

RICHMOND AREA
METROPOLITAN PLANNING ORGANIZATION
MINUTES OF MEETING

May 13, 2010

MEMBERS PRESENT

REPRESENTING

Patricia S. O'Bannon, Chair	County of Henrico
Edward L. Henson, III, Vice Chair	Town of Ashland
Daniel N. Lysy (Alternate), Secretary	RRPDC
Joseph Andrews, Jr.	County of Goochland
Richard W. Ayers.....	County of Powhatan
Robert M. Berry	RMA
Malvern R. Butler	County of Goochland
Douglas G. Conner (Alternate).....	City of Richmond
Timothy W. Cotman	County of Charles City
Marleen K. Durfee	County of Chesterfield
E. Todd Eure	County of Henrico
J. Michael Flagg (Alternate)	County of Hanover
Daniel A. Gecker	County of Chesterfield
Kathy C. Graziano	City of Richmond
Lawrence A. Hagin (Alternate).....	GRTC Transit System
Thomas A. Hawthorne	VDOT
George M. Homewood.....	County of New Kent
Amy M. Inman (Nonvoting Alternate)	VDRPT
Jean M. Moore	County of Henrico
Ellen F. Robertson	City of Richmond
Robert R. Setliff	County of Hanover
Barbara K. Smith (Alternate).....	County of Chesterfield
Stran L. Trout.....	County of New Kent
Joseph E. Vidunas	County of Hanover
Joseph B. Walton	County of Powhatan
Dexter White (Alternate)	City of Richmond

MEMBERS ABSENT

REPRESENTING

Stephen R. Adkins (Nonvoting).....	CTAC
Viktoria W. Badger	City of Richmond
Linda G. Broady-Myers (Nonvoting)	EDAC
Cliff Burnette (Nonvoting)	VDA
Tony Cho (Nonvoting).....	FTA
Robert A. Crum, Jr.	RRPDC
Tammye Davis (Nonvoting)	FHWA
Thomas E. Flynn.....	City of Richmond
John Gordon.....	County of Hanover
Corey W. Hill (Nonvoting).....	VDRPT
James M. Holland	County of Chesterfield

MEMBERS ABSENT (cont.)

REPRESENTING

John M. Lewis.....GRTC Transit System
John McCrackenCounty of Chesterfield
John Rutledge.....CRAC
Frank J. Thornton..... County of Henrico
Von Tisdale (Nonvoting) RideFinders

OTHERS PRESENT

REPRESENTING

Jon Baliles.....City of Richmond
David Brat.....Office of Virginia Senator Walter A. Stosch
Roy Bryant.....CTAC
Kathy Shaw Clary.....GRTC Transit System
Deborah Cox..... Virginia State Police
Richard Denny Virginia State Police
Craig EddyWilbur Smith Associates
Daniel T. Grinnell..... VDOT
Conway Haskins Office of U.S. Senator Jim Webb
M. S. Khara (Alternate)City of Richmond
Kevin B. Page DRPT
Daniel L. Plaughter VHSR
Mark Riblett (Alternate) VDOT
Ronald Svejkovsky VDOT
Robert Wayson.....Wilbur Smith Associates
Jeannie Welliver.....City of Richmond
Julien WilliamsCTAC
Anne Darby.....RRPDC
Billy Gammel.....RRPDC
Barbara JacocksRRPDC
Brian Koziol.....RRPDC
Jin Lee.....RRPDC
Barbara Nelson.....RRPDC
Sharon RobesonRRPDC
Greta RyanRRPDC
Randy SelleckRRPDC
Lee YoltonRRPDC

CALL TO ORDER

MPO Chairman Patricia S. O'Bannon called the May 13, 2010 meeting of the Richmond Area Metropolitan Planning Organization (MPO) to order at approximately 2:25 p.m. in the Richmond Regional Planning District Commission Board Room.

MEETING QUORUM

MPO Secretary Daniel N. Lysy reported that a quorum was present.

PLEDGE OF ALLEGIANCE

All present stood and recited the Pledge of Allegiance to the United States flag.

INTRODUCTION

Chairman O'Bannon announced that Mr. G. Cabell Lawton, IV, New Kent County Administrator, will serve as New Kent's MPO alternate member; Mr. Lawton was not present at this meeting.

