level of ownership (A=Primary, B=Secondary, C=Interest)

**Adjournment**
TRI-CITIES AREA METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

Meeting Minutes
Petersburg Multi-Modal Station
100 West Washington Street
Petersburg, Virginia
August 11, 2016
4:30 PM

Meeting Type:  ☑ Regular
☐ Annual  ☐ Special (Called)

Members:

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<th>Position</th>
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<tr>
<td>City of Colonial Heights</td>
<td>John Wood</td>
<td>Present</td>
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<tr>
<td>Dinwiddie County</td>
<td>William Chavis</td>
<td>Present</td>
</tr>
<tr>
<td>City of Hopewell</td>
<td>Jasmine Gore</td>
<td>Absent (Represented by Johnnie Butler)</td>
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<tr>
<td>City of Petersburg</td>
<td>Howard Myers</td>
<td>Absent</td>
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<tr>
<td>Prince George County</td>
<td>T.J. Webb</td>
<td>Absent (Represented by Julie Walton)</td>
</tr>
<tr>
<td>Virginia Department of Transportation (VDOT)</td>
<td>Rob Cary</td>
<td>Absent (Represented by Mark Riblett)</td>
</tr>
<tr>
<td>Petersburg Area Transit</td>
<td>Darius Mason</td>
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<tr>
<td>Crater Planning District Commission</td>
<td>Denny Morris</td>
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<td>David Hyde</td>
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<td>Jay Lindsey</td>
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<td>Jitender Ramchandani</td>
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<td>Johnnie Butler</td>
<td>Voting as an Alternate for Hopewell</td>
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<td>Ron Svejkovsky</td>
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<td>VDOT</td>
<td>Mark Riblett</td>
<td>Voting as an Alternate for Prince George Co.</td>
</tr>
<tr>
<td>Citizen</td>
<td>Joan Riblett</td>
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</tr>
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</table>

Call to order

Chairman
With eight of nine voting members or alternates present the Chairman called the meeting to order

**Approval of minutes from last meeting**

Chairman

The Minutes were approved as submitted in the agenda packet.

**Stakeholder Comment Period**

Chairman

There were no persons seeking to comment on matters before Policy Committee at this meeting.

**Open issues**

e) **Status Report on the NEPA Rail Station Study**

David Hyder

Mr. Hyder reported that there was no change from the previous meeting (May). The Consultant has submitted the draft Environmental Assessment to Federal Railways Administration who has in turn submitted it to their General Counsel, in Baltimore, for a legal sufficiency review. When the project was submitted two other projects were already in queue for review. The document cannot be released until the legal sufficiency review is complete. There is no schedule for completing the legal sufficiency review at this time.

f) **2040 Plan Update**

David Hyder

The update of the Long Range Plan is on schedule as shown in the Gant schedule below.

Mr. Hyder reported on the progress of the update of the transportation plan update. The plan is on schedule at this time. Staff is preparing a draft report for consideration late in the year.

g) **Congestion Management Plan**

Mr. Hyder reported on the status of the update to the Congestion Management Process. This work is being performed by Michael Baker International using a Task Order Contract with VDOT. The work is expected to be substantially complete in September 2016 and will become part of the Long Range Plan Update.

**New business**

c) **Administrative TIP Amendments**

VDOT

Based upon the request by VDOT and the recommendation of staff the Committee approved three amendments to the Tri-Cities MPO 2015 to 2018. Upon a motion
made, by Mr. Elswick and seconded by Mr. Chavis the Committee voted to approve the following three administrative amendments:

- Change the funding allocated to UPC 82489 to match current project estimates,
- Amend UPC 103754 to include debt service on the US 460 project, and
- Add the Statewide UPC TI 11802 to the TIP (this project was accidently left off the 2015 – 2018 TIP.

d) Virginia Smart Scale (HB2) Schedule

Round 2 of Virginia Smart Scale opened for project input on August 1. The deadline for putting projects into the system is September 30th. Staff recommended that the MPO submit the same projects that the MPO submitted last year:

- Project 1 is improvements to the I-85 NB to I-95 SB off-ramp to Graham road including construction of a park and ride lot of between 150 and 250 spaces;
- Project 2 is improvements to the interchange of I-95 and South Crater Road;
- Project 3 is reconstruction of the I-95SB to I-85 NB flyover ramp.

