

AGENDA

RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE

Tuesday, April 12, 2022

9:00 a.m.

Zoom meeting

This meeting is open to the public. Members of the public are invited to attend virtually.

For anyone who wishes to participate in this meeting virtually, please register via Zoom at https://planrva-org.zoom.us/webinar/register/WN_EJdLUdFFS72EoofBkAi0OQ

Check out our complete [Public Participation Guide](#) online to learn about the different ways you can stay connected and involved.

Meetings are also live streamed and archived on our YouTube Channel at www.youtube.com/c/PlanRVA.

Welcome and Introductions

(Le Duc)

Statement Regarding Virtual Meetings

(Parsons)

Roll Call & Certification of a Quorum

(Firestone)

- 1. Consideration of Amendments to the Meeting Agenda**
(Le Duc)
- 2. [Approval of March 8, 2022, TAC Meeting Minutes](#) – Page 3**
(Le Duc)
Action requested: approval of minutes as presented
- 3. Open Public Comment Period**
(Le Duc/5 minutes)
- 4. TAC Chairman's Report**
(Le Duc/10 minutes)

5. **RRTPO Update**
(Parsons/Busching/15 minutes)
 - a. **Current Work Efforts** – page 8
 - b. **STBG/CMAQ Progress Reports Update**
6. **Unified Planning Work Program (FY 2023)**
(Parsons/15 minutes)
Action requested: motion to recommend RRTPO Policy Board adoption of the RRTPO Unified Planning Work Program
7. **BikePedRVA 2045** – page 10
(Parsons/Jacocks/30 minutes)
Action requested: motion to recommend RRTPO Policy Board adoption of the Richmond Regional Bicycle & Pedestrian Plan (BikePedRVA 2045).
8. **CMAQ Project Request – Chesterfield** – page 12
(Busching/10 minutes)
9. **Transportation Agency Updates**
(VDOT, DRPT/10 minutes)
 - a. **DRPT** – Dubinsky
 - b. **GRTC** – Torres
 - c. **RideFinders** – O’Keeffe
 - d. **VDOT** - Mueller
10. **Future Meeting Topics** – page 29
(LeDuc/5 minutes)
11. **TAC Member Comments**
(LeDuc/5 minutes)
12. **Next Meeting: May 10, 2022**
(LeDuc)
13. **Adjournment**
(LeDuc)

CAP/jf
Attachments

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC)**

MINUTES OF ACTION MEETING

Zoom Meeting

March 8, 2022

9:00 a.m.

MEMBERS and ALTERNATES (A) PRESENT:

Town of Ashland		Charles City County		Chesterfield County	
Nora D. Amos	X	Rhonda Russell	X	Barbara K. Smith	X
Vacant (A)				Chessa Walker (A)	X
Goochland County		Hanover County		Henrico County	
Thomas M. Coleman	X	Joseph E. Vidunas	X	Sharon Smidler, FY22 Vice Chair	X
Austin Goynes (A)	X	J. Michael Flagg (A)		Todd Eure (A)	
New Kent County		Powhatan County		City of Richmond	
Kelli Le Duc, FY22 Chair	X	Bret Schardein	X	Dironna Moore Clarke	X
		(vacant) (A)		Travis A. Bridewell (A)	X
Capital Region Airport Commission		DRPT		GRTC	
John B. Rutledge		Tiffany T. Dubinsky	X	Sam Sink	X
		Grant Sparks (A)		Patricia Robinson (A)	X
PlanRVA		RideFinders		RMTA	
Chet Parsons	X	Von S. Tisdale		Theresa Simmons	
Sulabh Aryal (A)		John O'Keeffe (A)	X		
VDOT					
Liz McAdory					
Nicole Mueller (A)	X				

The technology used for this meeting was a web-hosted service created by Zoom and YouTube Live Streaming and was open and accessible for participation by members of the public. Voting record tables are attached to the action meeting minutes in Appendix A. A recording of this meeting is available on our [Plan RVA YouTube Channel](#).

STATEMENT REGARDING VIRTUAL MEETINGS

Chet Parsons, PlanRVA, shared the statement on virtual meetings.

CALL TO ORDER

The Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC) Chairman, Kelli Le Duc, presided and called the March 8, 2022, RRTPO TAC meeting to order at 9:00 a.m.

ATTENDANCE ROLL CALL & CERTIFICATION OF MEETING QUORUM

Janice Firestone, Program Coordinator, took attendance by roll call and certified that a quorum was present.

1. Consideration of Amendments to the Action Meeting Agenda

Chet Parsons, PlanRVA, presented two amendments to the agenda for consideration: two RAISE Grant Letters of Support and an update on STBG/CMAQ Program Development FY23-28.

On motion of Sharon Smidler, seconded by Dironna Moore Clarke, the RRTPO Technical Advisory Committee unanimously approved the March 8, 2022, agenda as amended (voice vote):

2. Approval of February 22, 2022, RRTPO TAC Meeting Minutes

On motion of Barbara K. Smith, seconded by John O'Keefe, the RRTPO Technical Advisory Committee unanimously approved the minutes of the February 22, 2022, meeting by acclamation (voice vote) as presented.

3. Open Public Comment Period

There were no requests to address the Technical Advisory Committee.

4. TAC Chairman's Report

There was no report from the Chairman.

5. RRTPO Update

a. Current Work Efforts

b. Review of Regional Smart Scale pre-application action

Mr. Parsons gave this report to the committee and announced that the policy board considered and approved the 12 applications as recommended as well as providing staff support for PlanRVA's five pre-applications and four applications. If those projects are approved by the PlanRVA Commission staff will compile and submit the applications on behalf of PlanRVA.

There was a discussion about the process of moving from pre-application to application selection. Staff's thoughts are that 10 applications will be submitted. The question is what will happen to the two remaining projects; they could possibly be considered by PlanRVA as two of their applications. Nicole Mueller with VDOT will research the matter and report back as to whether it is allowable.

6. Richmond Regional Transportation Safety Plan

Stephen Read, VDOT, provided an introduction to the plan. Eric Tang, VHB, presented the final report document and explained how the data was collected. He noted that the continued work of the Vision Zero Work Group will be helpful going forward. This regional analysis can be quoted as a resource for Smart Scale applications.