PRESENTATION ON THE "MOVE OVER" LAW

1. Presentation by the Virginia State Police (VSP) on the "Move Over" Law and its Public Awareness Campaign –

Chairman O'Bannon introduced VSP Captain Richard Denny who provided a presentation on VSP efforts to provide greater public awareness of Virginia's "Move Over" law, Section 46.2-921.1 of the Virginia State Code on the books since 2002. The law requires motor vehicles operators to move into another travel lane and/or slow down when passing emergency personnel or vehicles displaying flashing lights on a four-lane or greater highway. Captain Denney reviewed numerous statistics and public information efforts, presented two public service announcement videos, answered questions and provided promotional materials for the MPO. Captain Denny made the following major points:

- The death of Trooper Robert A. Hill, struck by a vehicle in 2006, along with other roadside injuries to law enforcement officers, provided impetus for formation of the VSP Move Over Committee in 2007, with no budget, to seek ways to better inform the public.
- Violation of this law is a Class I misdemeanor, a criminal violation which carries a penalty of 12 months in jail and/or a \$2,500 fine. [Note: HB 1159 becomes law July 1, 2010 and changes the penalty to a traffic infraction; however, a Class I misdemeanor will be charged for a subsequent violation.]
- The VSP partnered with VDOT, Virginia Tech, businesses, insurance and trucking companies, schools and other organizations to provide brochures, bumper stickers, fleet decals, posters, road signs, public service announcements for radio and television and to incorporate this law into driver education programs and standards of learning (SOLs)
- A "Move Over, America" web site (moveoveramerica.com) provides state-specific details on the law and links to public service announcements that can be downloaded for local use.

Captain Denny thanked the MPO for the opportunity to speak, for their enthusiasm and for moving forward with the resolution to promote public awareness of the "Move Over" law. Captain Denney received a hearty round of applause from all present.

Chairman O'Bannon thanked Julien Williams and Roy Bryant, MPO Citizens Transportation Advisory Committee (CTAC) members, for bringing this matter to

the attention of CTAC and to CTAC for bringing it forward to the attention of the MPO.

2. Presentation of MPO Resolution in Support of the VSP Campaign to Create Better Public Awareness of the “Move Over” Law –

Chairman O’Bannon and MPO Secretary Dan Lysy presented Captain Denny with a framed copy of the MPO resolution in support of public awareness of the “Move Over” law. Chairman O’Bannon said this resolution demonstrates how very much the MPO appreciates the work of our law enforcement officers. She thanked them for their work and particularly for their interest in keeping everybody safe saying we need public awareness of this law to help keep our law enforcement officers safe while they are working to keep our citizens safe. This presentation was met with a round of applause. Stran Trout spoke in support of the VSP public awareness campaign and related an incident involving a member of a volunteer fire department who was hit directing traffic at the scene of an accident and spent the rest of his life in a wheelchair. Rudy Butler said that he is interested in having a VSP representative provide a presentation to local government board meetings where citizens and the press are present to hear. Mr. Butler also suggested that this be presented through the Virginia Association of Counties and the Virginia Municipal League to bring awareness across the state and he said he and Chairman O’Bannon will introduce this at the next VACO Board meeting. Chairman O’Bannon noted that the Henrico Board meetings are streamed live so the message would also reach many citizens at home. Dan Lysy said staff will send to VSP representative Deborah Cox the contact information for county administrators, city managers and others interested in having this presentation for their local boards of supervisors, city councils and VML so that she may contact them directly and make those arrangements.

I. ADMINISTRATION

A. Additions/Changes to MPO Agenda –

There were no requests for additions or changes to the agenda.

B. Minutes of the April 8, 2010 MPO Meeting –

On motion of Malvern R. Butler, seconded Robert R. Setliff, the minutes of the April 8, 2010 MPO meeting were unanimously approved as presented.

C. Open Public Comment Period –

There were no requests to address the MPO.

