

NOTES

This meeting is open to the public. Members of the public are invited to attend virtually. Please alert the RRTPO at RRTPO@PlanRVA.org if electronic transmission of this meeting fails for the public. Please refer to our [Statement Regarding Virtual Meeting Participation by Members of the Public](#) for more information.

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 [Plan RVA - YouTube](#).

Members of the public are invited to submit public comments either verbally or in writing. Written comments can be submitted through the Q&A/Chat function on Zoom by email to RRTPO@PlanRVA.org. Written comments will be read aloud or summarized during the meeting when possible and will be included in the meeting minutes. Verbal comments will be taken during the Public Comment Period on the agenda.



Photo: Goochland welcome sign

Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC)

Powered By:



PlanRVA is where the region comes together to look ahead. Established in 1969, PlanRVA promotes cooperation across the region's nine localities and supports programs and organizations like the Richmond Regional Transportation Planning Organization, Central Virginia Transportation Authority, the Emergency Management Alliance of Central Virginia, Lower Chickahominy Watershed Collaborative and Don't Trash Central Virginia.

AGENDA

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
Tuesday, January 14, 2025, 9:00 a.m.
Zoom Meeting**

If you wish to participate in this meeting virtually, please register via Zoom at the following link:
https://planrva-org.zoom.us/webinar/register/WN_L2pc988fRPaFoLiK8cS4zA

1. **Welcome and Introductions**
(Chair Clarke)
2. **Roll Call & Certification of a Quorum**
(Janice Scott)
3. **Consideration of Amendments to the Meeting Agenda**
(Chair Clarke)
4. **Approval of December 10, 2024, TAC Meeting Minutes** – page 4
(Chair Clarke)
Action requested: approval of minutes as presented (voice vote).
5. **Open Public Comment Period**
(Chair Clarke /5 minutes)
6. **TAC Chairman's Report**
(Chair Clarke /10 minutes)
7. **2025 Safety Performance Targets** – page 7
(Myles Busching/10 minutes)
Action Item.
8. **BikePedRVA 2045 Update** – page 19
(Phil Riggan/10 minutes)
Discussion Item.
9. **Regional Funding Framework Review** – page 21
(Myles Busching/30 minutes)
Discussion Item.
10. **Transportation Agency Updates**
(10 minutes)
 - a. **DRPT** – Dubinsky
 - b. **GRTC** – Robinson
 - c. **RideFinders** – O'Keeffe
 - d. **VDOT** – Rhodes

**11. [PlanRVA Newsletter: The Better Together Connector \(linked\)](#)
Information item.**

12. TAC Member Comments
(Chair Clarke /5 minutes)

13. Next Meeting: Tuesday, February 11, 2025, at 9:00 a.m.
(Chair Clarke)

14. Adjournment
(Chair Clarke)

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

December 10, 2024 - 9:00 a.m.

MEMBERS and ALTERNATES (A) PRESENT:

Town of Ashland		Charles City County		Chesterfield County	
Nora D. Amos	X	Sheri Adams, Vice Chair		Barbara K. Smith	X
Goochland County		Gary Mitchell (A)		J.J. Banuelos (A)	
Vacant		Hanover County		Henrico County	
New Kent County		Joseph E. Vidunas	X	Sharon Smidler	X
Amy Inman	X	Randy Hardman (A)		Todd Eure (A)	
Capital Region Airport Commission (CRAC)		Powhatan County		City of Richmond	
John B. Rutledge		Bret Schardein (A)		Dironna Moore Clarke, Chair	X
PlanRVA		DRPT		GRTC	
Myles Busching	X	Tiffany T. Dubinsky		Patricia Robinson	X
Sulabh Aryal (A)	X	Wood Hudson (A)	X	Corey Robinson (A)	X
RideFinders		RMTA		VDOT	
John O'Keeffe (A)	X	Theresa Simmons		Sarah Rhodes	X

The technology used for the RRTPO Technical Advisory Committee 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. A recording of this meeting is available on our [Plan RVA YouTube Channel](#).

1. Welcome and Introductions

Chair Clarke opened the meeting at 9:01 a.m. and welcomed attendees.

2. Roll Call & Certification of a Quorum

Janice Scott, PlanRVA, took attendance by roll call and certified that a quorum was present.

3. Consideration of Amendments to the Meeting Agenda

There were no requested changes

4. Approval of November 12, 2024, Meeting Minutes

On motion by Joseph Vidunas, seconded by Barbara Smith, the members of the RRTPO Technical Advisory Committee voted to approve the meeting minutes as presented (voice vote).

5. Open Public Comment Period

There were no requests to address the committee.

6. TAC Chairman's Report

Chair Clarke reported that Richmond is working on a number of projects; she expressed her appreciation for the help Richmond has received from the other localities.

7. FY26 Regional Public Transportation Plan

Patricia Robinson, GRTC, provided an overview of the plan and the process for its approval. She reported that this will be on the February TAC agenda and offered to answer any TAC member questions on the plan.

There was a discussion on the FY26-FY28 fixed routes. Ms. Robinson asked for member input on suggested additions and/or changes.

8. Regional Funding Framework Review

Mr. Busching reviewed the framework and the priorities that have been identified and need to be addressed. He reminded committee members that the Regional Framework covers the process, limits, scoring, allocations, existing projects and leveraging. He offered clarification on the soft cap recommendation and the process for projects with a greater than 50% increase (waiver process).

Mr. Busching also covered project readiness and reported that this was the second biggest priority identified. He reviewed the options that have been explored. Including readiness in scores was the option that was the most popular based on the survey that was done.

9. Existing Project Progress Reports and Funding Applications

Mr. Busching reviewed the framework and the issues that have been identified and need to be addressed. He reminded committee members that the Regional Framework covers the process, limits, scoring, allocations, existing projects and leveraging.