On motion of Barbara K. Smith, seconded by Sharon Smidler, the RRTPO Technical Advisory Committee voted unanimously to recommend RRTPO Policy Board adoption of the Richmond Regional Transportation Safety Plan (see Appendix A):

6.-a. **RAISE Grant Letters of Support (amended agenda item)**

On motion of Dironna Moore Clarke, seconded by Barbara K. Smith, the RRTPO Technical Advisory Committee (TAC) voted to recommend RRTPO Policy Board support of the letters from Henrico County and the City of Richmond (voice vote):

6.-b. **Update - STBG/CMAQ Program Development FY23-28 (amended agenda item)**

Myles Busching, PlanRVA, presented this item to the committee and noted that the draft allocation plan is normally brought before TAC in March of each year. Updated budget figures have not been received so staff is prepared to move forward using figures from last year. A special meeting is being scheduled for March 21st.

7. **Transportation Agency Updates**

a. **DRPT**

Tiffany Dubinsky, Statewide Transit Planning Manager at DRPT, introduced Daniel Wagner, new Statewide Transit Planner at DRPT, as the new DRPT alternate TAC representative for DRPT. Ms. Dubinsky also reported on DRPT activities.

b. **GRTC**

Sam Sink, Director of Planning and Scheduling, GRTC, reported on the following current efforts by GRTC staff:

Holding jurisdictional meetings for the Microtransit study.

Working on the Regional Transit Vision Plan

Working to get the RFP for the north-south BRT study out.

c. **RideFinders**

John O'Keeffe, Account Executive at RideFinders, provided an update on RideFinders activities.:

- Applied for Commuter Assistance Program Grant for RideFinders R-Van Program from the Dept of Rail and Public Transportation (DRPT).
- Submitted Commuter Assistance Program monthly vanpool report to Department of Rail and Public Transportation.
- Submitted roundtable discussion to Virginia Transit Association Annual Conference: Vanpooling 101.
- Created, edited and posted January Recap highlighting "by the numbers" snapshot of commutes, regional transportation participation, transit talk, community engagement and other marketing efforts for posting on website and social media platforms including LinkedIn.
- Shared partner updates on Facebook and/or Twitter.
- Created Valentine's Day video to recap Caring Commutes Week and to continue encouraging citizens to record their "green" commute trips.
- Launched Caring Commutes Challenge – a month-long challenge encouraging commuters to show love for the environment by logging their "green" commute trips during the month.
- Continued promoting "Be the CEO of Your Commute" by promoting recording "greener" trips on ridefinders.com and mobile app and features of the mobile app.
- Continue to work with GRTC on their Micro-transit and Telework projects.

d. **VDOT**

Nicole Mueller, Planning Specialist at VDOT, provided an update on VDOT activities.

8. **Future Meeting Topics**

Chair Le Duc reviewed the list of future meeting topics.

9. **TAC Member Comments**

There were no member comments.

10. **Next Meeting: April 12, 2022**

Chair Le Duc noted that the next regular RRTPO TAC action meeting is scheduled for April 12, 2022, beginning at 9:00 a.m. A special meeting is being scheduled for March 21, 2022.

11. **Adjournment**

Chair Le Duc adjourned the meeting at 10:10 a.m.

CAP/jf

March 8, 2022 - RRTPO Technical Advisory Committee (TAC)

APPENDIX A - Voting Record Table

6. Richmond Regional Transportation Safety Plan

The RRTPO Technical Advisory Committee voted unanimously to recommend RRTPO Policy Board adoption of the Richmond Regional Transportation Safety Plan

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Rhonda Russell	X			
Chesterfield County	Barbara K. Smith	X			
Goochland County	Thomas M Coleman	X			
Hanover County	Joseph E. Vidunas	X			
Henrico County	Sharon Smidler, VC	X			
New Kent County	Kelli Le Duc, Chair	X			
Powhatan County	Bret Schardein	X			
City of Richmond	Dironna Moore Clarke	X			
Capital Region Airport Commission	John B. Rutledge				X
DRPT	Tiffany T. Dubinsky	X			
GRTC Transit System	Sam Sink	X			
PlanRVA	Chet Parsons	X			
RideFinders	John O'Keeffe (A)	X			
RIC Metropolitan Transp. Authority	Theresa Simmons				X
VDOT	Nicole Mueller (A)	X			
TOTAL		14			2

Quorum is at least one-half of TAC's membership to include a minimum of four local government representatives (as per Article V, Section 2 of the bylaws).

Ashland | Charles City | Chesterfield | Goochland | Hanover | Henrico | New Kent | Powhatan | Richmond

PlanRVA, 9211 Forest Hill Avenue, Suite 200, Richmond, VA 23235

RRTPO TAC-Special Meeting Voting Record Tables- page 1

Current Work Efforts Update – Item A.-5.-b.

Active Transportation Work Group (ATWG)

The ATWG will be an important driver for implementation of the BikePedRVA Plan. In addition to the regular quarterly meetings which will start again in June upon review/approval of BikePedRVA 2045 plan, staff continues to work with partners to advance the goals of Active Transportation in the region:

- Henrico County's ATWG to develop the bicycle and pedestrian chapter of the county's comprehensive plan. Committee continues to submit comments on related planning efforts by Henrico staff.
- East Coast Greenway Alliance (ECG) on potential designations of segments of the future route of the trail through the Richmond region. ECG has hired a new Virginia coordinator, Elliot Caldwell. PlanRVA staff met with Elliot last week to brief him on Virginia and Richmond area ECG projects.

Ashland Trolley Line Trail Study

PlanRVA staff continues working with Ursula Lemanski and Mallory Zink, NPS public historian and a history team of experts from Ashland, Hanover, and Henrico counties on concepts that will depict the trolley line's former role (ca. 1907-1938) and community connections. Concepts include interpretative signage that can supplement 3 signs already being installed in Ashland, audio stories via app tied to different segments of the trail as it developed, and way-finding signage or mapping that will take trail users to adjacent sites of community interest. We are planning another meeting/site visit in April with NPS and local history team. Two story maps for the project illustrate the importance and potential for the 14-mile Trolley Line Trail, now a segment of the Fall Line, and includes [history of the trolley line](#) and a [design sketchbook](#).

Policy Board in May 2022 by amendment to *ConnectRVA 2045*.