D. MPO Chairman’s Report –

1. Election of FY 11 Chairman and Vice Chairman –

Chairman O’Bannon reported that a nominating committee was not necessary since the MPO bylaws provide for the order of rotation for the member jurisdictions to serve as chairman, while the MPO practice

has been for the vice chairman to come from the next jurisdiction in line for the MPO chairmanship, and there is only one representative from each of the next two jurisdictions in line for the chairmanship and vice chairmanship. Dan Lysy reported that Ned Henson, Ashland Town Council, is in line to serve as FY 11 MPO Chairman and Tim Cotman is in line to serve as FY 11 MPO Vice Chairman. Chairman O'Bannon noted the necessary action is to elect the FY 11 Chairman and Vice Chairman.

On motion of Malvern R. Butler, seconded by Kathy C. Graziano, the MPO unanimously elected Edward L. Henson, III as FY 11 MPO Chairman and Timothy W. Cotman, Sr. as the FY 11 MPO Vice Chairman.

2. Other Business –

No other business was brought forward.

E. RRPDC Transportation Director's Report –

1. CTB Public Hearing on the Upcoming FY 2011 – FY 2016 Six-Year Improvement Program (SYIP) –

Dan Lysy reported that he and MPO Vice Chairman Ned Henson will attend the May 19 preallocation public hearing to provide the CTB with a statement submitting the MPO's list of Regional Transportation Priority Projects, and as part of MPO direction later today, the list of RSTP and CMAQ projects and allocations. In addition, per the April 8, 2010 MPO "Move Over" resolution, the MPO's statement to the CTB will request that VDOT allocate funds for installation of "move over" signs on the Richmond Region's interstate highways.

2. ARRA Projects Status –

A report on the ARRA projects is included in the agenda package and staff sent out an updated list for the VDOT projects on Tuesday.

II. OLD BUSINESS

III. NEW BUSINESS

A. Consent Action Item –

1. MPO Policy Guidelines for Reallocation and Re-Obligation of RSTP/ARRA Funds –

On motion of Richard W. Ayers, seconded by Robert R. Setliff, the Richmond Area Metropolitan Planning Organization unanimously approved the following resolution:

RESOLVED, that the Richmond Area Metropolitan Planning Organization (MPO) establishes the following policy guidelines for the reallocation and re-obligation of Regional Surface Transportation

Program (RSTP) administered American Recovery and Reinvestment Act of 2009 (ARRA) funds, which may result due to actual obligations being less than planned obligations:

- First Priority – Available funds remain on project with work scope revised to allow for use of available funds.
- Second Priority – Available funds are assigned to any other ARRA funded project within the Richmond Area MPO (i.e., VDOT, MPO or GRTC project).
- Third Priority – Available funds are assigned to current RSTP (i.e., non-ARRA funded) projects; RRPDC staff will develop and provide a contingency list of projects for TAC review and prioritization.

B. MPO Citizens Transportation Advisory Committee (CTAC) Meeting Report –

Barbara Nelson noted the April 27 CTAC meeting report under tab five of the agenda package and reported highlights from the meeting including the election of officers with Chesterfield representatives John Jacobs and Herbert Richwine to serve as Co-Chairmen and Goochland County representative Robert Basham to serve as Vice Chairman for FY 11. Ms. Nelson reported the primary meeting topics were an update on the Route 5 Urban/Suburban Multimodal Corridor Study and a presentation from the Virginia Department of Rail and Public Transportation on the Southeast High Speed Rail (SEHSR) project from Richmond to Raleigh. She noted the primary meeting topics for the June 22 meeting are a briefing by Chuck Gates on the 2010 General Assembly session and presentations on bicycle and pedestrian efforts both at the state level and at the regional level. Chairman O'Bannon asked if it might be necessary for CTAC to discuss passenger rail development from D.C. to Richmond before service from Richmond to Raleigh and Ms. Nelson explained that Mr. Page will speak more on that at a later date, but the purpose of this presentation was to bring CTAC up to date on the status of the SEHSR Tier II Environmental Impact Statement in preparation for release of the alternatives for public review this summer.