Committee members discussed various aspects of the proposed process and the possible readiness factors. There was a consensus for a reward for projects that are further along in readiness, but members felt the factors need further review for impact. Staff will make the requested changes with better definitions of each factor and it will be on the next TAC agenda for further review.

10. Transportation Agency Updates

a. DRPT

Wood Hudson provided an update on recent and upcoming DRPT activities including upcoming funding opportunities.

b. GRTC

Corey Robinson provided an update on recent and upcoming GRTC activities including preparations for the new year and several new initiatives.

c. RideFinders

John O'Keefe provided an update on recent and upcoming RideFinders activities, including the following:

- Continued partnering with the Southern Virginia Chamber of Commerce (SOVA) to distribute our Be the CEO of your Commute public service announcement flyer.
- Attended the monthly meeting with DRPT to discuss operational updates, current initiatives and program updates.

- Attended Cardinal Elementary School's Career Day (Richmond Public Schools) to discuss careers in transportation, read the book, "The Magic School Bus Gets Cleaned Up," and connect transit, carpooling and biking as current options that many students use in their everyday lives.
- Met with representatives from the Virginia Office of Data Governance and Analytics to discuss possible data collection for the 2025 Virginia Datathon. Teams from across the state are challenged to create applications using state data to promote efficiency and transparency within state government. The teams present their projects to a panel of expert judges and conference attendees who vote for the best team.
- Continued to utilize LinkedIn to communicate with the employer target audience and provided them with contact information to reach out to us.
- Met with counterparts at OmniRide, who are organizing a benefits fair at the Navy Yard. There are plans to include RideFinders in the event, as we currently have several vanpoolers commuting to this location.
- Completed FY26 funding request applications for Chesterfield County, Hanover County, Goochland, New Kent and Powhatan County.

d. VDOT

Sarah Rhodes provided an update on VDOT's recent and upcoming activities. The update is posted with the [meeting documents](#).

11. PlanRVA Newsletter: The Better Together Connector

This was an information item.

12. TAC Member Comments

There were no member comments.

13. Next Meeting

Chair Clarke noted the next meeting will be held on January 14, 2025.

14. Adjournment

Chair Clarke adjourned the meeting at 10:13 a.m.

ACTION ITEM

January 14, 2024

TO Technical Advisory Committee

SUBJECT Annual Safety Target Setting

BRIEF:

The Highway Safety Improvement Program (HSIP) requires a data-driven, strategic approach to managing highway safety on all public roads, focusing on performance (see 23 CFR Part 490). The regulations in 23 CFR Part 490 establish safety performance targets that assess fatalities and serious injuries on all public roads. The Commonwealth is required to set a target each year; every Metropolitan Planning Organization (MPO) is required to adopt either the state target or set its own targets for safety. After following the state for several years and in the face of an increase fatalities, the RRTPO adopted level targets in 2024 for non-motorized road users who are killed or seriously injured and for the overall number of people kill and declining targets for serious injuries

RECOMMENDED ACTION:

The Technical Advisory Committee should recommend 2025 safety targets. Staff proposes the following targets for consideration which follow the hybrid approach adopted in 2024 and state assumptions on VMT growth.

Performance Measure	Baseline (Year)	2025 Target	Annual Change	Approach to Target Setting
Fatalities	116 (2022)	107	-2.6%	Keep unmet 2024 Target
Fatality Rate	1.170 (2022)	1.003	--	Adjust for 2.4% annual increase in VMT, 2025 target
Serious Injuries	871 (2023)	843	-1.61%	Near term trendline (declining)
Serious Injury Rate	8.566 (2023)	7.875	--	Adjust for 2.4% annual increase in VMT, 2025 target
Non-Motorized Fatalities and Serious Injuries	109 (2022)	109	0.0%	Flat target based on 2022 average; increase expected

DISCUSSION:

Setting safety targets is an annual requirement for the RRTPO as part of the federal performance-based planning and programming requirements. For

roadway safety, the RRTPO is required to [track and set targets for five performance measures](#):

- Fatalities
- Fatality Rate (per 100M vehicle miles traveled)
- Serious Injuries
- Serious Injury Rate (per 100M vehicle miles traveled)
- Non-Motorized Fatalities and Serious Injuries

VDOT, in coordination with DMV, sets statewide targets annually for each of these measures. State performance is assessed against these targets by FHWA and the Commonwealth is required to meet or make significant progress toward meeting these targets. The statewide performance targets are informed by an analytical model which factors in vehicle miles traveled, demographics and employment, weather, liquor sales, VDOT maintenance and operations programs spending, DMV behavioral programs spending, and the expected impacts of SMART SCALE and VHSIP investments. Beginning with the calendar year 2024, states are required to set level or declining targets for safety.

Based on current trends and federal requirements, the Commonwealth Transportation Board (CTB) has adopted the following targets for 2025 using a flat target for people killed or seriously injured and 2.4% annual increase in vehicle miles travelled.

Performance Measure	2025 Target
Fatalities	819
Fatality Rate	0.894
Serious Injuries	6,829
Serious Injury Rate	7.457
Non-Motorized Fatalities and Serious Injuries	619

MPOs are required to adopt targets no later than 180 days after the CTB each year. The RRTPO has the option to follow the statewide target or set a separate target for any or all performance measures. In general, FHWA has identified three approaches used in setting performance targets.

Data-Driven Targets

This approach projects expected outcomes based on recent trends, model projections, programmed projects, and other safety efforts. This approach can be considered realistic, but depending on recent trends, can result in targets for *increased* fatalities or serious injuries. Other than VDOT modeling, other examples of data-driven targets include forecasts based on the short-term trendline (last five years) or long-term trendline (last 10 or 15 years). This is the approach the Commonwealth and MPO have in the recent past.

