



Photo: New Kent County Courthouse grounds.

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



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. Please through the Q&A/Chat functions on Zoom if you would like to comment. When acknowledged by the Chairman, please clearly state your name so that it may be recorded in the meeting minutes.

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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 Collective and Don't Trash Central Virginia.

AGENDA

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
Tuesday, October 10, 2023, 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_x0SNSBHXRU-WLfnczRztw

- 1. Welcome and Introductions**
(Mitchell)
- 2. Statement Regarding Virtual Meetings**
(Busching)
- 3. Roll Call & Certification of a Quorum**
(Firestone)
- 4. Consideration of Amendments to the Meeting Agenda**
(Mitchell)
- 5. Approval of September 19, 2023, TAC Meeting Minutes** – page 4
(Mitchell)
Action requested: approval of minutes as presented (voice vote).
- 6. Open Public Comment Period**
(Mitchell /5 minutes)
- 7. TAC Chairman's Report**
(Mitchell /10 minutes)
- 8. Unified Planning Work Program Amendment – Reconnect Jackson Ward Planning Grant** – page 7
(Busching/5 minutes)
Action requested: recommendation to approve the UPWP amendment
- 9. FY24 – FY27 Transportation Improvement Program Amendments – GRTC Annual Updates** – page 11
(Busching/10 minutes)
Action requested: recommendation to approve proposed TIP amendments
- 10. FY24 – FY27 Transportation Improvement Program Amendments – DRPT Annual FTA 5310 Program Updates** – page 24
(Busching/5 minutes)
Action requested: recommendation to approve proposed TIP amendments
- 11. FY24 – FY27 Transportation Improvement Program Amendments – VPRA Request – State-Supported Amtrak Operations** – page 28
(Busching/5 minutes)
Action requested: recommendation to approve proposed TIP amendment

12. **FY24 – FY27 Transportation Improvement Program Amendments – VPRA Request – Hanover Third Track** – page 34
(Busching/5 minutes)
Action requested: recommendation to approve proposed TIP amendment
13. **ConnectRVA 2045 Amendment – New Kent County Request – Exit 211 Interchange Improvements** – page 38
(Aryal/10 minutes)
Action requested: recommendation to remove identified projects from the constrained projects list to add the new project
14. **RRTPO/Tri-Cities Area MPO Boundary Adjustment** – page 40
(Aryal/10 minutes)
Action requested: recommendation to approve the adjusted boundary between RRTPO and TCAMPO
15. **SMART SCALE Program Update**
(VDOT/10 minutes)
Discussion of latest proposed updates from CTB meeting
16. **RRTPO Letter regarding SMART SCALE Program Updates** – page 42
(Busching/10 minutes)
Action requested: recommendation on a proposed letter opposing certain changes to the Smart Scale program
17. **Public Transportation Work Group**
(Busching/5 minutes)
Discussion of work group schedule and appointment of members.
18. **Transportation Agency Updates**
(10 minutes)
 - a. **DRPT** – Dubinsky
 - b. **GRTC** – Torres
 - c. **RideFinders** – O’Keeffe
 - d. **VDOT** – Rhodes
19. **Future Meeting Topics** – page 47
(Mitchell /5 minutes)
20. **TAC Member Comments**
(Mitchell /5 minutes)
21. **Next Meeting: Tuesday, November 14, 2023, 9:00 a.m.**
(Mitchell)
22. **Adjournment**
(Mitchell)

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC)
ZOOM MEETING MINUTES
September 19, 2023, 9:00 a.m.**

MEMBERS and ALTERNATES (A) PRESENT:

Town of Ashland		Charles City County		Chesterfield County	
Nora D. Amos	X	Gary Mitchell, FY24 Vice Chair	X	Barbara K. Smith	
Vacant (A)		Rhonda Russell (A)		Chessa Walker (A)	X
Goochland County		Hanover County		Henrico County	
Austin Goyne		Joseph E. Vidunas, FY24 Chair	X	Sharon Smidler	X
Thomas M. Coleman (A)		Vacant (A)		Todd Eure (A)	
New Kent County		Powhatan County		City of Richmond	
Amy Inman	X	Mike Ciriello		Dironna Moore Clarke	X
Kelli Le Duc (A)		Bret Schardein (A)		Vacant (A)	
Capital Region Airport Commission (CRAC)		DRPT		GRTC	
John B. Rutledge		Tiffany T. Dubinsky	X	Patricia Robinson	
		Daniel Wagner (A)		Corey Robinson (A)	X
PlanRVA		RideFinders		RMTA	
Myles Busching	X	Von S. Tisdale		Theresa Simmons	
Sulabh Aryal (A)		John O'Keefe (A)	X		
VDOT					
Sarah Rhodes	X				
Nicole Mueller (A)					

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](#).

Virtual participation of this meeting by members of the committee is authorized under the City of Richmond Res. No. 2020-R025, - declaration of a local emergency due to the potential spread of COVID-19, adopted March 16, 2020. The resolution is available [here](#).

1. Welcome and Introductions

The Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC) Chair, Joseph Vidunas, presided and called the September 19, 2023, TAC meeting to order at 9:02 a.m.

2. Statement Regarding Virtual Meetings

This statement was provided to members virtually.

3. Roll Call & Certification of a Quorum

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

4. Consideration of Amendments to the Meeting Agenda

There were no requested changes to the agenda.

5. Approval of August 8, 2023, Meeting Minutes

On motion by Dironna Moore Clarke, seconded by John O'Keefe, the RRTPO Technical Advisory Committee voted to approve the meeting minutes as presented (voice vote).

6. Open Public Comment Period

There were no requests to address the committee.

7. TAC Chairman's Report

Chair Vidunas did not have a formal report but noted that he attended a VDOT workshop last week that was very informative.

8. FY24 – FY27 Transportation Improvement Program - Illustrative Projects List

Myles Busching, RRTPO Secretary, presented this item and offered to answer any questions. The presentation is posted with the [meeting documents](#). Mr. Busching clarified that these are projects that were unsuccessful in receiving other funding. This does not change the process in any way. The benefit of using this process is that it streamlines the process and allows staff to handle many items.