C. MPO Elderly and Disabled Advisory Committee (EDAC) Meeting Report –

1. April 28 EDAC Meeting Report --

Lee Yolton noted the April 28 EDAC meeting report under tab six of the agenda package and reported highlights from the meeting including appointment of an FY 11 EDAC Officers Nominating Committee to report back at the June 23 EDAC meeting; action to recommend a new EDAC member organization for MPO appointment; a report from Beth McAdam, Legislative Assistant for Delegate Jennifer McClellan, 71st House District, to create a coordinated

statewide transportation system for individuals who are elderly or who have a disability; and a presentation on the Route 5 Urban/Suburban Multimodal Corridor Study.

2. New EDAC Member Organization Request –

Dan Lysy reported on EDAC's request for a new member organization to their committee, the City of Richmond Office of Aging, Disabilities and Volunteering Initiative, and said a staff member from that office has indicated a willingness to serve on EDAC. Under EDAC's previous membership, they had two members from the Richmond Human Services Commission which has been disbanded for some time. Chairman O'Bannon asked Richmond MPO member and President of City Council Kathy Graziano if she would like to comment. Ms. Graziano said that the City has not had representation on EDAC since the Human Services Commission was disbanded, which it is important to have, and so she recommended moving forward with this matter. Chairman O'Bannon read the resolution included under tab seven, page two of the agenda package.

On motion of Malvern R. Butler, seconded by Robert R. Setliff, the Richmond Area Metropolitan Planning Organization unanimously approved the following resolution:

RESOLVED, that the Richmond Area Metropolitan Planning Organization (MPO) revises the Elderly and Disabled Advisory Committee (EDAC) list of member organizations to add the City of Richmond Office of Aging, Disabilities and Volunteering Initiative as an EDAC member organization under the organization category of "Other," and with "Board, Staff or Designated Representative" shown as the organization's representative.

D. FY 11 – FY 14 RSTP and CMAQ Allocations –

Barbara Nelson noted information included under tab eight of the agenda package and said the requested MPO action is to approve the list of projects to be recommended for receiving Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality Program (CMAQ) funds for fiscal years (FY) 2011 through 2014. Ms. Nelson said the MPO-approved allocations will be considered in development of the FY 2011 – FY 2016 Six-Year Improvement Program (SYIP) for Commonwealth Transportation Board (CTB) consideration. She noted VDOT correspondence indicating projected funding levels for the next six years should remain nearly constant, and referenced a comparison of historical allocations made since 1992 to member jurisdictions/agencies for both RSTP and CMAQ funds (both included in the agenda package).

Ms. Nelson described the competitive project review and ranking process using criteria in the MPO adopted guidelines and said priority consideration is given to existing projects advancing to construction. She said staff conducts an annual, by-jurisdiction/agency review of existing

projects that receive RSTP and CMAQ funds, examining project scope, schedule, estimates and funding needs and resolves any discrepancies. Projects that will advance to final financial closeout or already have advanced to closeout are identified in order to shift available allocations to other projects in need of funding.

Ms. Nelson said that at VDOT's request, TAC recommended allocating the full amount of CMAQ and RSTP funds for the first fiscal year in the cycle (2011) and, given the significant mid-year cuts in last year's FY 09 SYIP, TAC recommended adding no new projects during the FY 10 – FY 13 funding cycle and holding an unallocated balance of 25 percent of available funds in each "out" fiscal year. Ms. Nelson noted the TAC recommendation includes the proposed allocation of previously unallocated balances from fiscal years 2009 and 2010, and based on the good progress detailed in the RideFinders annual report, TAC's recommendation also includes an 11.4 percent off-the-top allocation of CMAQ funds to RideFinders according to the guidelines.

MPO approval of the resolution and project lists, as presented in the agenda package, allocates nearly \$39 million in RSTP funds and approximately \$25.5 million in CMAQ funds, and 28 regional projects across all modes of transportation will be fully funded including two regional priority projects, Lewistown Road and Forest Hill Road.