Goal-Driven Targets

This approach focuses on the common goal of reducing fatalities and serious injuries by setting declining targets, regardless of the baseline trend. Such efforts are aligned with the vision of Towards Zero Deaths and Serious Injuries as expressed in Arrive Alive, the Virginia Strategic Highway Safety Plan (SHSP). Particularly in the face of increasing trends, this approach can be seen as aspirational. Missed targets provide an opportunity to reconsider safety investments and focus on safety in funding decisions. The Commonwealth Transportation Board (CTB) has set an aspirational target of 2% annual reduction in fatalities and serious injuries.

Hybrid Targets

This final approach is a synthesis of the two prior approaches. This approach focuses on the long-term goal of reducing fatal and serious injury crashes while considering the baseline trend to provide more grounding in the current crash experience. This is the approach used by the CTB in adopting level targets for 2024 and 2025.

For more information, please contact Myles Busching at 804-924-7035 or mbusching@planrva.org.

ATTACHMENTS:

- A. Historic Crash Data and Trends (VDOT)
- B. Preliminary Crash Data (2023)
- C. Forecasted Crash Data (2024)

ATTACHMENT A: Historic Crash Data and Trends

Table 1: 5-Year Average - Fatalities

Calculated Five-Year Averages	Five-Year Period	Fatalities
<p>Notes: This table contains the five-year averages based on the historical crash data. Fatality data is available up through the 2018-2022 five-year period. Serious injury data is reported up through the 2019-2023 five-year period.</p>	2006-2010	95
	2007-2011	95
	2008-2012	86
	2009-2013	85
	2010-2014	82
	2011-2015	83
	2012-2016	81
	2013-2017	86
	2014-2018	90
	2015-2019	93
	2016-2020	98
	2017-2021	107
	2018-2022	116
	2019-2023	--

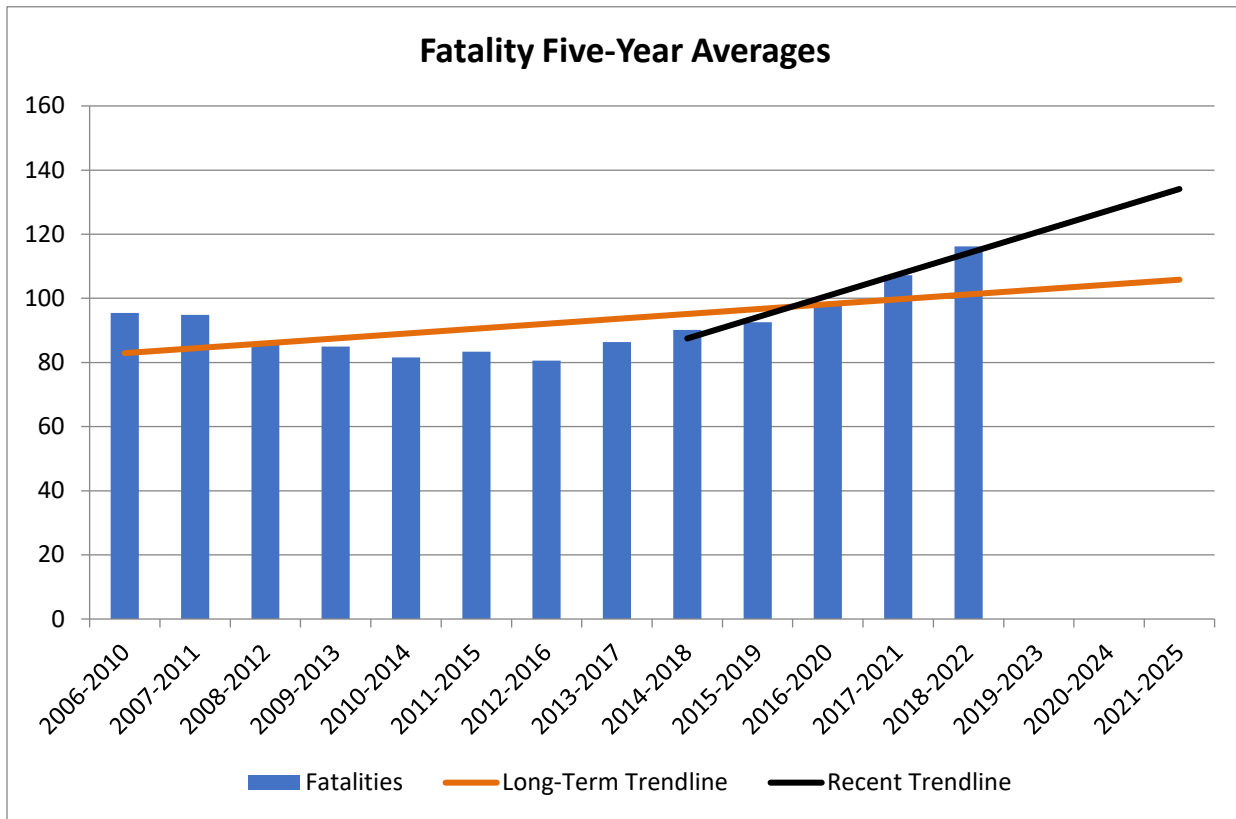


Table 2: 5-Year Average - Serious Injuries

Calculated Five-Year Averages	Five-Year Period	Serious Injuries
Notes: This table contains the five-year averages based on the historical crash data. Fatality data is available up through the 2018-2022 five-year period. Serious injury data is reported up through the 2019-2023 five-year period.	2006-2010	1509
	2007-2011	1381
	2008-2012	1308
	2009-2013	1120
	2010-2014	1038
	2011-2015	974
	2012-2016	965
	2013-2017	933
	2014-2018	934
	2015-2019	932
	2016-2020	895
	2017-2021	890
	2018-2022	880
2019-2023	871	