The Committee concurred with this recommendation.

e) USDOT Joint Planning Rule

Mr. Joe Vinsh discussed the ramifications of USDOT’s proposed Joint Planning Regulation. The proposal was issued June 28, 2016 with a comment deadline of August 22, 2016. The intent of the regulation is to improve transportation planning using the economies of scale associated with larger staffs. This regulation would affect over 140 MPOs (147,000,000 persons) across the country.

The regulation offers two options:

- Consolidate MPOs whose urban area boundaries overlap, or
- With agreement of the Governor retain the existing structure, but produce common planning products which include Long Range Plans, Metropolitan Transportation Improvement Programs and Performance Measures.

The regulation does not provide specifics on how the second option would be implemented.
After discussion the Committee Directed the Staff to prepare, and submit comments on the proposed regulation to the Docket over Chairman Chavis’ signature.

Adjournment

There being no other business the Meeting was adjourned at approximately 5:00 PM.
August 22, 2016

Mr. Harlan W. Miller, FHWA Planning Oversight and Stewardship Team
Ms. Sherry Riklin, Office of Planning Environment

[Docket No. FHWA-2016-0016; FHWA RIN 2125-AF68; FTA 2132-AB28]

During its meeting on August 11, 2016, the Tri-Cities Metropolitan Planning Organization (MPO) Policy Committee reviewed information on the proposed federal regulation on MPO Coordination and Planning Area Reform. The membership expressed opposition to the proposed regulation and directed staff to submit comments as follows:

1. The Tri-Cities MPO and the Richmond Regional Transportation Planning Organization (TPO), located in the Richmond, Virginia metropolitan area, have an existing coordination agreement that has been prepared pursuant to 23 CFR, Part 450. 314(d). This agreement has worked well as evident with the development of a joint regional freight study; cooperation on regional travel demand modeling; review and comment on plans and studies; and coordination on Federal or State legislation, and significant projects that impact transportation across MPO boundaries.

2. The 2013 federal certification reviews of the two MPOs serving the Richmond, Virginia Transportation Management Area did not document the need for any corrective action relating to MPO coordination and planning area reform. Therefore, the proposed regulation is unnecessary and would create additional administrative requirements and costs.

3. A merger of the two MPOs or the requirement for single planning and programming documents would be disruptive to the existing planning and programming processes. There would be a loss of local control because each MPO has its own adopted by-laws and voting structure.
4. The concentration of African American population by jurisdiction is higher for the Tri-Cities MPO than for the Richmond TPO. Population estimates prepared by the U.S. Census Bureau for the year 2015 show that four of the six local jurisdictions in Tri-Cities have African American population concentrations above 30%. Of the eight jurisdictions in the Richmond TPO, only two have African American concentrations above 30%. Therefore, a merger of the two MPOs or the requirement for a single regional plan and programming document would have a diluting impact on the African American population in the Tri-Cities.

It is the opinion of the Tri-Cities MPO and the Richmond Regional TPO that appropriate coordination is already occurring in the Richmond/Tri-Cities metropolitan planning area without the proposed rulemaking. It is recommended by both MPOs that guidance and best practices for coordination be provided to MPOs around the nation, rather than the drastic changes proposed in the proposed rulemaking.