Central Virginia Transportation Authority

Continued staff support for the daily function of the Authority. Supported meetings of the Finance Committee, Technical Advisory Committee, Fall Line Working Group and provided support for the Finance Directors working group and jurisdiction legal counsel. Specific administrative work tasks included meeting administration and coordination, continued review of FY23 to FY26 Regional Fund Projects applications, presenting overview of requests, timeline updates, funding scenario options to the Authority, which approved the revised regional funding projections from FY23 to FY26 for the purposes of establishing a 6-year funding plan and authorized the FY23 to FY26 draft funding scenario public hearing to be held April 29, 2022, following a 15-day public comment period from April 13, 2022, until April 28, 2022.

Regional Bicycle and Pedestrian Plan Update

A DRAFT of the *BikePedRVA 2045* plan is complete and has been shared through BikePedRVA.org on-line for public review and comment from February 9 through March 23. The Bike Ped PlanRVA team has also facilitated the following community meetings in person and virtually in February and March: BikePed Steering Committee, TPO Policy Board to open public comment, Richmond Health District, Virginia Community Voice, Friends of the James River Park, New Kent BOS, Virginia Capital Trail, Hollybrook apartments at St. Joseph's Villa, Richmond Area Bicycle Association, Hanover County BOS, Virginia chapter of American Society for Civil Engineers, Ashland Town Council and Sports Backers-BikeWalkRVA for review and comment. This will be the first major update since the 2004 Richmond Regional Bicycle and Pedestrian Plan. It represents a more robust digital plan hosted on the website which includes the DRAFT plan, story map, ArcGIS map layers, and other resources which will be frequently

updated to guide planning, design, and implementation of the plan. PlanRVA staff to work closely with partner agencies and localities.

The draft incorporates virtual public review and in-person comments through public engagement from the official public comment period. The Complete Streets toolbox or illustrated [story map](#) continues to be updated as one resource intended to implement *BikePedRVA 2045*. The schedule calls for the plan to be considered for adoption by the TPO

Scenario Planning

Outreach to other MPOs to learn their approach and outcomes of their scenario planning processes. Conducted review of existing literature on the tools/models/applications which could be used for scenario planning and worked to develop the scope of work for an executable scenario planning process design/tool for PlanRVA.

Travel Demand Model (RTDM)

Worked to streamline the RTC model with three scenarios Base2017, Existing and Committed 2026 and Cost Feasible 2045 based on the adoption of ConnectRVA 2045. This model will be distributed to external parties upon request.

RRTPO TECHNICAL ADVISORY COMMITTEE AGENDA 4/12/22; ITEM 6

Richmond Regional Bicycle & Pedestrian Plan (*BikePedRVA 2045*)

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Motion to recommend RRTPO Policy Board adoption of the Richmond Regional Bicycle & Pedestrian Plan (*BikePedRVA 2045*).

BACKGROUND: The 2017 Federal Certification Report recommended an update of the 2004 Richmond Regional Bicycle and Pedestrian Plan. The FY19 Unified Planning Work Program (UPWP) responded by calling for the establishment of a RRTPO Bicycle and Pedestrian Work Group to “expand the network and opportunities of bicycling and walking as a core component of the transportation network, including regional discussion on Complete Streets policies and implementation strategies”. The FY20 UPWP called for the work effort for the BP Plan update to begin and subsequent work programs reinforced the importance of this plan update.

A steering committee made up of local, state, regional, and advocacy representatives was formed in January 2020 to guide the Bike Ped Plan update to be performed in-house concurrent with the Long-Range Transportation Plan (*ConnectRVA 2045*) update. Active engagement through the steering committee, the Active Transportation Work Group, with individual localities and virtual public meetings for the long-range plan largely guided this work effort up to the adoption of *ConnectRVA 2045* in October 2021.

PlanRVA staff continued work on the BikePedRVA plan as a separate element and shared a draft with the steering committee on February 2, 2022 as the basis for extended public review through the [BikePedRVA](#) web site. The RRTPO policy board set official public review of the document from February 9-March 23, 2022. To supplement the mostly virtual opportunities during COVID, the team identified over 60 stakeholders and individuals for outreach and was able to meet with 20 including the following: Virginia Community Voice/Greening Team, Rivers Friends groups, Black Girls Do Bike, Hollybrook Apartments at St. Joseph’s Villa, Partnership for Smarter Growth, City Office of Immigrant and Refugees, BikeWalk RVA, and other advocacy groups. Presentations were also made to the boards of New Kent and Charles City counties, and Ashland Town Council.

Review of the DRAFT plan garnered 309 public comments from 32 distinct commenters. Thirty-eight total surveys about the DRAFT plan were submitted. The proposed *BikePedRVA 2045* plan reflects these public comments and those received during stakeholder meetings. More extensive public engagement provided the opportunity to establish good lines of communication with more diverse representatives of the region’s population with an emphasis on equity and access through active transportation. The draft plan is only one element of the ongoing work of PlanRVA which will provide updated and accessible resources for

implementation. The full extent of these resources is available through the Story Map <https://arcg.is/LTTnL>

The purpose of the presentation today is to provide an executive level summary of the project, share key recommendations, and ask for your recommendation of adoption to the RRTPO Policy Board for consideration at their May 5, 2022 meeting.

TAC ACTION REQUESTED: Motion to recommend the following resolution for consideration by the RRTPO Policy Board:

WHEREAS, the Richmond Regional Transportation Planning Organization Policy Board acknowledges the critical importance of alternative transportation modes for safe and equitable regional growth and development, and

WHEREAS, a well-planned and connected active transportation network represented by BikePedRVA 2045 will provide an essential resource for stakeholders and decision-makers to implement infrastructure priorities, and

NOW THEREFORE BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization Policy Board adopts BikePedRVA 2045.

TAC AGENDA 04/12/22; ITEM 7

CMAQ PROJECT REQUEST - CHESTERFIELD

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Review the request from Chesterfield County to swap the selected Alverser Dr/Old Buckingham Rd Roundabout CMAQ project for two higher ranked CMAQ projects

BACKGROUND: Prioritizing and selecting projects for funding is one of the primary roles of the RRTPO in developing the regional transportation system. Projects selected by the TPO to receive funding are included in the Six-Year Improvement Program (SYIP) for adoption by the Commonwealth Transportation Board (CTB). This process usually takes place from October to April each fiscal year. The Congestion Mitigation and Air Quality Improvement (CMAQ) program is a source of funding dedicated to projects that improve air quality in the region.