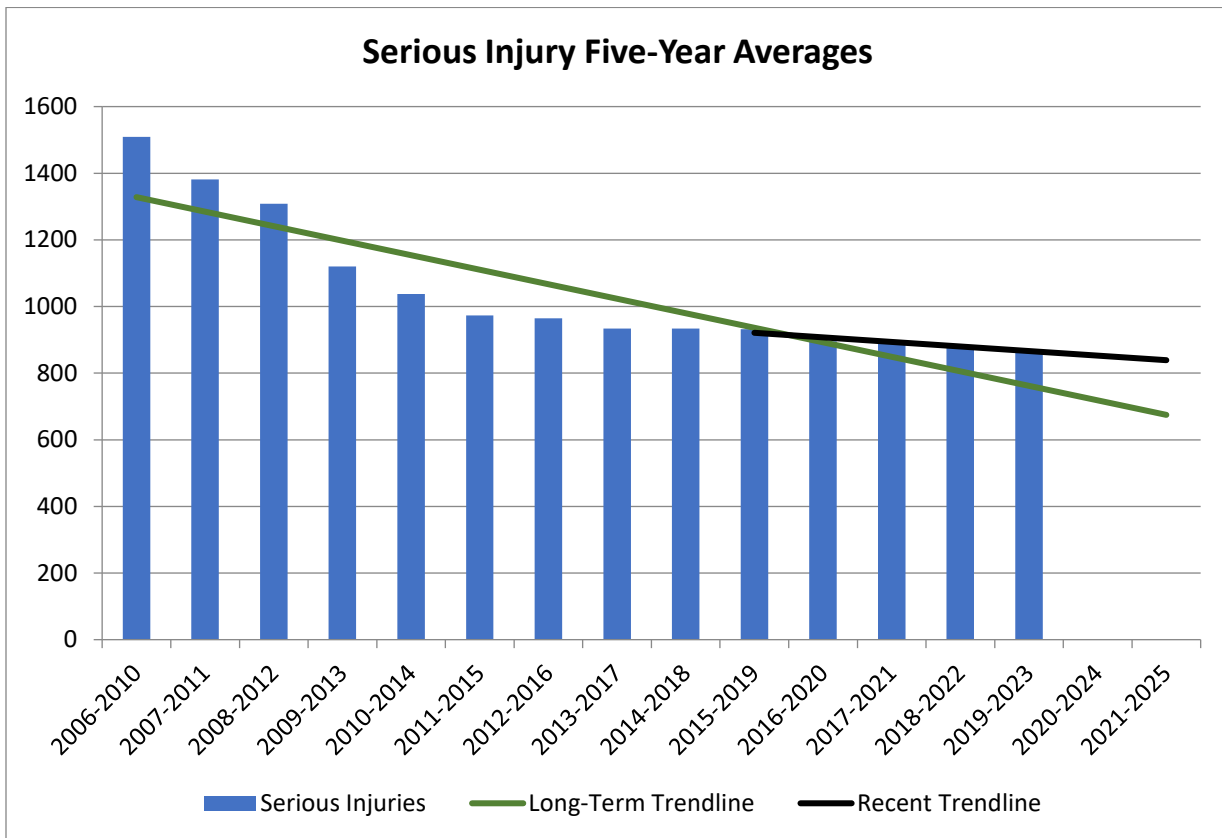
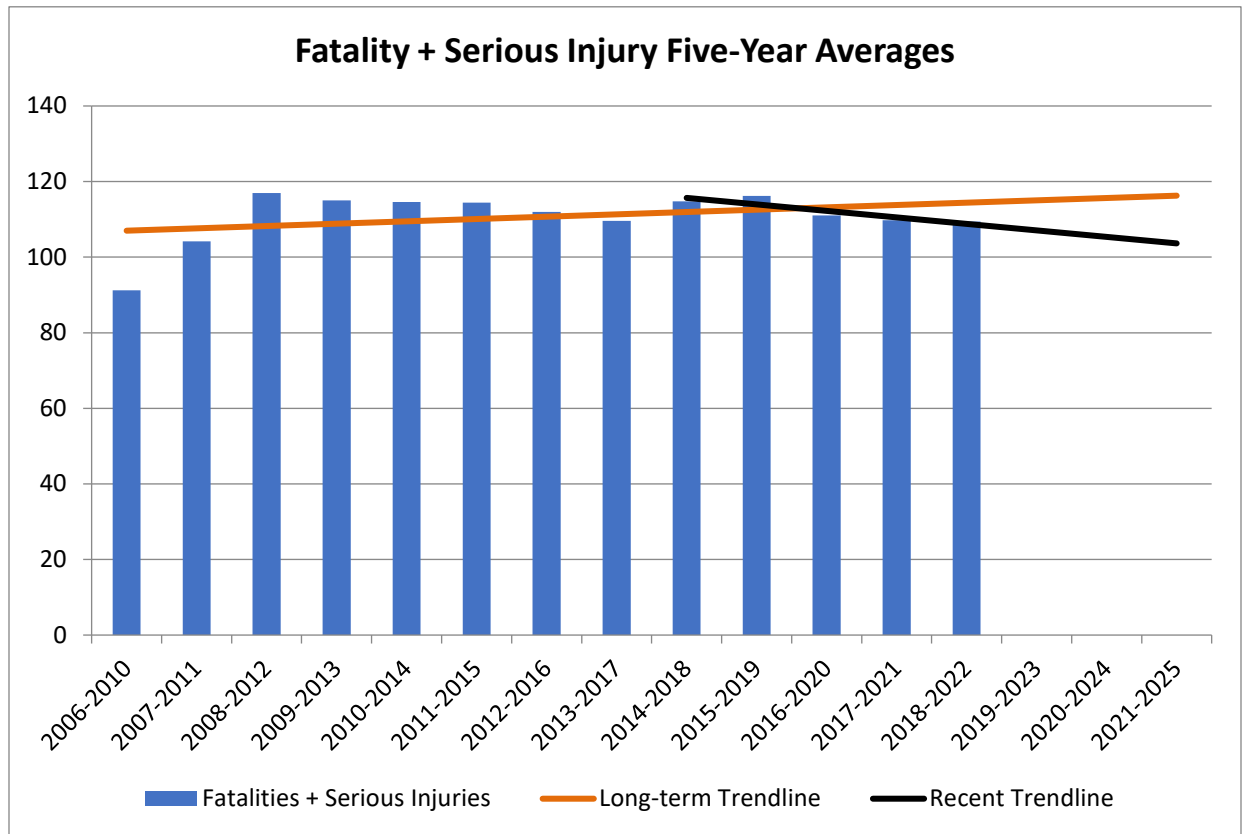