On motion of George M. Homewood, seconded by Kathy C. Graziano, the Richmond Area Metropolitan Planning Organization unanimously approved the following resolution:

RESOLVED, that the Richmond Area Metropolitan Planning Organization (MPO) authorizes the allocation of RSTP and CMAQ funds in fiscal years 2011 through 2014 as shown in the tables "FY 11 – 2014 Regional Surface Transportation Program (RSTP) Allocations" and "FY 2011 – 2014 Congestion Mitigation and Air Quality Program (CMAQ) Allocations"; and

BE IT FURTHER RESOLVED, that unallocated RSTP and CMAQ funds which remain available for allocation are allocated to projects by the MPO as follows:

1. \$264,664 in unallocated CMAQ funds remaining for fiscal year 2010 to UPC 90354, Marine Highway Program (64-Express);
2. \$161,500 in unallocated RSTP funds remaining for fiscal year 2009 to UPC 19036, Forest Hill Avenue in the City of Richmond; and
3. \$1,268,888 in unallocated RSTP funds remaining for fiscal year 2010 to UPC 19036, Forest Hill Avenue in the City of Richmond.

E. 2008 Base Year Socioeconomic Data –

Barbara Jacocks referenced information in tab nine of the agenda package which provides background, purposes, and brief data development methodology for the 2008 base year socioeconomic data. Ms. Jacocks

explained that this data is used in the MPO's regional travel demand model for developing future traffic forecasts in the Richmond Region, and it is also used by local governments and other agencies and organizations for various demographic planning purposes since it provides estimates of demographic data within small geographic areas called Transportation Analysis Zones (TAZ). She said staff and interns developed the 2008 base year data over the last eight months with review and input of the Socioeconomic Data Work Group. She noted that the material included in the agenda package represents a summary of the product of this work effort, which has been endorsed by the Socioeconomic Data Work Group and by the MPO Technical Advisory Committee. Ms. Jacocks briefly reviewed key findings saying that the Richmond Region now exceeds one million in population. She noted that this is the first year staff has had the benefit of using Department of Motor Vehicles (DMV) data on auto registration and that this establishes an ongoing, reliable source for data in years to come. Ms. Jacocks reviewed data and maps included in the agenda package on population and employment and briefly discussed population, school enrollment and housing, and she also discussed next steps to move forward with projecting year 2035 data for the 2035 LRTP. She said the MPO's current 2000 base year data will no longer be valid as of January 1, 2011. The new 2008 base year data will replace the year 2000 data for both the *MPO 2031 Long-Range Transportation Plan (LRTP) Update* and the upcoming 2035 LRTP. In response to a question, Ms. Jacocks indicated that the school population does not include home school students and, following discussion, Ms. Jacocks agreed there is a need to capture home school population data. Chairman O'Bannon suggested that the maps and data be reviewed by the local jurisdictions as soon as possible to prevent the need for last minute emergency changes. There was additional discussion including VDOT's role in development and use of the data, methodology for visualization of the data, and the importance of this data in development of 2035 LRTP data projections. Mr. Lysy noted that the Socioeconomic Data Work Group, which consists of local government planners and demographers, VDOT travel demand modelers and RRPDC staff, was very involved in the development of this data and the MPO TAC reviewed and recommended it as well, so that staff is confident in the accuracy of the data that is being recommended for approval.

On motion of George M. Homewood, seconded by Kathy C. Graziano, the Richmond Area Metropolitan Planning Organization unanimously approved the following resolution:

RESOLVED, that the Richmond Area Metropolitan Planning Organization (MPO) approves the 2008 base year socioeconomic data as reviewed and recommended by the MPO Technical Advisory Committee.

F. Richmond/Tri-Cities Regional Intermodal Strategies Study –

Robert Wayson with Wilbur Smith Associates, study consultant from Columbia, South Carolina introduced Craig Eddy of the Wilbur Smith

Associates Richmond office. Mr. Wayson gave a PowerPoint presentation and provided a strategic overview of the study effort. He reviewed the interim report covering methodologies and process and then reviewed the outcomes in more detail. Mr. Wayson stated the purpose of the study was identification of actions that would increase freight mobility across the region and opportunities for freight enhancement. He said they began by identifying a freight transportation system of roadways, rail, water, and air cargo assets, viewed in the form of a corridor study, that would allow planners to prioritize and focus efforts and funding for the benefit of freight movement. Mr. Wayson discussed methodology, categorization of assets and facilities, and corridor profiles. He said they conducted a combined online survey and in-person interview of stakeholders in March 2009 with limited freight industry participation, but with several important conclusions which were used as the basis for a freight forum held November 20, 2009. The forum participants included members of economic development agencies, governmental agencies and bodies, trucking companies, railroad companies, air cargo and the airport, shippers, and others from both the public and private sector. The forum centered on public/private interaction in transportation policy, land use practices, and the interaction of policy and practices with a number of recommendations emerging from this effort. Study recommendations identified 17 specific projects, the first 12 of which cover a variety of different types of projects, and include consideration of a number of roadway design strategies, development of a truck route master plan, development of a stakeholder engagement plan, incorporation of several future land use practices, and specific infrastructure enhancements. These strategies and actions will help the MPO in addressing regional freight movement needs as part of the MPO's upcoming long-range transportation plan and in follow-up studies and activities that are programmed as part of the FY 2011 Unified Work Program (UWP). Questions and discussion brought forward the following major points:

- The study does not address hazardous material movement but that is an important part of the truck route master plan recommended by the study.
- The study is viewed as a resource document and it will be utilized for the long-range plan, for consideration of proposed TIP projects and for input to other studies and work activities and is not intended as a planning or programming document.
- While the various freight modes are considered in the study, the recommendations focus on those activities that the MPO can actively engage in and they tend to be more highway oriented. The last five recommendations (13 – 17) address at-grade rail crossings.
- The regional freight forum had good participation by freight operators, shippers, and others in the industry who aren't normally involved with local and regional planning efforts, and this mutually

engaging dialogue will facilitate the FY 2011 program task to increase awareness and involvement in intermodal planning.

- Diversion from one mode to another was noted at the freight forum as happening in a manner that is not compatible with their abilities to accommodate the change. A lack of ability for the Port of Richmond to take on rail freight was also mentioned. A major diversion effort takes place at the inland port at Front Royal diverting freight from truck to rail to the terminals in Hampton Roads; another effort is the 64 Express barge project.

On motion of Joseph B. Walton, seconded by Timothy W. Cotman, the Richmond Area Metropolitan Planning Organization unanimously approved the following resolution:

RESOLVED, that the Richmond Area Metropolitan Planning Organization (MPO) accepts as work received the *Richmond/Tri-Cities Regional Intermodal Strategies Study*.

G. Southeast High Speed Rail (SEHSR) Corridor Projects and Studies –

Kevin Page, Virginia Department of Rail and Public Transportation Chief of Rail Transportation, preceded his presentation on the SEHSR corridor projects with an update on Richmond to Washington, D.C. passenger rail corridor projects, a status report on the Acca Yard project funding, and an update on the Richmond to Hampton Roads rail project. Mr. Page reported that the Alexandria Bridge project near Franconia will soon be completed with the roll-in of the new bridge, possibly Memorial Day, and will provide two tracks in addition to the one currently in use. He also noted that Virginia's recent \$75 million stimulus grant award will provide for 11.4 miles of track providing the second track on the bridge, which currently has only one track, for a total of three tracks across Quantico Creek allowing for passing capability. Both projects increase capacity for Washington, D.C. to Richmond passenger rail service.

In reporting on the Acca Rail Yard, Mr. Page said the \$10 million Acca Yard (PE) project selected by the CTB for ARRA stimulus funding in May 2009 was not able to be obligated by the March deadline and so the funds were placed on the back end of a highway construction project, which VDRPT hopes to pull back out once the project bid is received (with an award that is lower than the project cost estimate) and then the funds can be restored to the Acca Yard (PE) project. Mr. Page stated that in the interim, he wished to make clear to the MPO that VDRPT has not "...turned a blind eye to the Acca Yard project." VDRPT already has some grant funds under contract with CSX which has allowed them to proceed with preliminary engineering work on Acca Yard. This work is located from south of Acca Yard, through Acca Yard, and up to and through Staples Mill train station. He noted the track design for the two-track bypass around Acca Yard is complete and that it was delivered by CSX yesterday (i.e., May 12, 2010). He also reported that another project

from Acca Yard to Main Street Station, awarded under the previous USDOT federal administration, is under contract and in the final stages of determining how track configuration will look at Main Street Station. Mr. Page also reported the schedule adjustment of a northbound passenger train from Newport News which alleviates a 20-minute delay for two conflicting trains on the single-track rail resulting in a shorter trip to Richmond.