On motion by Gary Mitchell, seconded by Dironna Moore Clarke, the RRTPO Technical Advisory Committee voted to recommend RRTPO Policy Board approval of the recommended amendment to the FY24 – FY27 TIP to add the illustrative projects section (roll call vote; see below):

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Gary Mitchell	X			
Chesterfield County	Chessa Walker	X			
Goochland County	Austin Goyne				X
Hanover County	Joseph E. Vidunas	X			
Henrico County	Sharon Smidler	X			
New Kent County	Amy Inman	X			
Powhatan County	Mike Ciriello				X
City of Richmond	Dironna Moore Clarke	X			
CRAC	John B. Rutledge				X
DRPT	Tiffany Dubinsky	X			
GRTC	Corey Robinson	X			
PlanRVA	Myles Busching	X			
RideFinders	John O'Keefe (A)	X			
RMTA	Theresa Simmons				X
VDOT	Sarah Rhodes	X			

9. Rural Public Transportation Options

Barbara Jacocks, PlanRVA, presented this item and offered to answer any questions. There was discussion about the importance of the rural jurisdictions participating in the work group. There was a consensus that representatives from the rural jurisdictions (Ashland, Charles City, Goochland, Hanover, New Kent and Powhatan) will be required, and the larger jurisdictions (Chesterfield, Henrico and Richmond) will have the option of participating as well. RideFinders would like to be part of the group as

well. It was suggested that rural transportation providers have representatives participate as ex-officio members.

On motion by Amy Inman, seconded by Gary Mitchell, the RRTPO Technical Advisory Committee voted to reconvene the Public Transportation Work Group to review the public transportation options for rural localities; the rural localities shall appoint representatives and the larger localities, DRPT, GRTC and RideFinders may appoint representatives (voice vote).

10. SmartScale Update

Sarah Rhodes, VDOT presented this item and offered to answer any questions. Ms. Rhodes' presentation is posted with the [meeting documents](#).

There was a discussion about the area types and the MPO boundary change; if the map needs to be updated, New Kent County would need to be consulted. There are preliminary discussions on the matter now and it will be resolved prior to the opening of round 6.

VTrans needs will be discussed at the CTB meeting this week. The goals have been refreshed but there will not be changes to how the needs are identified.

Ms. Rhodes clarified that local commuter transit routes are not eligible at this time.

11. FY25 – FY30 Flexible Regional Funding Schedule

Mr. Busching presented this item and offered to answer any questions. The presentation is posted with the [meeting documents](#).

12. Transportation Agency Updates

a. DRPT

Tiffany Dubinsky provided an update on recent and upcoming DRPT activities. The update is posted with the [meeting documents](#).

b. GRTC

Corey Robinson provided an update on recent and upcoming GRTC activities.

c. RideFinders

John O'Keefe provided an update on recent and upcoming RideFinders activities.

d. VDOT

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

15. Future Meeting Topics

Chair Vidunas noted the topics were included in the agenda packet.

16. TAC Member Comments

There were no member comments.

17. Next Meeting

Chair Vidunas noted the next meeting will be held on October 10, 2023.

18. Adjournment

Chair Vidunas adjourned the meeting at 9:59 a.m.

ACTION ITEM

October 10, 2023

TO Technical Advisory Committee**SUBJECT** Unified Planning Work Program (UPWP) Amendment –
Reconnect Jackson Ward Reconnecting Communities Grant**BRIEF:**

The City of Richmond was awarded a \$1,350,000 planning grant as part of the FY2022 Reconnecting Communities pilot program. The funds will be used to support planning activities to improve access and reconnect Jackson Ward through the creation of a new bridge or freeway lid that would incorporate transportation connections, public spaces, and opportunities for future development. The grant program guidelines require all planning grants be reflected in the Unified Planning Work Program (UPWP) for the region rather than the Transportation Improvement Program (TIP).

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should recommend approval of the proposed UPWP amendment as requested by the City of Richmond.

DISCUSSION:

The Unified Planning Work Program (UPWP) is a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source of funds. The UPWP also serves as the RRTPO budget and work program for the current fiscal year.

The two primary funding sources supporting the UPWP work program are FHWA Planning funds (PL) and FTA Section 5303 funds. These two federal fund sources are generally matched by state and local sources on an 80% federal (FHWA and FTA) 10% state (VDOT and DRPT), and 10% local (RRPDC member dues and RRTPO special assessment) basis.

The City of Richmond applied for a planning grant through the FY2022 Reconnecting Communities Pilot (RCP) program for the Reconnect Jackson Ward project and was awarded \$1,350,000. This grant will allow the City of Richmond to conduct a traffic study and impact analysis, complete an environmental review, and develop a conceptual design and preliminary engineering plans for a cap over I-95/I-64 between Jackson Ward and Gilpin Court. The grant also supports local history and archival research, philanthropic coordination, and community engagement to ensure continued community support and involvement through ultimate

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construction of the project. The link to the full grant application can be found below as Attachment B.

The RCP implementation guidance requires that planning projects be included in the region's UPWP rather than the Transportation Improvement Program (TIP) before use of the funds can be authorized. Staff have conferred with VDOT and FHWA to confirm this requirement and obtain advice on implementing this within the context of the current UPWP. A draft appendix to the current UPWP to reflect this local project and any other projects with similar requirements is included as Appendix B for review.

Staff have also assessed the project using the same framework as TIP amendments to ensure consistency with the ConnectRVA 2045, the long-range transportation plan. ConnectRVA 2045 establishes categories of projects which are regional in nature and must be included in the constrained long-range plan (CLRP) prior to inclusion in the TIP. Conversely, other project types are considered either local or programmatic in nature and can advance without being specifically listed. The project types under each category can be reviewed in Chapter 5 of ConnectRVA 2045. Figure 1 graphically shows the consistency review process.