Table 3: 5-Year Average - Non-Motorized

Calculated Five-Year Averages	Five-Year Period	Fatalities	Serious Injuries	Fatalities + Serious Injuries
Notes: This table contains the five-year averages based on the historical crash data. Fatality data is available up through the 2018-2022 five-year period. Serious injury data is reported up through the 2019-2023 five-year period.	2006-2010	14	77	91
	2007-2011	14	90	104
	2008-2012	14	103	117
	2009-2013	14	101	115
	2010-2014	13	102	115
	2011-2015	14	100	114
	2012-2016	14	98	112
	2013-2017	17	92	110
	2014-2018	20	94	115
	2015-2019	23	93	116
	2016-2020	26	85	111
	2017-2021	29	81	110
	2018-2022	28	81	109
	2019-2023	--	84	--



ATTACHMENT B: Preliminary Crash Data (2023)

Under Federal regulations, fatalities statistics are drawn from the Fatality Analysis Reporting System (FARS), a nationwide reporting tool maintained by the National Highway Traffic Safety Administration (NHTSA) in the US Department of Transportation. This database has a reporting lag, creating a gap between fatal and serious injury crashes. Preliminary data on fatalities are available from state-maintained databases for 2023. The following figures are taken from VDOT’s Crash Analysis Tool.

Table 1: Preliminary 2023 Fatalities

All People Killed	117
Pedestrians Killed	20
Bicyclists Killed	2

Table 2: 2023 Serious Injuries

All People Seriously Injured	896
Pedestrians Seriously Injured	101
Bicyclists Seriously Injured	15

Table 3: Preliminary 5-Year Average – Fatalities

Calculated Five-Year Averages	Five-Year Period	Fatalities
<p>Notes: This table contains the five-year averages based on the historical crash data. Fatality data is available up through the 2018-2022 five-year period. Estimate for 2019-2023 based on preliminary DMV data. Serious injury data is reported up through the 2019-2023 five-year period.</p>	2006-2010	95
	2007-2011	95
	2008-2012	86
	2009-2013	85
	2010-2014	82
	2011-2015	83
	2012-2016	81
	2013-2017	86
	2014-2018	90
	2015-2019	93
	2016-2020	98
	2017-2021	107
2018-2022	116	
2019-2023*	119	

Table 4: Preliminary 5-Year Average – Non-Motorized

Calculated Five-Year Averages	Five-Year Period	Fatalities	Serious Injuries	Fatalities + Serious Injuries
Notes: This table contains the five-year averages based on the historical crash data. Fatality data is available up through the 2018-2022 five-year period. Estimate for 2019-2023 based on preliminary DMV data. Serious injury data is reported up through the 2019-2023 five-year period.	2006-2010	14	77	91
	2007-2011	14	90	104
	2008-2012	14	103	117
	2009-2013	14	101	115
	2010-2014	13	102	115
	2011-2015	14	100	114
	2012-2016	14	98	112
	2013-2017	17	92	110
	2014-2018	20	94	115
	2015-2019	23	93	116
	2016-2020	26	85	111
	2017-2021	29	81	110
	2018-2022	28	81	109
2019-2023*	22	84	111	

ATTACHMENT C: Forecasted Crash Data (2024)

To get a clearer understanding of the current trends, staff have also reviewed crash data for 2024 to compare with previous years.

Table 1: Preliminary 2024 Fatalities Through October 31st

All People Killed	117
Pedestrians Killed	22
Bicyclists Killed	3

Table 2: Preliminary 2024 Serious Injuries Through October 31st

All People Seriously Injured	714
Pedestrians Seriously Injured	72
Bicyclists Seriously Injured	20

Based on historical data from the region, staff developed simple forecasts for the balance of the current year. This approach uses the percentage of crashes occurring in November and December in each year in the historic record, as well as the average across all eight (8) years to estimate a range of potential outcomes for 2024.

Table 3: 2024 Fatality Forecast based on Historic Trends

	Fatalities
October Baseline	117
2016 Trend	145
2017 Trend	137
2018 Trend	134
2019 Trend	154
2020 Trend	138
2021 Trend	134
2022 Trend	141
2023 Trend	136
2016 - 2023 Trend	136
Minimum	134
Maximum	154
Median	137
Mean	139