At the special March 21 TAC meeting, TAC reviewed the draft allocations plans and requested changes to the Surface Transportation Block Grant (STBG) funding program but did not request changes to the CMAQ program. One of the new CMAQ projects is the Alverser Dr/Old Buckingham Rd Roundabout in Chesterfield County.

The county has recently been made aware that this project was also successful in the Revenue Sharing program and is effectively double funded. To avoid losing the revenue sharing funds, Chesterfield County has requested this project be removed from the CMAQ program and the funding be applied to the two highest ranked CMAQ project which are unfunded.

The project ranking table is included as Attachment A to this staff report. Both projects are also located in Chesterfield County and have a slightly lower combined estimate relative to the original roundabout.

ALTERNATE PROJECTS: The two alternate projects are (A) Lewis Rd at Rte 10 Left Turn Lane and (B) Woodlake Village Pkwy at 360 Triple Lefts. Both projects are higher ranked in the CMAQ program than the originally selected Alverser roundabout. Lewis Rd was included in the STBG program presented to TAC in March but was removed to address the existing project deficits as requested by the TAC. The Woodlake Village Pkwy project was included in early drafts of the STBG program but ultimately skipped due to funding constraints and for regional balance. The applications and sketches for each project are included in Attachment B.

REVISED ALLOCATIONS: A revised allocation plan with the new projects is included as Attachment C for consideration. The proposed swap only uses the funding from the roundabout project to fund these alternate projects. All other projects remain funded as originally presented.

STAFF RECOMMENDATION: Staff agrees that the project should not be double funded. As Chesterfield has the highest ranked unfunded CMAQ applications, the swap proposed by Chesterfield is a reasonable solution.

TAC REQUESTED ACTION: The following resolution is presented for TAC consideration and recommendation to the RRTPO policy board:

Resolved, that the Richmond Regional Transportation Planning Organization (RRTPO) removes the following projects from the Congestion Mitigation and Air Quality (CMAQ) program:

- Alverser Dr/Old Buckingham Rd Roundabout – Chesterfield

Further Resolved, that the RRTPO selects the following replacement projects for the CMAQ program:

- Lewis Rd at Rte 10 Left Turn Lane - Chesterfield
- Woodlake Village Pkwy at 360 Triple Lefts - Chesterfield

Finally Resolved, that the RRTPO approves the revised CMAQ allocations plan as presented.

Attachments

A – Project Ranking Summary
B – Alternate Project Applications and Sketches
C – Revised Allocations Plan

			Safety Score	Mobility Score	Accessibility Score	Economic Development Score	Land Use / Environment Score					
Project_ID	Title	Sponsor						Benefit	Cost (FY23 \$)	Score	STBG Rank	CMAQ Rank
FY23-01	Hull street Project Phase II from Chippenham Parkway to Hey Rd	Richmond	5.37	12.08	6.40	2.74	8.60	35.19	\$ 9,950,000	35.37	13	
FY23-02	D Richmond Signal System - Phase VI	Richmond	0.00	0.00	0.00	6.69	8.21	14.90	\$ 5,000,000	29.81		11
FY23-03	E Richmond Signal System - Advanced Traffic Signal Performance Measures (ATSPM)	Richmond	9.12	11.99	6.39	10.73	12.13	50.36	\$ 8,715,000	57.79		7
FY23-04	Whitehead Road Improvements	Richmond	2.69	1.13	1.83	0.08	5.01	10.74	\$ 12,000,000	8.95	23	
FY23-05	F Richmond Signal System Retiming Improvements	Richmond	19.76	10.65	25.00	13.34	19.90	88.65	\$ 1,713,425	517.37		1
FY23-06	GRTC I: Richmond Signal System Phase V Transit Signal Priority Emergency Vehicle Preemption Connected Autonomous Vehicle – Traffic Signal Controller Upgrade	GRTC	0.00	0.00	0.00	11.25	9.90	21.15	\$ 9,088,920	23.27		12
FY23-07	C Hull Street Shared Use Path Extension to James River Branch Trail	Richmond	1.69	4.61	4.71	0.01	5.32	16.33	\$ 3,352,000	48.73		9
FY23-08	Bliley Road Improvement	Richmond	1.88	1.32	0.00	0.01	5.02	8.23	\$ 4,495,375	18.30	17	
FY23-09	Hey Road Improvement	Richmond	6.71	0.90	1.40	0.01	4.93	13.95	\$ 7,712,091	18.08	18	
FY23-10	Alverser Drive/Old Buckingham Road Roundabout	Chesterfield	4.33	12.08	6.39	2.87	8.27	33.94	\$ 4,260,749	79.65	7	5
FY23-11	Route 1 at Route 10 Bike and Ped Improvements	Chesterfield	0.00	1.74	0.00	0.09	4.97	6.80	\$ 4,150,000	16.38	19	13
FY23-12	Route 360 at Turner Road Pedestrian Improvements	Chesterfield	8.24	2.43	0.00	0.07	4.98	15.73	\$ 2,766,800	56.85	10	8
FY23-13	Rt 60 (Ruthers Rd - Providence Rd) Bike & Ped Improvements	Chesterfield	0.00	3.64	1.47	0.16	5.09	10.35	\$ 6,946,000	14.90	20	14
FY23-14	Lewis Road at Route 10 Dual-Left Turn Lanes	Chesterfield	0.24	12.06	1.92	2.76	8.46	25.44	\$ 1,198,825	212.17	1	2
FY23-15	Busy Street Extended	Chesterfield	0.52	12.51	0.97	2.86	9.44	26.31	\$ 2,503,000	105.13	3	
FY23-16	Route 360/Courthouse Road R-Cut	Chesterfield	2.15	12.19	6.40	2.71	6.78	30.22	\$ 4,522,191	66.83	9	6
FY23-17	Creighton Rd/Creighton Pkwy & Walnut Grove Rd Roundabout	Hanover	3.99	11.39	6.38	2.64	7.61	32.01	\$ 3,707,173	86.36	6	4
FY23-18	Atlee Station Rd Widening (Phase 3)	Hanover	0.99	9.18	2.62	3.88	8.47	25.14	\$ 10,000,000	25.14	16	
FY23-19	U.S. Route 60 at Holly Hills Road: Eastbound Right-Turn Lane	Powhatan	0.00	11.99	6.39	2.75	8.00	29.13	\$ 1,822,778	159.84	2	
FY23-20	U.S. Route 60 at Stavemill Road: Westbound Left-Turn Lane	Powhatan	0.02	11.73	2.60	2.69	8.85	25.88	\$ 2,011,756	128.66		
FY23-21	Carter Gallier Boulevard Extension: Phase II	Powhatan	1.30	11.81	4.19	2.88	7.88	28.05	\$ 10,567,151	26.54	15	
FY23-23	Hill Carter Parkway Extension	Ashland	0.76	12.89	6.62	2.96	9.15	32.38	\$ 9,198,119	35.20	14	
FY23-24	Vaughan Road/Archie Cannon Grade Separated Crossing	Ashland	0.00	0.61	6.39	0.79	7.77	15.57	\$ 1,784,250	87.24	5	
FY23-25	I-64 / Ashland Road DDI	Goochland	3.61	0.11	6.39	1.12	7.85	19.08	\$ 15,005,840	12.72	22	
FY23-26	Vaughan Road Extended	Ashland	4.32	12.36	6.41	2.78	8.13	34.00	\$ 6,565,000	51.79	11	
FY23-27	Route 360 at Brad McNeer Parkway - CGT	Chesterfield	1.36	11.92	3.97	2.74	7.76	27.76	\$ 6,038,400	45.97	12	10
FY23-28	Belmont Road at Cogbill Road Roundabout	Chesterfield	7.13	11.82	3.27	2.80	8.30	33.31	\$ 4,886,424	68.16	8	
FY23-29	RT 360/Woodlake Village Parkway - Turn Lane Improvements	Chesterfield	0.26	11.87	2.12	2.72	7.98	24.95	\$ 2,785,000	89.58	4	3