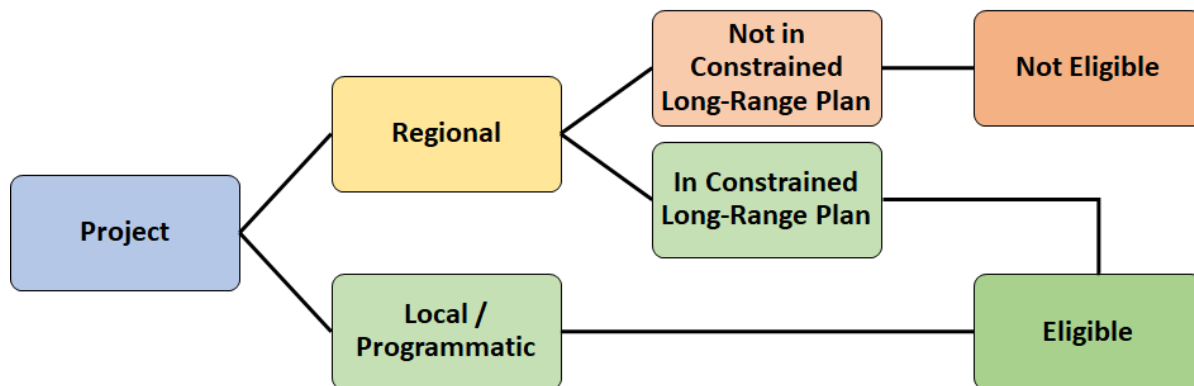


Figure 1: ConnectRVA 2045 Consistency Workflow

As the foundation for long-range planning and project identification, all planning studies are considered programmatic and can advance without being specifically identified in the constrained long-range plan. Further, the Policy Board has previously taken action to add the Reconnect Jackson Ward project to the unconstrained vision project list. ConnectRVA 2045 specifically endorses these vision list projects for discretionary grants and other funds not accounted for the budget for the constrained plan. Staff finds the proposed UPWP amendment is consistent with ConnectRVA 2045.

For more information, please contact Myles Busching at 804-923-7035 or mbusching@planrva.org.

ATTACHMENTS:

- A. Draft UPWP Project Appendix
- B. [Grant Application/Study Scope](#)

Attachment A**Reconnect Jackson Ward***City of Richmond*

The City of Richmond will conduct a traffic study and impact analysis, complete an environmental review, and develop a conceptual design and preliminary engineering plans for a cap over I-95/I-64 between Jackson Ward and Gilpin Court. This planning grant will also support local history and archival research, philanthropic coordination, and community engagement to ensure continued community support and involvement through ultimate construction of the project.

Funding Source	Amount
Reconnecting Communities Pilot (Federal)	\$1,350,000
Local Match	\$ 340,000
TOTAL	\$1,690,000

ACTION ITEM

October 10, 2023

TO Technical Advisory Committee**SUBJECT** Routine GRTC Amendments to the FY24 – FY27 Transportation Improvement Program (TIP)**BRIEF:**

GRTC submitted annual updates for the Transportation Improvement Program (TIP) for FY24 based on the approved FY24 – FY29 Six-Year Improvement Program (SYIP). Staff has reviewed the changes and five (5) of the requested changes require TIP amendments. Three (3) of the amendments are projects from the previous FY21 – FY24 TIP which have new obligations planned and need to be added to the current TIP; all three are exempt from air quality conformity review. The other two (2) amendments are significant revisions to the planned obligations for existing projects.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should recommend approval of the proposed TIP amendments as requested by GRTC.

DISCUSSION:

Under Federal law and agreements with state agencies, the Richmond Regional Transportation Planning Organization (RRTPO) has authority to select projects and program regional Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ), and Surface Transportation Block Grant (STBG) funds, including the Transportation Alternatives (TA) set-aside.

For other funding programs, the RRTPO does not have authority to select projects but is responsible for adding projects to the Transportation Improvement Program (TIP). Based on federal regulations and RRTPO policy, all projects proposed to be added to the TIP are screened for consistency with the regional long-range transportation plan, ConnectRVA 2045, and the regional conformity assessment. All proposed revisions are also evaluated for fiscal constraint, or the ability to fund the project with projected revenues.

The proposed amendments requested by GRTC have been reviewed by staff and found consistent with the requirements for RRTPO approval. The draft amendments can be found in Attachment A. A summary of the findings for each requirement is included below.

ConnectRVA 2045 Consistency: ConnectRVA 2045 establishes categories of projects which are regional in nature and must be included in the constrained long-range

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plan (CLRP) prior to inclusion in the TIP. Conversely, other project types are considered either local or programmatic in nature and can advance without being specifically listed. The project types under each category can be reviewed in Chapter 5 of ConnectRVA 2045. Figure 1 graphically shows the consistency review process.

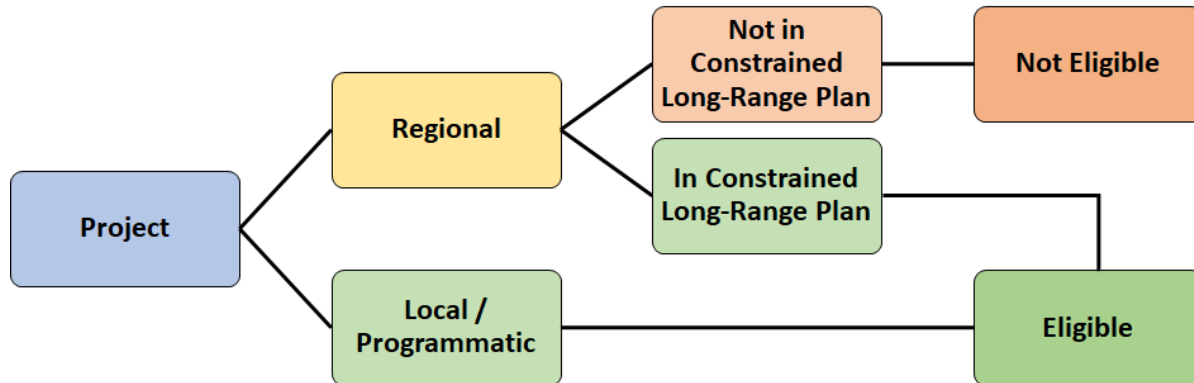


Figure 1: ConnectRVA 2045 Consistency Workflow

The three projects requested to be added to the FY24 – FY27 TIP are considered local/programmatic and are consistent with ConnectRVA 2045.

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. Staff have determined that each of the new projects qualifies for an exemption as noted below:

- GRTC059 - Non-Fixed Route ADA Paratransit Service – Mass Transit, Operating Assistance to Transit Agencies
- GRTC060 – Mobility Management – Mass Transit, Operating Assistance to Transit Agencies
- GRTC067 – Planning Consultant Services - Other, Planning & Technical Studies

Fiscal Constraint: The proposed changes to the TIP are reflective of the approved FY24 Six-Year Improvement Program (SYIP) adopted by the Commonwealth Transportation Board (CTB). Each of the requested revisions reflects funds that have been allocated to the projects. Attachment B is a summary of the FY24 allocations in the SYIP.