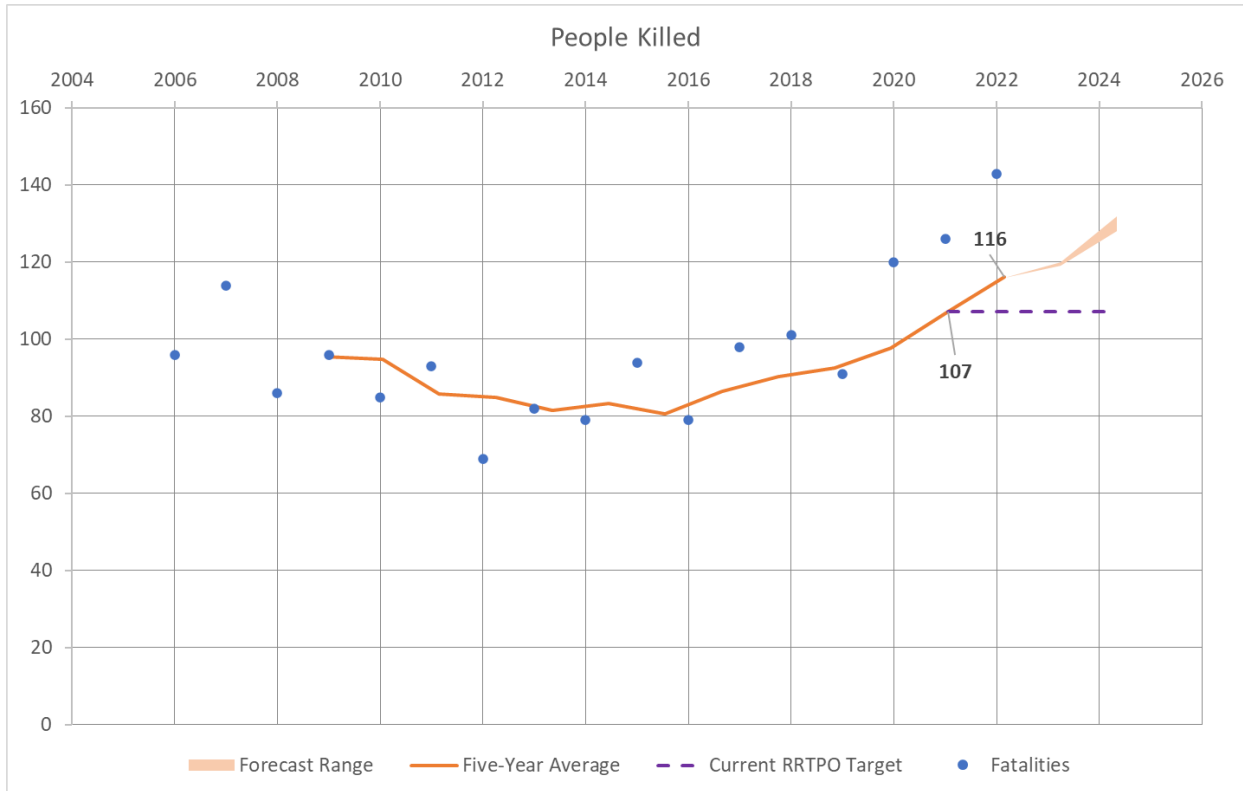


Table 4: 2024 Serious Injury Forecast based on Historic Trends

	Serious Injuries
October Baseline	714
2016 Trend	833
2017 Trend	854
2018 Trend	859
2019 Trend	847
2020 Trend	868
2021 Trend	836
2022 Trend	870
2023 Trend	872
2016 - 2023 Trend	839
Minimum	833
Maximum	872
Median	854
Mean	853

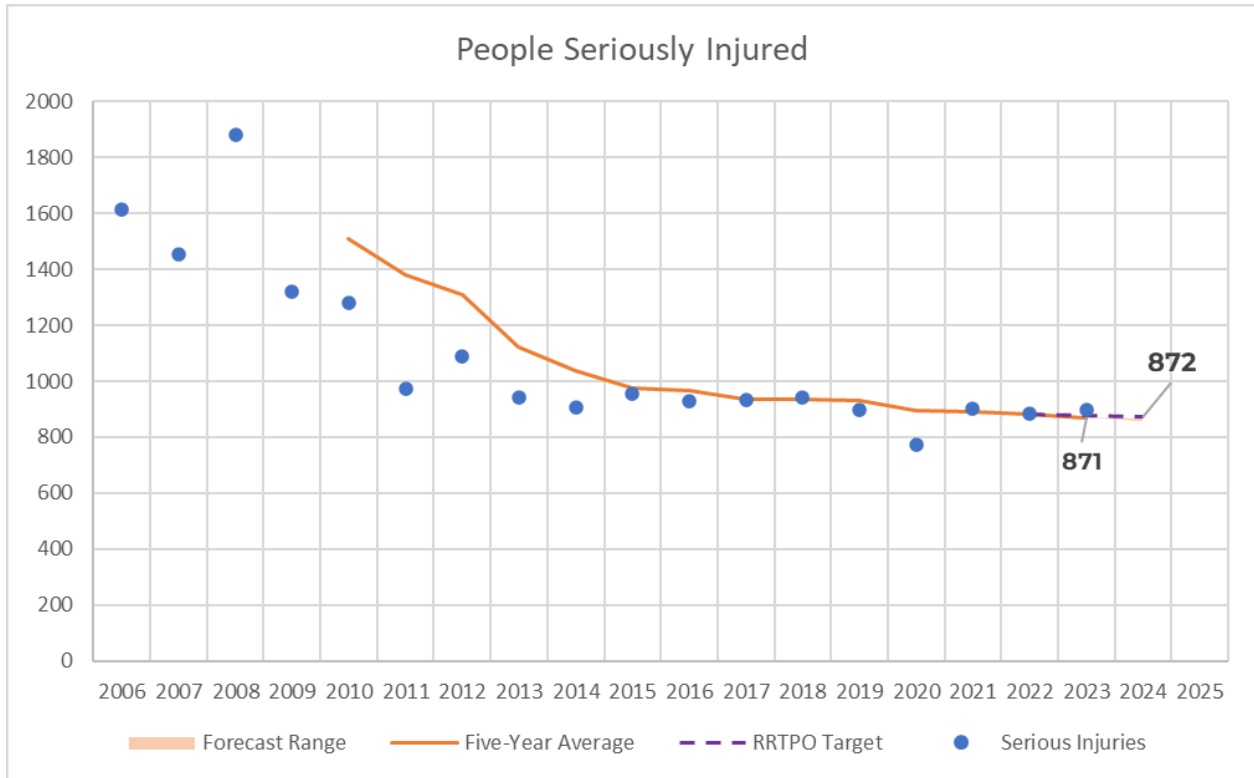
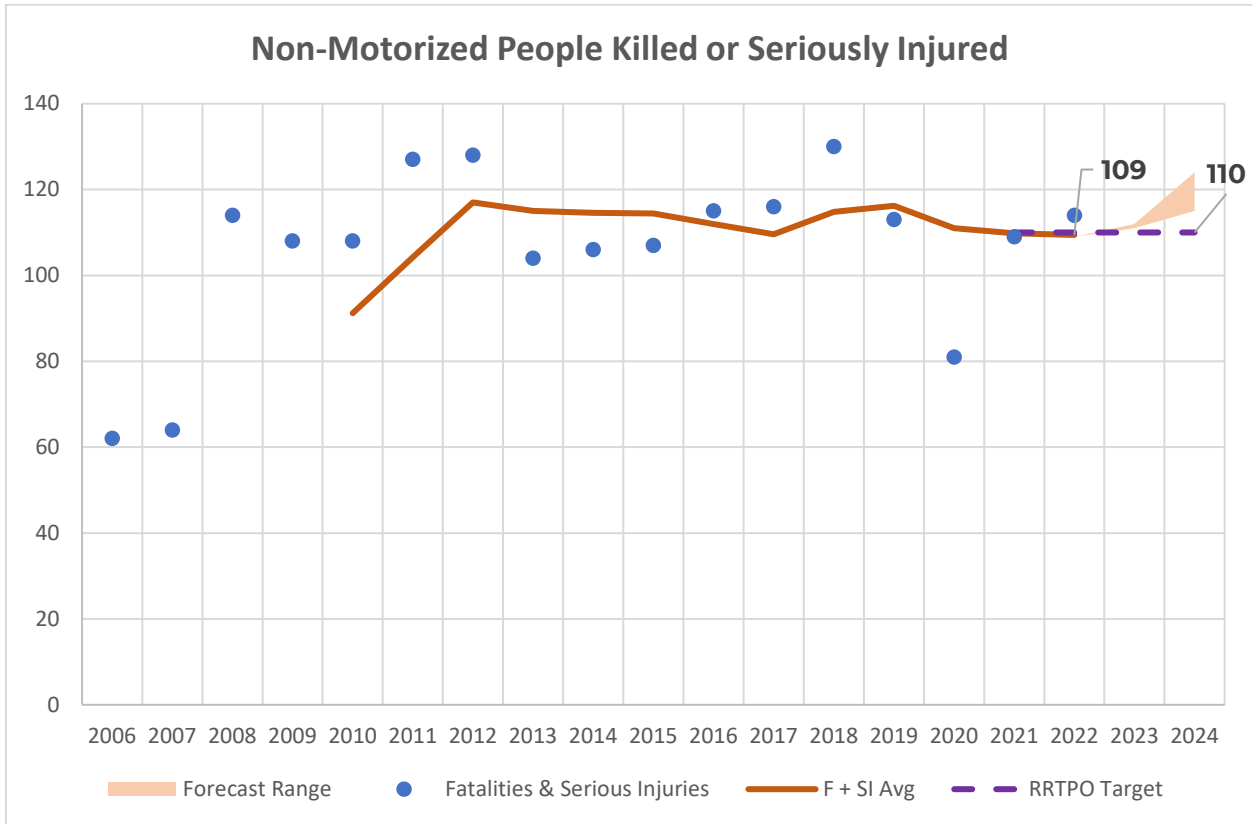


