

**AGENDA ITEM #20: PROJECT CONSISTENCY WITH THE LONG-RANGE
TRANSPORTATION PLAN (LRTP)
*Dale Stith, HRTPO***

Recent policy changes in the SMART SCALE process requires that all project submissions must be consistent with the regional fiscally-constrained Long-Range Transportation Plan, or have an accompanying resolution of support from the MPO. At the March 7, 2018 Transportation Technical Advisory Committee, this issue of project consistency with the LRTP was brought up and the recommended action was to discuss the issue in more detail with the LRTP Subcommittee.

At its April 4, 2018 Meeting, the LRTP Subcommittee discussed the following two issues at length:

- Whether SMART SCALE project submissions relating to studies included in the LRTP should be considered consistent.
- Several localities expressed concern that since the regional prioritization process and the Commonwealth's SMART SCALE prioritization process do not evaluate projects using the same metrics, several of their most competitive potential SMART SCALE projects are not currently included in the LRTP.
 - These localities further maintained that there needs to be enough flexibility in the LRTP planning and/or amendment process to aid in the localities pursuit of funding.

After much discussion, the LRTP Subcommittee made the following recommendations:

- **LRTP Subcommittee Recommendation #1:**
 - Modify the *HRTPO Guidance on SMART SCALE* to allow the HRTPO Board to consider issuing resolutions of support for projects not currently included in the fiscally-constrained LRTP, with the understanding that if said projects receive SMART SCALE funding, the LRTP would be amended to maintain fiscal-constraint according to the current LRTP SMART SCALE amendment policy (see Attachment 19-A for LRTP SMART SCALE Amendment policy).
- **LRTP Subcommittee Recommendation #2**
 - Any construction project (or phase of a project) that comes out of a study currently included in the LRTP be considered consistent with the LRTP, and that if said project receives SMART SCALE funding, the LRTP would be amended to maintain fiscal-constraint according to the current LRTP SMART SCALE amendment policy (see Attachment 19-B for LRTP SMART SCALE Amendment policy).

In addition to the LRTP Subcommittee recommendation, HRTPO staff recommends that all SMART SCALE project submissions requesting a resolution of support be consistent with the LRTP goals.

Ms. Dale Stith, Principal Transportation Planner, will brief the LRTP Subcommittee on this agenda item.

Attachment 20-A: LRTP SMART SCALE Amendment Policy

Attachment 20-B: Draft Minutes from the April 4, 2018 LRTP Subcommittee Meeting

Recommended Action:

Recommend HRTPO Board approval of the following recommendations:

20-A: HRTPO Guidance on SMART SCALE

- Modify the *HRTPO Guidance on SMART SCALE* to allow the HRTPO Board to consider issuing resolutions of support for projects not currently included in the fiscally-constrained LRTP as long as said projects are consistent with the goals of the LRTP, and with the understanding that if said projects receive SMART SCALE funding, the LRTP would be amended to maintain fiscal-constraint according to the current LRTP SMART SCALE amendment policy.

20-B: LRTP Project Consistency

- Any construction project (or phase of a project) that comes out of a study currently included in the LRTP be considered consistent with the LRTP, and that if said project receives SMART SCALE funding, the LRTP would be amended to maintain fiscal-constraint according to the current LRTP SMART SCALE amendment policy.

Summary Minutes

HRTPO Long-Range Transportation Plan Subcommittee

Meeting of April 4, 2018

1. Call to Order

Chair Paul Holt called the meeting to order at 10:51 a.m. in the Regional Building Board Room, with the following in attendance:

Members in Attendance:

Paul Holt (Chair, JC)	Katie Shannon (VB)
Benjamin Camras (CH)	Carolyn Murphy (WM)
Steve Froncillo (CH)	Aaron B. Small (WM)
Earl Sorey (CH)	Tim Cross (YK)
Lindy Harper (GL)	Ray Amoruso (HRT)
Mike Hayes (HA)	Keisha Branch (HRT)
Garrett Morgan (NN)	Jamie Jackson (HRT)
Bridjette Parker (NN)	Rhonda Murray (NAVY)
Bryan Stille (NN)	Jeff Florin (VPA)
Jeffrey Raliski (NO)	Dawn Odom (VDOT)
Sherry Earley (SU)	Eric Stringfield (VDOT)
Robert Gey (VB)	
Phil Pullen (VB)	
Tara Reel (VB)	

HRTPO/HRPDC Staff:

Mike Kimbrel	John Mihaly
Dale Stith	Sam Belfield
Theresa Brooks	Steve Lambert
Leonardo Pineda II	Kathlene Grauberger
Keith Nichols	

Others Recorded Attending:

Ray Hunt (VDOT)
Angela Biney (VDOT)
Caleb Brooks (VDOT)
Jerry Pauley (VDOT)
Karen McPherson (McPherson Consulting)

2. Public Comment Period

Since the meeting began prior to 11:30 AM, the public comment period was moved to the end (per disclaimer on the website that addresses early meeting starts). There were no public comments.

3. Submitted Public Comments

There were no submitted public comments.

4. Approval of Agenda

Chair Holt asked for additions or deletions to the LRTP Agenda. Hearing none, Mr. Jeff Florin Moved to approve the agenda as written; seconded by Mr. Eric Stringfield. The Motion Carried.

5. Approval of February 7, 2018 Minutes

Chair Holt reported that the LRTP summary minutes from the February 7, 2015 meeting were included in the April 4, 2018 LRTP Subcommittee Agenda. Chair Holt asked for any additions or corrections to the minutes. Hearing none, Mr. Tim Cross Moved to approve the minutes as written; seconded by Ms. Carolyn Murphy. The Motion Carried.