Federal Fund Source Descriptions:

FTA 5307 - The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas.

FTA 5310 – The Enhanced Mobility of Seniors & Individuals with Disabilities program (49 U.S.C. 5310) provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

FTA 5339 - The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

For more information, please contact Myles Busching at 804-923-7035 or mbusching@planrva.org.

ATTACHMENTS:

- A. Draft TIP Project Blocks
- B. FY24 Six-Year Improvement Program – GRTC Funding

Attachment A – Draft TIP Project Blocks

Revised Project Obligations

STIP ID	GRTC008	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company			
PROJECT	Paratransit Vehicles				ADMIN BY	GRTC
MPO NOTES	Remove FTA 5307, Add \$1,766,984 in FTA 5339, \$2,492,645 State, \$146,625 local in FY24				TOTAL	\$15,165,654
	FUND SOURCE		FY24	FY25	FY26	FY27
	Federal - FTA 5307		\$0	\$998,200	\$483,000	\$998,200
	Federal – FTA 5339		\$1,766,984			
	State		\$4,291,245	\$2,424,200	\$1,173,000	\$2,424,200
	Local		\$252,425	\$142,600	\$69,000	\$142,600

STIP ID	GRTC056	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company			
PROJECT	Renovation of Admin Maintenance Facility				ADMIN BY	GRTC
MPO NOTES	Add \$351,000 FTA 5307, \$561,000 State, and \$63,000 local in FY24				TOTAL	\$1,550,000
	FUND SOURCE		FY24	FY25	FY26	FY27
	Federal - FTA 5307		\$428,000	\$28,000	\$28,000	\$28,000
	State		\$748,000	\$68,000	\$68,000	\$68,000
	Local		\$74,000	\$4,000	\$4,000	\$4,000

New Projects

STIP ID	GRTC059	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company			
PROJECT	Non-Fixed Route ADA Paratransit Service				ADMIN BY	GRTC
MPO NOTES	Add new project				TOTAL	\$1,625,000
	FUND SOURCE		FY24	FY25	FY26	FY27
	Federal - FTA 5307		\$1,300,000			
	State					
	Local		\$325,000			

STIP ID	GRTC060	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company			
PROJECT	Mobility Management				ADMIN BY	GRTC
MPO NOTES	Add new project				TOTAL	\$81,000
	FUND SOURCE		FY24	FY25	FY26	FY27
	Federal - FTA 5310		\$65,000			
	State		\$13,000			
	Local		\$3,000			

STIP ID	GRTC067	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company			
PROJECT	Planning Consultant Services				ADMIN BY	GRTC
MPO NOTES	Add new project				TOTAL	\$3,158,700
	FUND SOURCE		FY24	FY25	FY26	FY27
	Federal - FTA 5307		\$1,435,866			
	State		\$1,596,486			
	Local		\$126,348			

Transportation Service Provider

District



Greater Richmond Transit Company



Operating Budget

Expenses	Amount	
Operating Expenses	\$ 70,782,434	
<u>Income</u>	<u>Amount</u>	<u>Fund Source</u>
Operating Revenues	\$ 112,409	Contract Service
Operating Revenues	\$ 180,000	Advertising
Federal Funds	\$ 14,772,615	FTA Section 5307
State Funds	\$ 17,510,246	State Operating Assistance
Local Funds	\$ 38,207,164	Local General Funds
Total	\$ 70,782,434	

Capital Budget

Capital Items	Cost	State Funds	Federal Funds	Fund Source
Facility Equipment - Mechanical (HVAC Units at GRTC Headquarters) (5)	\$ 600,000	\$ 408,000	\$ 168,000	FTA 5307 / 2024
Rehab/Renovation of Maint Facility (Striping, Lighting, Doors)	\$ 500,000	\$ 340,000	\$ 140,000	FTA 5307 / 2024
ADP Hardware - Operations (Smart Technology) (3)	\$ 99,000	\$ 67,320	\$ 27,720	FTA 5307 / 2024
ADP Hardware - Operations (On-Board Destination Signs) (157)	\$ 675,100	\$ 459,068	\$ 189,028	FTA 5307 / 2024
ADP Hardware - Operations (On-Board Rear Monitoring Systems) (157)	\$ 749,989	\$ 509,993	\$ 209,997	FTA 5307 / 2024
Shop Equipment (Miscellaneous Shop Equipment)	\$ 349,950	\$ 237,966	\$ 97,986	FTA 5307 / 2024
Vehicle Support Equipment (Bus Training Simulator)	\$ 500,000	\$ 340,000	\$ 140,000	FTA 5307 / 2024
Transit Infrastructure (Bus Stop Signage) (400)	\$ 33,200	\$ 22,576	\$ 9,296	FTA 5307 / 2024
Transit Infrastructure (Bus Stop Amenities - Seating) (149)	\$ 263,879	\$ 179,438	\$ 73,886	FTA 5307 / 2024

Capital Budget

Capital Items	Cost	State Funds	Federal Funds	Fund Source
ADP Hardware - Operations (SmartYard)	\$ 205,000	\$ 139,400	\$ 57,400	FTA 5307 / 2024
Transit Infrastructure (Bus Stop Signage) (71)	\$ 700,060	\$ 476,041	\$ 196,017	FTA 5307 / 2024
ADP Software - Operations (RTA Integration)	\$ 100,000	\$ 68,000	\$ 28,000	FTA 5307 / 2024
ADP Software - Operations (Agreement Renewals)	\$ 548,800	\$ 373,184	\$ 153,664	FTA 5307 / 2024
ADP Software - Operations (Paratransit Scheduling & Dispatching)	\$ 300,000	\$ 204,000	\$ 84,000	FTA 5307 / 2024
ADP Software - Operations (Sierra Wireless) (100)	\$ 5,000	\$ 3,400	\$ 1,400	FTA 5307 / 2024
Replacement - Small-size, light-duty transit bus or BOC (35)	\$ 6,300,000	\$ 4,284,000	\$ 1,764,000	FTA 5307 / 2024
Transit Infrastructure (Bus Stop Amenities - Shelters)	\$ 1,921,103	\$ 1,306,350	\$ 537,909	FTA 5339 (Grantee Controlled)
Customer Facilities - Bus Stop/Shelter Improvements (22)	\$ 752,000	\$ 120,320	\$ 601,600	FTA 5307 / 2024
Total Expense	\$ 14,603,081			
Total Federal Funds	\$ 4,479,903			
Total State Funds	\$ 9,539,056			
Local Assistance	\$ 584,122			