Table 5: 2024 Non-Motorized Fatalities and Serious Injury Forecast based on Historic Trends

	Serious Injuries	Fatalities	Total
October Baseline	92	25	117
2016 Trend	101	31	132
2017 Trend	105	29	134
2018 Trend	124	30	154
2019 Trend	121	31	152
2020 Trend	147	32	179
2021 Trend	117	31	148
2022 Trend	107	29	136
2023 Trend	110	30	140
2016 - 2023 Trend	109	29	138
Minimum			132
Maximum			179
Median			140
Mean			146



DISCUSSION ITEM

January 14, 2025

TO Technical Advisory Committee**SUBJECT** BikePedRVA 2045 Plan Update**BRIEF:**

Staff will provide an overview of efforts to update the bicycle and pedestrian plan, BikePedRVA. This effort is being undertaken to feed into the Long-Range Transportation Plan and Transportation Alternatives program and includes refining the terms used to define the active transportation network for the Richmond region.

RECOMMENDED ACTION:

None.

DISCUSSION:

The purpose of BikePedRVA 2045 was to update the 2004 Richmond Regional Bicycle and Pedestrian Plan, document the progress since then, and forecast a vision for the next 25 years. The plan was adopted by the RRTPO Policy Board in May 2022 and was prepared in coordination with the ConnectRVA 2045 long-range transportation plan.

Rather than allow the plan to sit on a shelf, it has been our plan to continue to update the data and track the progress as it is made. That includes the selection of projects, funding, implementation, completion, and eventual maintenance of projects that provide connections in the development of an active transportation network.

PlanRVA relies on each locality to provide updates on the progress made in their jurisdictions. The data we collect is gathered and presented collectively to view as a region. We track the active transportation projects that have been implemented and the envisioned future projects proposed by the localities with shape files and update them on our BikePedRVA website. Over the past nine months, staff have worked with local partners to update our proposed projects layer.

This update is being undertaken to serve two purposes. First, BikePedRVA 2045 is used in evaluating and scoring projects for the Transportation Alternatives Program (TAP). A small portion of a project's score is based on its inclusion and classification (regional spine, regional spur, local) in the plan.

Second, the projects included in the plan will be used to inform the update of the Long-Range Transportation Plan, Pathways to the Future: Transportation 2050.

Projects and conceptual connections in the bike-ped plan are included as needs for the LTRP and certain project types like off-road trails are expected to be included in the constrained list of regionally important projects in the plan.

As part of this update, staff have been working to develop concise definitions of regional spines and spurs to use in classifying new trails. The following definitions have been adapted from the approved plan and are presented for TAC's consideration and discussion.