Mr. Page then provided a PowerPoint presentation on the SEHSR Tier II Environmental Impact Statement (EIS) analysis for passenger rail from Richmond to Raleigh, North Carolina. He noted that rail corridors were designated across the nation in 1992 including the SEHSR from Washington, D.C. to Charlotte, and that in 1994, North Carolina, South Carolina, Georgia, Florida, The Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWA) signed a Memorandum of Agreement as to how they would start and study high speed passenger rail development as part of a passenger rail corridor from Boston to Florida. He said the Tier II EIS analysis began in 2003 and should be completed this month and ready for public review meetings and hearings in July, with a final EIS submitted by December and an FRA Record of Decision (ROD) anticipated in FY 11. Mr. Page said 2018 is still a target date to begin service on the Richmond Main Street Station to Raleigh segment, which is the focus of this Tier II EIS.

Mr. Page addressed speed goals with 110 mph anticipated south of Petersburg to Raleigh, and he indicated that in a mixed freight/passenger rail environment there will be segments that will be 90 mph and others limited to 79 mph with safety being the key. He said that the stretch from Petersburg to Norlina in North Carolina is a truncated line without track, which is owned by CSX, and it is anticipated that the SEHSR Compact or some other interested entity will purchase that property and move forward. Mr. Page noted that there is a possibility that the Virginia Department of Conservation Resources, in cooperation with North Carolina and the East Coast Greenway, may construct a companion trail adjacent to this high-speed corridor, but not within the railroad right-of-way.

Mr. Page said the July public review process is a 45-day period followed by the selection of a preferred alternative. Once all the documents have been reviewed and all comments are in, the Draft Tier II EIS will be revised and a final document will be prepared for submission. Mr. Page addressed next steps following the ROD, which will begin with completion of the final project design. All of the next steps are subject to securing funding. Mr. Page said it will take a dedicated source of funding to operate these trains and referenced SJR 63 by Senator Miller, which moved through the General Assembly last session, during which VDRPT was asked to move forward with a study this summer as to how they will go about setting up an operating fund for passenger rail. Incremental construction will be accomplished as funding becomes available and Mr. Page noted that one of the biggest challenges with the \$2.5 billion now in

the bank and available, though FRA guidance has not yet come out, is how to come up with the 20 percent non-federal match. He answered numerous questions addressing the following major points:

- In response to a question, Mr. Page said the project is estimated at \$1.8 billion and so 20 percent, or \$180 million, is needed as a non-federal match.
- No trains currently exist from Norlina, N.C. to just south of Petersburg, and this abandoned portion of the route must be reestablished by re-acquiring the right-of-way and construction of track and signals.
- North Carolina has been able to handle operation of the Piedmont service through their appropriation act on an annual budgetary basis, and so is ahead of Virginia on the operating side; however, Virginia has always been a pacesetter for the nation on capital programs for rail through the Rail Enhancement Fund. Virginia is seeking a dedicated source of funding to be set forth for the operation of passenger trains.

H. VDOT Blueprint for Future Reorganization and Restructuring –

VDOT Richmond District Administrator Tom Hawthorne provided a brief overview of the restructuring of the VDOT Richmond District and consolidation of residency offices as noted in an April 15 letter from Acting Commissioner Gregory A. Whirley. Mr. Hawthorne highlighted major changes and reported that the Richmond District will lose the Amelia and Sandston residencies consolidating from five to three locations, and that the focus of the residency offices will shift to overseeing only maintenance and emergency response activities. He said there will be a single contact at the district level for all local project development and management needs. Mr. Hawthorne also reported a customer service center will be established, opening July 1, which will provide a one-stop shop for citizens to report road hazards, find information and request assistance from VDOT (1-800-367-7623). Mr. Hawthorne answered several questions regarding how items such as residential rezoning would be handled in the future and noted that VDOT Assistant Richmond District Administrator Mark Riblett and his staff will be available for assistance during this transition effort.

IV. OTHER BUSINESS

No items were brought forward for consideration.

V. ADJOURNMENT

Chairman O'Bannon noted that the June 10 MPO meeting is tentatively cancelled and that the next MPO meeting is scheduled for Thursday, July 8, 2010. There being no further business, the meeting was adjourned at approximately 4:40 p.m.