FTA 5310 Mobility Management Program

Budget Items	Amount
Mobility Services	\$ 75,880
Other Funds	\$ 0
Federal Funds	\$ 60,704
State Funds	\$ 12,141
Local Assistance	\$ 3,035

State Demonstration Program

Budget Items	Amount
Ashland and Powhatan Microtransit Pilot	\$ 1,446,300
Other Funds	\$ 0
Federal Funds	\$ 231,408
State Funds	\$ 971,914
Local Assistance	\$ 242,978

State Technical Assistance Program

Budget Items	Amount
Downtown Transfer Center Study	\$ 563,000
East End Transfer Area NEPA	\$ 95,200
North-South BRT Environmental Clearance and Conceptual Design	\$ 2,500,500
Other Funds	\$ 0
Federal Funds	\$ 1,453,002
State Funds	\$ 1,579,350
Local Assistance	\$ 126,348

Transit Ridership Incentive Program

Budget Items	Amount
Zero Fare Project	\$ 8,000,000
Regional Microtransit Service	\$ 1,905,397
Other Funds	\$ 0
Federal Funds	\$ 0
State Funds	\$ 2,143,238
Local Assistance	\$ 7,762,159

Workforce Development Program

Budget Items	Amount
GRTC Internship	\$ 41,600
Other Funds	\$ 0
Federal Funds	\$ 0
State Funds	\$ 33,280
Local Assistance	\$ 8,320

ACTION ITEM

October 10, 2023

TO Technical Advisory Committee**SUBJECT** Routine DRPT Amendments to the FY24 – FY27 Transportation Improvement Program (TIP) – FTA 5310 Grants**BRIEF:**

DRPT submitted annual updates for the Transportation Improvement Program (TIP) for FY24 based on the approved FY24 – FY29 Six-Year Improvement Program (SYIP). Staff has reviewed the changes and four (4) of the requested changes require TIP amendments. One (1) of the amendments is a project from the previous FY21 – FY24 TIP which has new obligations planned and needs to be added to the current TIP; The other three (3) amendments are new projects not previously included in the TIP. All four are exempt from air quality conformity review.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should recommend approval of the proposed TIP amendments as requested by DRPT.

DISCUSSION:

Under Federal law and agreements with state agencies, the Richmond Regional Transportation Planning Organization (RRTPO) has authority to select projects and program regional Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ), and Surface Transportation Block Grant (STBG) funds, including the Transportation Alternatives (TA) set-aside.

For other funding programs, the RRTPO does not have authority to select projects but is responsible for adding projects to the Transportation Improvement Program (TIP). Based on federal regulations and RRTPO policy, all projects proposed to be added to the TIP are screened for consistency with the regional long-range transportation plan, ConnectRVA 2045, and the regional conformity assessment. All proposed revisions are also evaluated for fiscal constraint, or the ability to fund the project with projected revenues.

The proposed amendments requested by DRPT have been reviewed by staff and found consistent with the requirements for RRTPO approval. The draft amendments can be found in Attachment A. A summary of the findings for each requirement is included below.

ConnectRVA 2045 Consistency: ConnectRVA 2045 establishes categories of projects which are regional in nature and must be included in the constrained long-range plan (CLRP) prior to inclusion in the TIP. Conversely, other project types are

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considered either local or programmatic in nature and can advance without being specifically listed. The project types under each category can be reviewed in Chapter 5 of ConnectRVA 2045. Figure 1 graphically shows the consistency review process.

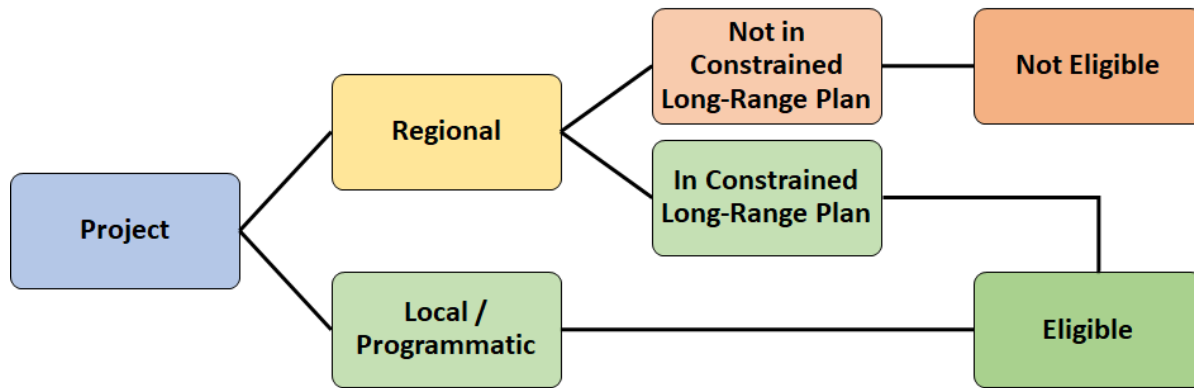


Figure 1: ConnectRVA 2045 Consistency Workflow

The four projects requested to be added to the FY24 – FY27 TIP are considered local/programmatic and are consistent with ConnectRVA 2045.

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. Staff have determined that each of the new projects qualifies for an exemption as noted below:

- CCH001 - Mobility Management – Mass Transit, Operating Assistance to Transit Agencies
- CCH002 – Operating Assistance – Mass Transit, Operating Assistance to Transit Agencies
- HCS0003 – Mobility Management – Mass Transit, Operating Assistance to Transit Agencies
- PCSS001 – Operating Assistance - Mass Transit, Operating Assistance to Transit Agencies

Fiscal Constraint: The proposed changes to the TIP are reflective of the approved FY24 Six-Year Improvement Program (SYIP) adopted by the Commonwealth Transportation Board (CTB). Each of the requested revisions reflects funds that have been allocated to the projects. Attachment B is a summary of the FY24 allocations in the SYIP.