A **spine route** refers to a major interregional active transportation corridor that serves as the backbone of a comprehensive, interconnected network for bicyclists and pedestrians across the Richmond region.

A **spur route** refers to an active transportation route that serves to connect vulnerable road users to activity centers and/or to spine routes within the Richmond region on corridors that are safe and comfortable for users of all ages and abilities.

For more information, please contact Phil Riggan at 804-924-7038 or priggan@planrva.org.



Funding Framework

Review of Flexible Regional Funding Program

Review Schedule

December

- 1 - Existing Projects
- 2 - Project Readiness

January

- 1 - December Follow-up
- 2 - Timing/Coordination
- 3 - Regional Priorities

February

- 1 - January Follow-up
- 2 - Bike/Ped Funding
- 3 - Time Commitment

December Recap

Existing Project Priority

Competing Goals:

- Ensure existing projects can continue to advance
- Allow for new projects to be selected each round
- Complete legacy projects
- Reduce cost increases and overruns

Priority in 83% of Surveys

Current Thresholds

Request	Staff Review	TAC Review	TPO Review	Note
Initial Selection	✓	✓	✓	
≤ 10% Increase Normal Review	✓	✓		
> 10% Increase Normal Review	✓	✓	✓	

Recommendation - Soft Cap

Request	Staff Review	TAC Review	TPO Review	Note
Initial Selection	✓	✓	✓	
≤ 10% Increase Normal Review	✓	✓		
≤ 50% Increase Normal Review	✓	✓	✓	
> 50% Increase Waiver Process	✓	✓	✓	Limited Eligibility

Proposed Waiver Categories

Legacy Hardship

Projects in RRTPO program and under development for at least a decade which have already exceeded the threshold

Macroeconomic Hardship

Economy-wide impacts which push individual projects over the 50% threshold

Locality Hardship

Unique circumstances where a deficit exceeds local transportation revenues and the TPO is the sole funding source

Project Readiness

Readiness

Projects funded through RRTPO that have readiness issues in VDOT programs

Development

Program does not factor in level of development in prioritizing projects

Delivery

Sponsor history not factored in the prioritization

Priority in 66% of Surveys

Recommendation - Bonus Points

ID	Title	Sponsor	Safety	Mobility	Access Equity	Econ. Dev	Env. & Land Use	Benefit	Request (\$)	Cost Benefit	Rank	Readiness Factors	Adjusted Score	Adjusted Rank
FY26-01	Project B	Locality	1.50	2.00	6.20	3.80	2.50	16.00	\$2M	80.00	1	0	80.00	2
FY26-02	Project A	Locality	10.00	10.00	20.00	10.00	10.00	60.00	\$7.5M	80.00	2	6	86.00	1

Add “readiness” factor as bonus after cost/benefit scores
 Maximum 10 points

Readiness Factors

Item	Value
30% Design	10
NEPA Complete	10
Draft IAR/OSAR Complete	7
Study w/ Operational Analysis Complete	5

Item	Value
Feasibility Study Complete (Transit)	5
Turn Movement Counts	3
Signal Justification Report Complete	3
L RTP Inclusion	3

Timing & Coordination

Sponsor Contacts

Interest in more
sponsor discussion
around project scoring,
allocations

SMART SCALE

Coordinate with SMART
SCALE timeline and
project set for
leveraging

Biennial Process

Move to every other
year aligned with TAP,
CVTA

Priority in 66% of Surveys

Regional Priorities

6

Regional projects
submitted per year
(~18% of apps)

10.6%

Share of investment in
new regional projects



100%

LRTP-envisioned
investment in
regional projects

Priority in 33% of Surveys

Possible Solutions

Timing & Coordination

Possible Solution	Explanation
 <p>New project selection in odd years only <i>(like CVTA)</i></p>	<p>Reduces conflict with Smart Scale applications, leverage locked in before SS cycle</p>
 <p>Align schedule with Smart Scale pre-app deadlines</p>	<p>Administrative change; piloted this past round successfully; can mirror CVTA</p>
<p>2.5 Reduce application limits</p>	<p>More coordination and consultation possible with fewer applications</p>

Previous Round Applications

Program	Total Request	Applications	New Project Funds	New Projects	Average Award
TPO	\$140M	33	\$16.8M	7	\$2.4M
CVTA	\$575M	36	\$210M	19	\$11M
SMART SCALE - DGP MPO Area	\$833M	44	\$140M	10	\$14M
TAP MPO Area	\$16.3M	17	\$10.9M	12	\$0.9M

Application Limits by Sponsor

Locality	TPO	CVTA	Smart Scale
Ashland	3	2	4
Charles City	3	2	4
Chesterfield	10	8	10
Goochland	3	4	4

Application Limits by Sponsor

Locality	TPO	CVTA	Smart Scale
Hanover	10	6	4
Henrico	10	8	10
New Kent	3	4	4
Powhatan	3	4	4

Application Limits by Sponsor

Locality	TPO	CVTA	Smart Scale
Richmond	10	8	4
GRTC	3	0	10
Others	12	0	14
MAXIMUM	70	46	72

Options for Reduction

Locality	Reduce by 1/3	Scaled Relative to CVTA & Available Funding	Fixed Limit
Large Locality (>100k pop)	6	2	2
Small Locality	2	1	
Non-Locality	2	1	
MAXIMUM	40	18	28

Regional Priorities

	Possible Solution	Explanation
0.3	Limit program to projects from CLRP	Reducing eligible projects ensures regional priorities are funded
1.5	Splitting funding for regional & local project priorities	Ensuring dedicated funding guarantees some regional projects get selected
0.8	Include regional element in score <i>(like MPO TAP program)</i>	Providing extra points after cost/benefit for projects that advance the CLRP increase likelihood of funding

Regional Priorities

None of the options was viewed positively

Staff recommend holding off on revisions to address this concern for now

- Biennial cycle makes larger projects more viable
- LRTP update will refine CLRP project types and policy