6. Project Consistency with the Long-Range Transportation Plan

Recent policy changes in the SMART SCALE process require that all project submissions must be consistent with the regional fiscally-constrained Long-Range Transportation Plan (LRTP), or have an accompanying resolution of support from the MPO. At the March 7, 2018 Transportation Technical Advisory Committee (TTAC), the issue of project consistency with the LRTP was raised and the recommended action was to further discuss the issue in more detail with the LRTP Subcommittee.

Ms. Dale Stith briefed the LRTP Subcommittee members on this agenda item. In her presentation, Ms. Stith briefly reminded members that the 2040 LRTP revenue forecast includes SMART SCALE funding assumptions and reviewed the current HRTPO LRTP amendment policy for SMART SCALE projects, which was approved by the HRTPO Board at its meeting on September 15, 2016. Under this policy, HRTPO staff preference for SMART SCALE applications is for the project to already be included in the current LRTP. If a locality receives SMART SCALE funding for a regionally-significant project not included in the LRTP, then:

- the locality must identify a current LRTP project within its jurisdiction from which to transfer LRTP planning funds; or
- if there are insufficient LRTP planning funds on projects within the jurisdiction of the locality receiving SMART SCALE funds, then consensus from the LRTP Subcommittee with a recommendation to TTAC will be needed before an amendment can be considered by the HRTPO Board.

Previous rounds of SMART SCALE did not require all project submissions be consistent with the adopted LRTP, resulting in the need for the current amendment policy. As part of Round 3 of SMART SCALE, all projects are required to be consistent with the adopted LRTP or must provide a resolution of support from the respective MPO Policy Board.

According to the current *HRTPO Guidance on SMART SCALE*, in response to a request for HRTPO support of project applications, HRTPO staff will review proposed projects to ensure consistency with the current, fiscally-constrained LRTP and the fiscally-

constrained TIP, as applicable. For projects found to be consistent with the fiscally-constrained LRTP, an HRTPO resolution of support will be provided to the Applicant (resolutions of support will not be issued for projects not currently consistent with the LRTP).

The LRTP Subcommittee discussed the following two issues at length:

- 1) Regarding whether SMART SCALE project submissions relating to studies included in the LRTP should be considered consistent, the Subcommittee expressed both concern and support.
 - Initial concerns expressed were that studies cannot be funded under SMART SCALE, however, this was clarified that project applications would be for the construction of projects (or phases of a project) that are currently reflected as a study in the LRTP.
 - Additional concerns included maintaining fiscal-constraint as construction cost estimates are higher than study estimates.
 - Support for considering studies as consistent with the LRTP included permitting flexibility within the LRTP planning process, recognizing that a project could have progressed from the study phase to construction phase in the years between Plan adoption and current day, and acknowledging that fiscal-constraint can be maintained by employing the current LRTP amendment policy for SMART SCALE projects.
- 2) Several localities expressed concern that since the regional prioritization process and the state SMART SCALE prioritization process do not evaluate projects using the same metrics, several of their most competitive potential SMART SCALE projects are not currently included in the LRTP. These localities further maintained that there needs to be enough flexibility in the LRTP planning and/or amendment process to aid in the localities pursuit of funding.
 - Suggestions to address this issue included better aligning the regional prioritization process with the state's SMART SCALE prioritization process – Ms. Stith explained that reviewing the regional Project Prioritization Tool for potential improvements, including better aligning the regional Tool with SMART SCALE, is underway but will not be complete in time for Round 3. Ms. Dawn Odom remarked that the regional prioritization process has worked well for the HRTPO and that whether to modify the Tool to better align with the state process that has changed with each Round and has the potential to change with Administrations should be considered at length before proceeding. Chair Holt recommended that the Subcommittee further discuss the issue in-depth before actually making modifications.

- Another suggestion was to not include SMART SCALE assumptions in the long-range revenue forecast – Ms. Stith stated that this could be a guiding principle to consider for the 2045 LRTP depending on what the SMART SCALE forecast will be, however, that the current 2040 LRTP already includes SMART SCALE assumptions.
- Another suggestion was to consider project applications not currently included in the LRTP as consistent subject to receiving SMART SCALE funds, and amending the Plan and fiscal-constraint based on the current policy. Ms. Stith stated that a “contingent consistency” was not likely to be approved.
- Another suggestion was to re-visit the *HRTPO Guidance on SMART SCALE* to allow for the Board to consider issuing resolutions of support for projects not currently included in the LRTP.

After further discussion, the following motions were made:

Mr. Robert Gey Moved to recommend that TTAC consider modifying the *HRTPO Guidance on SMART SCALE* to allow the HRTPO Board to consider issuing resolutions of support for projects not currently included in the fiscally-constrained LRTP, with the understanding that if said projects receive SMART SCALE funding, the LRTP would be amended to maintain fiscal-constraint according to the current LRTP SMART SCALE amendment policy, seconded by Mr. Earl Sorey. The Motion Carried with Mr. Jeff Raliski voting in opposition.

Mr. Tim Cross Moved to recommend to TTAC that any construction project (or phase of a project) that comes out of a study currently included in the LRTP be considered consistent with the LRTP, and that if said project receives SMART SCALE funding, the LRTP would be amended to maintain fiscal-constraint according to the current LRTP SMART SCALE amendment policy, seconded by Mr. Gey. The Motion Carried.

7. 2045 LRTP: Transportation Analysis Zone (TAZ) Base Year (2015) Update and Boundary Review

Mr. Leonardo Pineda II provided a brief status report to the LRTP Subcommittee regarding the review of TAZ base year data and boundary review.

8. Old/New Business

None.

9. Next Meeting

The next LRTP Subcommittee meeting is tentatively scheduled for May 2, 2018 at 11:30 a.m. to 1:30 p.m. (following the TTAC meeting).

ADJOURNMENT 12:46 p.m.