Federal Fund Source Descriptions:

FTA 5310 – The Enhanced Mobility of Seniors & Individuals with Disabilities program (49 U.S.C. 5310) provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

For more information, please contact Myles Busching at 804-923-7035 or mbusching@planrva.org.

ATTACHMENTS:

- A. Draft TIP Project Blocks
- B. [FY24 Six-Year Improvement Program – FTA 5310 Funding](#)

Attachment A – Draft TIP Project Blocks

New Projects

STIP ID	CCH001	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Chesterfield County			
PROJECT	Mobility Management				ADMIN BY	DRPT
MPO NOTES					TOTAL	\$300,000
	FUND SOURCE		FY24	FY25	FY26	FY27
	Federal - FTA 5310		\$240,000			
	State		\$48,000			
	Local		\$12,000			

STIP ID	CCH002	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Chesterfield County			
PROJECT	Operating Assistance				ADMIN BY	DRPT
MPO NOTES					TOTAL	\$75,000
	FUND SOURCE		FY24	FY25	FY26	FY27
	Federal - FTA 5310		\$37,500			
	State		\$30,000			
	Local		\$7,500			

STIP ID	HCS0003	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Hanover County			
PROJECT	Mobility Management				ADMIN BY	DRPT
MPO NOTES					TOTAL	\$636,000
	FUND SOURCE		FY24	FY25	FY26	FY27
	Federal - FTA 5310		\$508,800			
	State		\$101,760			
	Local		\$25,440			

STIP ID	PCSS001	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Powhatan County Department of Social Services			
PROJECT	Operating Assistance				ADMIN BY	DRPT
MPO NOTES					TOTAL	\$25,000
	FUND SOURCE		FY24	FY25	FY26	FY27
	Federal - FTA 5310		\$12,500			
	State		\$10,000			
	Local		\$2,500			

Reduction of Planned Obligations

STIP ID	CHS0003	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Chesterfield County Citizens Information & Services			
PROJECT	Operating Assistance				ADMIN BY	DRPT
MPO NOTES					TOTAL	\$60,000
	FUND SOURCE		FY24	FY25	FY26	FY27
	Federal - FTA 5310		\$0 \$30,000			
	State		\$0 \$24,000			
	Local		\$0 \$6,000			

STIP ID	CHS0004	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Chesterfield Mental Health Support Services			
PROJECT	Capital Cost of Contracting				ADMIN BY	DRPT
MPO NOTES					TOTAL	\$500,000
	FUND SOURCE		FY24	FY25	FY26	FY27
	Federal - FTA 5310		\$0 \$400,000			
	State		\$0 \$80,000			
	Local		\$0 \$20,000			

STIP ID	HCS0002	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Hanover County DASH			
PROJECT	Capital Cost of Contracting				ADMIN BY	DRPT
MPO NOTES					TOTAL	\$750,000
	FUND SOURCE	FY24	FY25	FY26	FY27	
	Federal - FTA 5310	\$0 \$600,000				
	State	\$0 \$120,000				
	Local	\$0 \$30,000				

ACTION ITEM

October 10, 2023

TO Technical Advisory Committee**SUBJECT** VPRA Requested Amendment to the FY24 – FY27 Transportation Improvement Program (TIP)**BRIEF:**

The Virginia Passenger Rail Authority (VPRA) submitted a request to add a new project to the Transportation Improvement Program (TIP). The Commonwealth has programmed \$111 million of CMAQ funds to the Virginia Passenger Rail Authority to be used on four state-supported Amtrak routes. The proposed amendment reflects the cost of the routes within the RRTPO study area. Staff have reviewed the project and found it is generally beyond the scope of ConnectRVA 2045 but consistent with the goals of the plan. FHWA has confirmed the project is exempt from air quality conformity.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should recommend approval of the proposed TIP amendment as requested by VPRA.

DISCUSSION:

Under Federal law and agreements with state agencies, the Richmond Regional Transportation Planning Organization (RRTPO) has authority to select projects and program regional Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ), and Surface Transportation Block Grant (STBG) funds, including the Transportation Alternatives (TA) set-aside.

For other funding programs, the RRTPO does not have authority to select projects but is responsible for adding projects to the Transportation Improvement Program (TIP). Based on federal regulations and RRTPO policy, all projects proposed to be added to the TIP are screened for consistency with the regional long-range transportation plan, ConnectRVA 2045, and the regional conformity assessment. All proposed revisions are also evaluated for fiscal constraint, or the ability to fund the project with projected revenues.

The proposed amendment requested by VPRA has been reviewed by staff and found consistent with the requirements for RRTPO approval. The draft amendment can be found in Attachment A. A summary of the findings for each requirement is included below.

ConnectRVA 2045 Consistency: ConnectRVA 2045 establishes categories of projects which are regional in nature and must be included in the constrained long-range

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plan (CLRP) prior to inclusion in the TIP. Conversely, other project types are considered either local or programmatic in nature and can advance without being specifically listed. The project types under each category can be reviewed in Chapter 5 of ConnectRVA 2045. Figure 1 graphically shows the consistency review process.

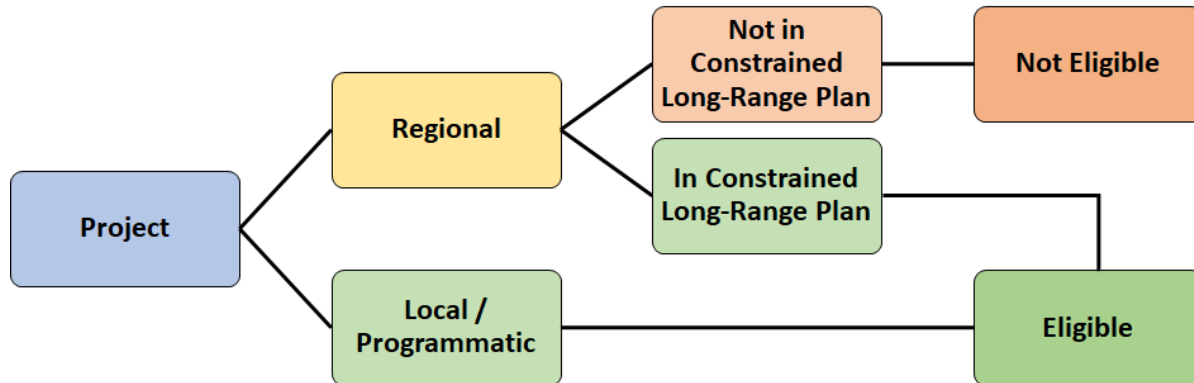


Figure 1: ConnectRVA 2045 Consistency Workflow

Intercity passenger rail service is generally outside the scope of projects contemplated in ConnectRVA 2045 but is most similar to GRTC operations which are considered programmatic expenses. Capital rail projects are all included in the vision list as state and federal rail funding is not included in the revenues considered in the financial plan. Similarly, CMAQ funding allocated by the Commonwealth Transportation Board (CTB) is not included in the financial plan. The additional service supported by these funds is consistent with the goals of increasing access and mode choice in the plan.