Sincerely,

William Chavis, Chair
Tri-Cities Metropolitan Planning Organization

Copies: Tri-Cities MPO Policy Committee Members and Technical Committee Members
August 26, 2016

Gregory G. Nadeau
Administrator, Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

Carolyn Flowers
Acting Administrator, Federal Transit Administration
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

RE: Notice of Proposed Rulermaking; Metropolitan Planning Organization Coordination and Planning Area Reform
Docket No. FHWA–2016–0016; FHWA RIN 2125–AF68; FTA RIN 2132–AB28

Dear Administrator Nadeau and Acting Administrator Flowers:

The Virginia Department of Transportation (VDOT) and Virginia Department of Rail and Public Transportation (DRPT) jointly offer the following comments in response to the Federal Highway Administration/Federal Transit Administration/Department of Transportation June 27, 2016 Federal Register Notice of Proposed Rulemaking and Request for Comments: Metropolitan Planning Organization (MPO) Coordination and Planning Area Reform.
ATTACHMENT 3

FHWA Docket Number: FHWA-2016-0016
August 26, 2016
Page 2 of 3

General Overview/Response

As noted in the Summary section of the NPRM, this regulatory “action proposes to improve the transportation planning process by strengthening the coordination of MPOs and States and promoting the use of regional approaches to planning and decisionmaking. The proposed rule would emphasize the importance of applying a regional perspective during the planning process, to ensure that transportation investments reflect the needs and priorities of an entire region. Recognizing the critical role MPOs play in providing for the well-being of a region, this proposed rule would strengthen the voice of MPOs in the transportation planning process.”

While the stated purpose of the NPRM is laudable, due to the significant number of other related regulatory changes and the complexity of the potential implementation of the proposed rule, VDOT and DRPT request that the rulemaking be either withdrawn or postponed, and a working group established to study the issue.

VDOT and DRPT would note that the impacts of the regulatory changes proposed by this rulemaking are extremely difficult to assess, in light of the recent Statewide, Nonmetropolitan, and Metropolitan Transportation Planning Final Rule recently issued on May 27, 2016, as well as the several federal transportation performance management-related rulemakings that are in various stages of promulgation.

VDOT and DRPT are concerned about unintended consequences given state agency responsibility for the implementation and reporting requirements associated with the various new planning and performance related rulemakings and the interplay between the functions of MPOs and state agencies in complying with various aspects of the proposed rules. Most notably, unintended consequences could include significant delays in project delivery, increased project costs, and delayed or hindered implementation of the new rules.

VDOT and DRPT would, notwithstanding the recent rulemakings, also highlight one scenario to illustrate the proposed rule’s impact on current day planning processes and project delivery in Virginia. Based on our interpretation, the proposed rule would result either in establishment of a mega MPO from Caroline County in Virginia to Philadelphia, Pennsylvania (and potentially beyond Philadelphia), or at least would require single consolidated planning documents and conformity determinations for the multiple MPOs contained within that area. Creating collaborative documents for the multiple MPOs or consolidation of the MPOs as a mega MPO will add significant time, logistical challenges, complexities, effort and cost to the project development process. A significant hurdle would be to simply educate expanded or multiple MPO boards, stakeholders and the public on potentially unfamiliar projects that are outside of their normal planning areas, and on the newly created coordination process to secure approvals for said projects in plans and programs.

As stated above, given the complexities involved with assessing the impact of the proposed changes under this NPRM, VDOT and DRPT would propose that FHWA, FTA and USDOT withdraw or postpone this rulemaking and instead establish a working group or a similar body to study the potential issues and the objectives that may have prompted the proposed changes to current-day regulations under this NPRM.
In closing, VDOT and DRPT appreciate the opportunity to provide comments on this proposed rule. If you have any questions, do not hesitate to contact either of us at the email addresses or telephone numbers below.

Sincerely,

Charles A. Kilpatrick, P.E.  
Commissioner of Highways  
Virginia Department of Transportation  
Charlie.Kilpatrick@vdot.virginia.gov  
804-786-2701

Jennifer Mitchell  
Director  
Department of Rail and Public Transportation  
Jennifer.Mitchell@drpt.virginia.gov  
804-371-4866