			Safety Score	Mobility Score	Accessibility Score	Economic Development Score	Land Use / Environment Score					
Project_ID	Title	Sponsor						Benefit	Cost (FY23 \$)	Score	STBG Rank	CMAQ Rank
FY23-30	Wilcox Neck Road	Charles City	0.05	0.00	0.00	0.00	4.23	4.28	\$ 9,366,257	4.57	25	
FY23-31	Roxbury Road Turn Lanes	Charles City	0.00	0.00	0.00	0.00	0.00	0.00	\$ 3,146,238	0.00	27	
FY23-32	Historic Main Street Station Preventive Maintenance	Richmond	0.00	0.00	0.00	0.04	0.21	0.25	\$ 425,000	5.81	24	
FY23-33	Replacement Rolling Stock- CNG Replacement Buses (6 buses)	GRTC	0.00	0.00	0.00	0.00	0.12	0.12	\$ 3,300,000	0.36	26	15
FY23-34	Mayo Bridge Rehabilitation (rescoped, replacement of south bridge superstructure and deck; cost adjusted to 2023 dollars)	Richmond	7.42	13.02	9.50	6.83	3.21	39.99	\$29,961,000	13.35	21	

New Project Funding Application

Complete the application with as much detail as possible. Requests will be evaluated based on answers provided. The application can be edited after submission until the deadline of 11:59 PM on Friday, October 29, 2020.

If you need to save your application without finishing, click the save button. On the popup, click skip account creation and enter your email on the next page. A link to resume the application will be sent to you.

A confirmation email and link to edit your answers will be sent to you upon submission. For any questions or problems, contact Myles Busching (mbusching@planrva.org).

General

Project Sponsor

Chesterfield

Sponsor Point of Contact

Barb Smith

Point of Contact Email

smithbk@chesterfield.gov

Point of Contact Phone Number

(804) 748-1037

General

Project Title

Lewis Road at Route 10 Dual-Left Turn Lanes

Project Description

Construct dual left-turn lanes on Lewis Road at the Route 10 intersection.

Project Type

Project or Program

Location

Project Scale

Intersection/Interchange

Primary Route

Lewis Road

Secondary Route(s)

Route 10

Features

Select all improvements that apply to this project

Highway Improvements

Features

Describe the improvements to the bicycle and pedestrian network. If any bridge improvements are proposed, include the structure identification number.

This project will improve the bike and pedestrian network along Route 360 by providing sidewalk of both sides of Route 360 between Rockwood Square Shopping Center (RSSC) and Oxbridge Road. The project will also install pedestrian signals at RSSC and Oxbridge Road.

Features

Features

Features

Describe the improvements to roads including intersection and interchange improvements. If any bridge improvements are proposed, include the structure identification number.

This project will add dual left-turn lanes to Lewis Road at Route 10 which will allow more traffic to move through the intersection, result less delay to traffic on Route 10 and Lewis Road.

Features

Features

Project Delivery

Who is expected to administer this project?

Locality/Agency

Is this project in the local Comprehensive Plan?

Yes

Is this project in the local Capital Improvement Plan?

Yes

Describe any public outreach related to this project including the level of public participation
The project will include a public involvement phase. This project is minor in scope and impact to adjacent properties. We expect full support of this project.

The following questions are based on the regional long-range transportation plan, [ConnectRVA 2045](#). See the following links for more information:

- [Regional Significance](#)
- [Goals and Objectives](#)

Is this project regionally significant based on the project inclusion guidelines?

No

How does this project address Goal A: Safety?

This project will improve safety by allowing more left turning vehicles to turn from Lewis Road to Route 10 so that drivers are less likely to run the red light, reducing the potential for angle crashes. The project will also reduce the number of rear-end crashes which can occur when drivers incorrectly anticipate the car in front to continue through the intersection after the light changes to yellow.

How does this project address Goal B: Environment and Land Use?

This project will reduce transportation-related pollutants by reducing the traffic delay on all legs of the intersection of Route 10 and Lewis Road.

How does this project address Goal C: Equity and Accessibility?

This project will reduce trip lengths for those traveling on Route 10 and Lewis Road by making this intersection function more efficiently.

How does this project address Goal D: Economic Development?

By making the Route 10/Lewis Road intersection function more efficiently, Route 10 will function more reliably, and peak period travel times will be reduced. The Route 10/Lewis Road intersection is less than two miles from the Chesterfield Government Center complex, a regional activity center, and this project will ensure that this important destination is easily and safely accessible.

How does this project address Goal E: Mobility?

This project will make the Route 10/Lewis Road intersection function more safely, efficiently and reliably.