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. Staff have determined that the new project qualifies for an exemption as noted below:

- T20299 – Virginia State-Supported Amtrak Operations – Mass Transit, Operating Assistance to Transit Agencies

Fiscal Constraint: The proposed amendment reflects \$111 million dollars in CMAQ funding programmed for VPRA projects by the Commonwealth Transportation Board (CTB). The TIP blocks reflect the share of the cost of the routes that are within the Richmond study area.

Federal Fund Source Descriptions:

Congestion Mitigation and Air Quality (CMAQ) - This program provides a funding source for State and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act (CAA) and its amendments and is codified at 23 USC Sec 149. CMAQ funds support state- and locally selected transportation projects that reduce mobile source emissions in both current and former areas designated by the U.S. Environmental Protection Agency (EPA) to be in nonattainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and/or particulate matter.

For more information, please contact Myles Busching at 804-923-7035 or mbusching@planrva.org.

ATTACHMENTS:

- A. Draft TIP Project Block
- B. [VPRA State-Support Amtrak Service Plan](#)

Attachment A – Draft TIP Project Block

UPC NO	20299	SCOPE	Operational expenses related to six trains.			
SYSTEM	Primary	JURISDICTION	Richmond		OVERSIGHT	NFO
PROJECT	Virginia State-Supported Amtrak Operations				ADMIN BY	VPRA
DESCRIPTION	Operating expenses for 2 trains on the Newport News route (Route 47), 3 trains on the Norfolk route (Route 50), and 1 train on the Richmond route (Route 51). The cost included is only for a portion of the routes and a portion of the train costs estimated for the jurisdiction.					
PROGRAM NOTE	TIP AMD - FY 2024-2027 Transportation Improvement Program (TIP) Amendment – Virginia State-Support Amtrak Operations					
ROUTE/ STREET	Newport News Operations (Route 47) Norfolk Operations (Route 50) Richmond Operations (Route 51)				TOTAL COST	\$144,119,692*
FUND SOURCE		Previous Funding	FY24	FY25	FY26	FY27
PE Federal CMAQ		\$0	\$2,695,051	\$2,806,852	\$2,951,060	\$3,073,864
PE State CMAQ		\$0	\$673,763	\$701,713	\$737,765	\$768,466
PE VPRA		\$20,706,216	\$22,117,599	\$23,044,638	\$30,897,597	\$32,945,107

Notes:

- * Total cost includes operating expenses from previous funding and estimated expenses through FY27 as these are operating expenses without an end date.

ACTION ITEM

October 10, 2023

TO Technical Advisory Committee**SUBJECT** VPRA Requested Amendment to the FY24 – FY27 Transportation Improvement Program (TIP) – Hanover Third Track**BRIEF:**

The Virginia Passenger Rail Authority (VPRA) submitted a request to add an information project to the Transportation Improvement Program (TIP). VPRA is investing in approximately three miles of third track in Hanover County as part of the Transforming Rail in Virginia initiative. The proposed project is strictly informational; the project is funded with Amtrak funds and not required to be included in the TIP. Staff have reviewed the project and found it is generally beyond the scope of ConnectRVA 2045 but consistent with the goals of the plan.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should recommend approval of the proposed informational TIP amendment as requested by VPRA.

DISCUSSION:

Under Federal law and agreements with state agencies, the Richmond Regional Transportation Planning Organization (RRTPO) has authority to select projects and program regional Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ), and Surface Transportation Block Grant (STBG) funds, including the Transportation Alternatives (TA) set-aside.

For other funding programs, the RRTPO does not have authority to select projects but is responsible for adding projects to the Transportation Improvement Program (TIP). Based on federal regulations and RRTPO policy, all projects proposed to be added to the TIP are screened for consistency with the regional long-range transportation plan, ConnectRVA 2045, and the regional conformity assessment. All proposed revisions are also evaluated for fiscal constraint, or the ability to fund the project with projected revenues.

The proposed amendment requested by VPRA has been reviewed by staff and found consistent with the requirements for RRTPO approval. The draft amendment can be found in Attachment A. A summary of the findings for each requirement is included below.

ConnectRVA 2045 Consistency: ConnectRVA 2045 establishes categories of projects which are regional in nature and must be included in the constrained long-range plan (CLRP) prior to inclusion in the TIP. Conversely, other project types are

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considered either local or programmatic in nature and can advance without being specifically listed. The project types under each category can be reviewed in Chapter 5 of ConnectRVA 2045. Figure 1 graphically shows the consistency review process.