Project Delivery

Preliminary Engineering (PE) Start	Saturday, October 1, 2022
Right-of-Way (RW) Start	Sunday, October 1, 2023
Construction (CN) Start	Tuesday, October 1, 2024
Construction (CN) End	Sunday, June 1, 2025

Project Delivery

Preliminary Engineering (PE) Cost	\$168,825
Right-of-Way (RW) Cost	\$406,000
Construction (CN) Cost	\$624,000
Total Cost	\$1,198,825.00

Project Delivery

Is this a request for funds to leverage to obtain other funding sources such as Smart Scale?

No

The following questions are based on the adopted definitions for "committed" and "reasonably expected" funds. For more information, see [Appendix II: Outside Funding](#) of the project selection framework.

Does this project have any other committed funding?

No

Does this project have any other reasonably expected funding?

No

Total Funding Request \$1,198,825.00

Funding Program STBG CMAQ

Supplemental Material

Project Sketch

 Lewis-10 LTL - Sketch.pdf

Detailed Estimate

 Lewis-10 LTL - Estimate.pdf

Comprehensive Plan Excerpt

 Comp Plan Unfunded Projects.pdf

Capital Improvement Plan Excerpt

 CIP, FY22-FY26.pdf

Project Presentation

Select a time and date Tuesday, Nov 16, 2021 3:30 PM - 4:00 PM

Lewis Road at Route 10
Intersection Improvement

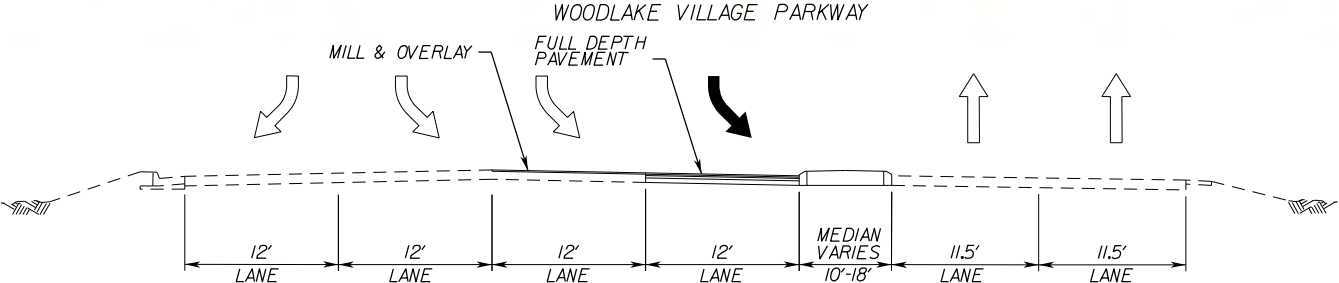


**US 360 AT
WOODLAKE VILLAGE PKWY
TURN LANE IMPROVEMENTS**

06/30/2021



- LEGEND**
- EXISTING RIGHT OF WAY
 - EXISTING PROPERTY LINES
 - PROPOSED GRASS MEDIAN
 - PROPOSED CONCRETE ITEMS
 - PROPOSED FULL DEPTH PAVEMENT
 - PROPOSED MILL AND OVERLAY
 - PROPOSED CURB




VDOT
PRELIMINARY


THESE PLANS ARE UNFINISHED AND
UNAPPROVED AND ARE NOT TO BE USED
FOR ANY TYPE OF CONSTRUCTION OR THE
ACQUISITION OF RIGHT OF WAY.


SCALE





LEGEND


 Property Line


 Proposed Curb

 Proposed Grass Median

 Proposed Concrete Items

 Proposed Full Depth Pavement

 Proposed Mill and Overlay


N



US 360 at Woodlake Village Parkway
Turn Lane Improvements

Description
Construct one additional southbound left-turn lane and extend the eastbound left-turn storage length at the Woodlake Village Parkway intersection. In addition, install crosswalks and a median refuge island across the west leg of the intersection.

Traffic Operations Benefits

Overall Intersection Delay	AM Peak Hour	PM Peak Hour
Existing	33.3 (LOS C)	15.5 (LOS B)
2040 No-Build	48.3 (LOS D)	28.8 (LOS C)
2040 Build	24.7 (LOS C)	20.8 (LOS C)

- Safety Benefits**
- A crash reduction of 3% would be expected by constructing an additional turn lane.
 - Accessible north/south pedestrian crossing.

Cost	
Preliminary Engineering	\$764,000
Right of Way and Utility Relocation	\$50,000
Construction	\$1,971,000
Total	\$2,785,000

New Project Funding Application

Complete the application with as much detail as possible. Requests will be evaluated based on answers provided. The application can be edited after submission until the deadline of 11:59 PM on Friday, October 29, 2020.

If you need to save your application without finishing, click the save button. On the popup, click skip account creation and enter your email on the next page. A link to resume the application will be sent to you.

A confirmation email and link to edit your answers will be sent to you upon submission. For any questions or problems, contact Myles Busching (mbusching@planrva.org).

General

Project Sponsor

Chesterfield

Sponsor Point of Contact

Chessa Walker

Point of Contact Email

walkerch@chesterfield.gov

Point of Contact Phone Number

(804) 748-1037

General

Project Title

RT 360/Woodlake Village Parkway - Turn Lane Improvements

Project Description

Construct one additional southbound left-turn lane and extend the eastbound left-turn storage length at the Woodlake Village Parkway intersection. In addition, install crosswalks and a median refuge island across the west leg of the intersection.

Project Type

Project or Program

Location

Project Scale

Intersection/Interchange

Primary Route

Route 360

Secondary Route(s)

Woodlake Village Parkway

Features

Select all improvements that apply to this project

Active Transportation Improvements

Features

Describe the improvements to the bicycle and pedestrian network. If any bridge improvements are proposed, include the structure identification number.

This project will construct pedestrian crossings (crosswalk and pedestrian-actuated signals) on the west and north legs of the Route 360/Woodlake Village Parkway intersection. These improvements will improve the bike/pedestrian network by tying into the existing sidewalk network along Route 360 to the east and west. The bike/pedestrian crossings at the intersection will be designed to accommodate a future trail crossing at the intersection as shown in the county's Bikeways and Trail Plan, see attached. These improvements will increase bike/pedestrian access to land uses along the Route 360 corridor.

Features

Features

Features

Describe the improvements to roads including intersection and interchange improvements. If any bridge improvements are proposed, include the structure identification number.

This project will construct one additional southbound left-turn lane and extend the eastbound left-turn storage length at the Woodlake Village Parkway intersection. Pedestrian accommodations (crosswalks, pedestrian-actuated signals, median refuge island) will be constructed at the intersection.

Features

Features

Project Delivery

Who is expected to administer this project?

Locality/Agency

Is this project in the local Comprehensive Plan?

No

Is this project in the local Capital Improvement Plan?

No

Describe any public outreach related to this project including the level of public participation

This recommendation is from the Route 360 Arterial Management Plan (2021) conducted by VDOT. A MetroQuest survey was conducted to collect feedback on intersection alternatives considered as part of the study. The turn lane improvements at Route 360/Woodlake Village Parkway received favorable reviews, with an average score of 3.7 on a scale of 1 to 5 [report attached, link to download Appendix sent via email to Myles due to file size]. Staff will also engage the community and adjacent property owners early in the project development.

The following questions are based on the regional long-range transportation plan, [ConnectRVA 2045](#). See the following links for more information:

- [Regional Significance](#)

- [Goals and Objectives](#)

Is this project regionally significant based on the project inclusion guidelines?

No

How does this project address Goal A: Safety?

A high number of crashes are occurring at the Route 360/Woodlake Village Parkway intersection. The estimated reduction in fatal and injury crashes with the addition of a third southbound left-turn lane is 3% (see attached Route 360 Arterial Management Plan). Additionally, the safe bike/pedestrian crossings of the intersection will enhance safety/comfort for users.

How does this project address Goal B: Environment and Land Use?

The additional southbound left-turn lane will delay at the intersection of Route 360/Woodlake Village Parkway reducing idling and resulting in a reduction of transportation related pollutants and fewer emissions.

How does this project address Goal C: Equity and Accessibility?

This project will reduce trip lengths for those traveling along the Route 360 corridor by making this intersection function more efficiently. This project will also provide safe bike/pedestrian crossings of the intersection and connect to the existing sidewalk network along Route 360 increasing access to jobs and services in the area.

How does this project address Goal D: Economic Development?

The additional southbound left-turn lane will make the Route 360/Woodlake Village Parkway intersection function more efficiently and improve transportation reliability and accessibility along the Route 360 corridor. The improvement to peak period travel times will ensure the Swift Creek regional activity center, located east of this intersection, is more easily and safely accessible.

How does this project address Goal E: Mobility?

This project will make the Route 360/Woodlake Village Parkway intersection function more safely, efficiently and reliably and will benefit both vehicular and bike/pedestrian traffic.

Project Delivery

Preliminary Engineering (PE) Start	Saturday, October 1, 2022
Right-of-Way (RW) Start	Sunday, October 1, 2023
Construction (CN) Start	Tuesday, October 1, 2024
Construction (CN) End	Wednesday, October 1, 2025

Project Delivery

Preliminary Engineering (PE) Cost	\$764,000
Right-of-Way (RW) Cost	\$50,000
Construction (CN) Cost	\$1,971,000
Total Cost	\$2,785,000.00

Project Delivery

Is this a request for funds to leverage to obtain other funding sources such as Smart Scale?

No

The following questions are based on the adopted definitions for "committed" and "reasonably expected" funds. For more information, see [Appendix II: Outside Funding](#) of the project selection framework.

Does this project have any other committed funding?

No

Does this project have any other reasonably expected funding?

No

Total Funding Request

\$2,785,000.00

Funding Program

STBG

CMAQ

Supplemental Material

Project Sketch


 RT 360 at Woodlake_Turn Lanes - Sketch_RE...

Detailed Estimate

 RT 360 at Woodlake_Turn Lanes - Estimate.pdf

Supporting Studies

 BIKEWAYS & TRAILS PLAN_MATOACA WES...

 US 360 Arterial Management Plan Final Repor...

Project Presentation

Sponsor	UPC	Title	Admin	Total Est	Previous (all sources)	FY23	FY24	FY25	FY26	FY27	FY28	STBG FY23 - FY28	Other FY23 - FY28	Total	Balance	Notes
Chesterfield	118154	Old Bermuda Hundred Road at Ramblewood Drive Roundabout	Local	\$ 5,146,000	\$ -	\$ -	\$ 525,000	\$ -	\$ -	\$ 906,000	\$ 3,715,000	\$ 5,146,000	\$ -	\$ 5,146,000	\$ -	
Chesterfield	118156	Brad McNeer Parkway Access Management and Roundabout	Local	\$ 9,336,000	\$ -	\$ -	\$ 530,000	\$ -	\$ 3,554,000	\$ 4,000,000	\$ 1,252,000	\$ 9,336,000	\$ -	\$ 9,336,000	\$ -	
Chesterfield	115784	Meadowdale Blvd (Dalebrook Drive to Beulah Rd) Ped-Bike Imps	Local	\$ 3,660,000	\$ 500,000	\$ 500,000	\$ -	\$ 2,660,000	\$ -	\$ -	\$ -	\$ 3,160,000	\$ -	\$ 3,660,000	\$ -	RW funded in FY23
Chesterfield	113843	Route 1 (Merriewood Rd to Elliham Ave) Sidewalk	Local	\$ 1,573,894	\$ 1,250,000	\$ 436,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 436,000	\$ -	\$ 1,686,000	\$ (112,106)	Surplus left on project until award; Funding is front loaded
Chesterfield	115063	Route 60 (Ruthers Rd-Stonebridge Plaza Ave) Sidewalk	Local	\$ 5,504,000	\$ 1,956,000	\$ 3,548,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,548,000	\$ -	\$ 5,504,000	\$ -	Funding is front loaded
Chesterfield	111712	#SMARTI8 - Route 1 (Marina Dr. to Merriewood Rd.) SW #FLT	Local	\$ 3,692,655	\$ 3,692,655	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,692,655	\$ -	No change to project estimate; \$770k additional <i>previous</i> CMAQ replace no post; CMAQ funds are largely unmatched and require local funding to use; local commitment for match
Chesterfield	NEW	Lewis Rd @ Rte 10 Left Turn Lane	Local	\$ 1,406,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 190,000	\$ 26,000	\$ 216,000	\$ -	\$ 216,000	\$ 1,190,000	New Project - Balance in FY29/30; Swapped for Alverser which is funded by Rev Share
Chesterfield	NEW	Woodlake Village Pkwy @ 360 Triple Lefts	Local	\$ 3,271,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 492,000	\$ 426,000	\$ 918,000	\$ -	\$ 918,000	\$ 2,353,000	New Project - Balance in FY29/30; Swapped for Alverser which is funded by Rev Share
GRTC	-20113	GRTC REPLACEMENT OF ROLLING STOCK CNG BUSES (FY22)	DRPT	\$ 2,465,420	\$ 2,465,420	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,465,420	\$ -	
Hanover	NEW	Creighton Rd/Creighton Pkwy & Walnut Grove Rd Roundabout	Local	\$ 6,421,451	\$ -	\$ -	\$ -	\$ 2,741,000	\$ 966,173	\$ -	\$ -	\$ 3,707,173	\$ 2,714,278	\$ 6,421,451	\$ -	New Project - Fully Funded; Sponsor is funding PE and RW; Funded to Local Estimate
Henrico	118153	Brook Road & Hilliard Road Trail #FLT	Local	\$ 4,757,000	\$ 3,273,000	\$ 73,149	\$ 1,410,851	\$ -	\$ -	\$ -	\$ -	\$ 1,484,000	\$ -	\$ 4,757,000	\$ -	Funding is front loaded due primarily to FY22 HIP-CRRSA>200k funds
Henrico	118150	Nuckols Road Pedestrian Improvements	Local	\$ 2,160,000	\$ -	\$ 332,000		\$ 824,000	\$ 394,000	\$ 610,000	\$ -	\$ 2,160,000	\$ -	\$ 2,160,000	\$ -	Funding advanced by a year; project is front loaded and schedule could be advanced
Henrico	118155	Rt 33-60-Beulah Roundabout	Local	\$ 5,519,000	\$ -	\$ -	\$ 689,000	\$ -	\$ -	\$ -	\$ -	\$ 689,000	\$ -	\$ 689,000	\$ 4,830,000	Funds PE; County to seek funding for other phases from other sources
Henrico	115201	Patterson Avenue Sidewalks	VDOT	\$ 3,443,311	\$ 778,373	\$ -	\$ -	\$ 634,553	\$ 2,030,385	\$ -	\$ -	\$ 2,664,938	\$ -	\$ 3,443,311	\$ -	Funding request for \$524k due to recent cost inflation and transfer to VDOT admin; updated estimate since request; funded to schedule and full estimate
Henrico	109951	Henrico County Automated Traffic Management System (ATMS)	Local	\$ 9,799,600	\$ 9,799,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,799,600	\$ -	Funding matched to latest estimate; transfer previous to replace FY23 planned allocation
Henrico	109190	LABURNUM AVENUE SIDEWALK	Local	\$ 1,126,246	\$ 1,219,203	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,219,203	\$ (92,957)	Surplus to be addressed at closeout
Henrico	101034	#HB2.FY17 RTE 6 PATTERSON AVE AT PARHAM RD INTERSECTION	VDOT	\$ 13,593,646	\$ 13,620,971	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 13,620,971	\$ (27,325)	Surplus to be addressed at closeout
Henrico	106299	PEDESTRIAN & SIGNAL IMPROVEMENTS - VARIOUS LOCATIONS(AZALEA)	Local	\$ 1,615,000	\$ 1,615,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,615,000	\$ -	
Port of Virginia	115815	I-64 Express Barge Service Expansion	Local	\$ 3,000,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	Project is barge purchase; Transfer previous to advance project at standing sponsor request
Richmond	-1811	City of Richmond: Employee Trip Reduction Program	Local	\$ 3,306,251	\$ 3,306,251	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,306,251	\$ -	
Richmond	118148	Richmond Signal System ??? Phase IV	Local	\$ 5,488,000	\$ 1,142,348	\$ 199,606	\$ 3,846,158	\$ 299,888	\$ -	\$ -	\$ -	\$ 4,345,652	\$ -	\$ 5,488,000	\$ -	Transfer previous for PE; CN funding front loaded
Richmond	105890	SIGNAL SYSTEM	Local	\$ 7,339,977	\$ 7,340,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,340,000	\$ (23)	Surplus to be addressed at closeout
Richmond	NEW	Richmond Signal System Retiming Improvements	Local	\$ 1,765,000	\$ -	\$ 1,765,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,765,000	\$ -	\$ 1,765,000	\$ -	New Project - Full Funded; Funded to Local Estimate

Sponsor	UPC	Title	Admin	Total Est	Previous (all sources)	FY23	FY24	FY25	FY26	FY27	FY28	STBG FY23 - FY28	Other FY23 - FY28	Total	Balance	Notes
Ridefinders	-203	Regionwide Air Pollution Reduction Program	DRPT	N/A	N/A	\$ 509,000	\$ 509,000	\$ 500,000	\$ -	\$ -	\$ -	\$ 1,518,000				\$500k in year 3 per Regional Project Framework
Regionwide	101492	Richmond Region-Wide Traffic Operations Improvements	N/A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Regionwide	70719	CMAQ Balance Entry	N/A		\$ -	\$ 818,084	\$ 834,446	\$ 851,903	\$ 1,737,013	\$ 2,657,203	\$ 3,613,306	\$ 10,511,955	\$ -	\$ 10,511,955		

INCREASED COST

NEW PROJECT

TRANSFER PREVIOUS

Available	\$ 6,129,145	\$ 8,180,839	\$ 8,344,455	\$ 8,511,344	\$ 8,681,571	\$ 8,855,203	\$ 9,032,306
Reserve Target	\$ -	\$ 818,084	\$ 834,446	\$ 851,134	\$ 1,736,314	\$ 2,656,561	\$ 3,612,922
Remaining	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Deficit

Surplus

Required Transfers	
115815	\$ 3,000,000
118148	\$ 1,142,348
115201	\$ 578,373
111712	\$ 770,756
109951	\$ 637,668

Transfers from 70719 and 101492 Required

Mostly unmatched CMAQ

TAC AGENDA 4/12/22

TAC Future Meeting Topics*

Future Meeting Topics

- DRPT –Virginia Statewide Rail Plan
- Scenario Planning
- CVTA Project Prioritization Updates
- Joint annual meeting – RRTPO, PlanRVA, CVTA

*Draft: This is not a comprehensive list of considerations and is subject to change.