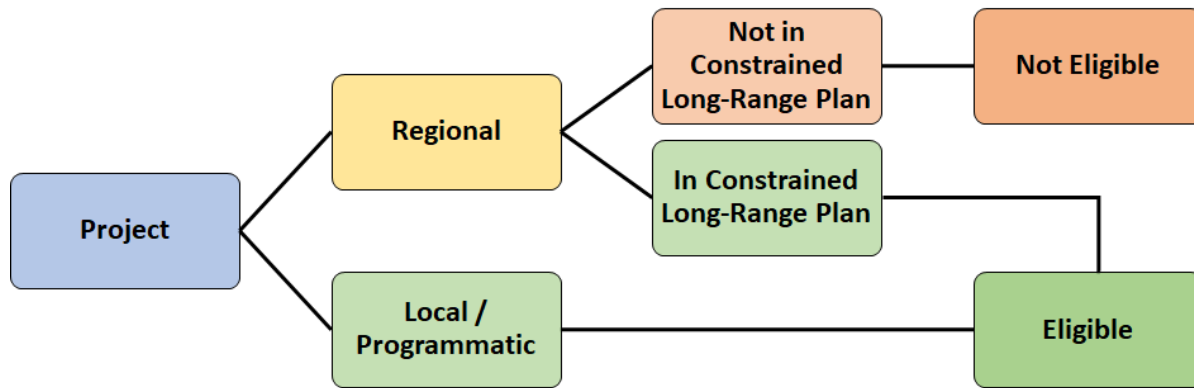


Figure 1: ConnectRVA 2045 Consistency Workflow

Intercity passenger rail is generally outside the scope of projects contemplated in ConnectRVA 2045. Capital rail projects are all included in the vision list as state and federal rail funding is not included in the revenues considered in the financial plan. The proposed project is included in the vision list (ID FRA-6). The Hanover Third Track (Siding C) is one of three sidings included in Phase 1 of the Transforming Rail in Virginia initiative. The third track project will increase network fluidity and reduce delays due to passenger and freight train conflicts and lay the groundwork for a dedicated third track within the RF&P Corridor. This project is consistent with the long-range transportation plan.

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. Staff have determined that the funding for this project is overseen by the Federal Railroad Administration which follows general conformity rather than the transportation conformity process. The [Record of Decision](#) for DC2RVA found the air quality impacts from the proposed project to be below the threshold requiring a general conformity determination.

Fiscal Constraint: The proposed amendment reflects \$84.3 million dollars in Amtrak capital contribution funding programmed for the VPRA project as part of the Transforming Rail in Virginia agreement. The TIP block shows the project is fully funded and uses no FHWA or FTA administered funds.

For more information, please contact Myles Busching at 804-923-7035 or mbusching@planrva.org.

ATTACHMENTS:

- A. Draft TIP Project Block
- B. [Hanover Third Track \(Siding C\) Project Overview](#)

Attachment A – Draft TIP Project Block

UPC NO		VPRA001	SCOPE	Hanover Third Track (Siding C)			
SYSTEM		Primary	JURISDICTION	Richmond	OVERSIGHT		
PROJECT		Hanover Third Track (Siding C)			ADMIN BY	VPRA	
DESCRIPTION		Hanover Third Track (Siding C) is a Phase 1 Transforming Rail in Virginia (TRV) project that is strategically located to allow freight and passenger trains to utilize the sidings and fluidly move traffic through the corridor between Washington, D.C. and Richmond. Siding C is one of three sidings that is included in the Phase 1 of TRV. These improvements will increase network fluidity and reduce delays due to passenger and freight train interference and lay the groundwork for a dedicated third track from Alexandria to Spotsylvania. Siding C is 2.9 miles long and stretches from Milepost 15.5 to Milepost 18.7.					
PROGRAM NOTE		TIP AMD - FY 2024-2027 Transportation Improvement Program (TIP) Amendment					
ROUTE/STREET		Siding C is located in Hanover County north of Ashland.			TOTAL COST	\$84,363,600	
	FUND SOURCE		Previous Funding	FY24	FY25	FY26	FY27
RW	Amtrak Capital (federal funds)		\$0	\$40,000	\$60,000	\$0	\$0
PE	Amtrak Capital (federal funds)		\$1,898,385	\$3,596,771	\$1,099,193	\$0	\$0
CS	Amtrak Capital (federal funds)		\$388,890	\$745,004	\$25,678,761	\$38,161,944	\$0
PM	Amtrak Capital (federal funds)		\$722,877	\$1,102,852	\$4,678,424	\$6,190,498	\$0

ACTION ITEM

October 10, 2023

TO Technical Advisory Committee**SUBJECT** ConnectRVA 2045 amendment to include a new project - interchange modification at Exit 211 on I-64 in New Kent County.**BRIEF:**

The Interchange Access Report (IAR) for interchange modification at Exit 211 on I-64 in New Kent County is underway. To get this project ready for Smart Scale application, the IAR must be approved by Federal Highway Administration (FHWA). FHWA approval would require the project to be listed in the constrained list of projects in the current Long-Range Transportation Plan (ConnectRVA 2045). As this project is not currently listed, ConnectRVA 2045 needs to be amended to include this project.

RECOMMENDED ACTION:

The Technical Advisory Committee should review the feasibility of amending ConnectRVA 2045 to include an interchange modification project at Exit 211 on I-64 and provide a recommendation to the Policy Board.

DISCUSSION:

The Long-Range Transportation Plan is a dynamic, living document that projects regionally significant transportation needs in the Richmond region over a long-term basis. In October 2021, the Richmond Regional Transportation Planning Organization completed its latest long-range plan, ConnectRVA 2045. This plan identifies needs out to the year 2045 across all jurisdictions and includes all travel modes. The plan is divided into two main implementation sections – a fiscally constrained plan and a vision plan.

The Federal Highway Administration and Federal Transit Administration require the long-range plan to be fiscally constrained – meaning it is realistic based on expected available funds over the length of the plan. RRTPO worked with VDOT, DRPT and CVTA to reasonably project available funding out to the year 2045 and used that “budget” to develop a priority constrained plan. This implementation plan was limited by cost and was not able to encompass all the needed projects identified in the planning process – for that reason, a second plan component was developed. This plan is referred to as the Vision Plan and contains those projects that were not able to be included in the constrained plan.

The expectation has and continues to be that ConnectRVA 2045 will need to be amended from time to time as projects are constructed on time and other funds are leveraged that allow for early funding commitments.

New Kent County Request: New Kent County has submitted a request that the interchange modification project at Exit 211 on I-64 be considered for inclusion in ConnectRVA 2045. This project has been a priority for New Kent County to mitigate the vehicle traffic that would be generated by the planned Buc-ee's convenience store development near Exit 211. The IAR for this project is underway. To get this project ready for Smart Scale Round 6 application, the IAR must be approved by FHWA. FHWA requires the project to be listed in the constrained list of projects in ConnectRVA 2045 prior to approval of the IAR.

ConnectRVA 2045 impacts: Based on staff review of the request, the project fits well within the regional Vision, Goals, and Objectives of ConnectRVA 2045 and would be a worthy addition to the long-range transportation plan. The required funding for the project is estimated by the county to cost roughly \$90 million in year of expenditure dollars. To come up with the required amount staff have identified a few projects in New Kent and Charles City Counties in the existing constrained plan which could be removed from the constrained plan and moved to the vision list. The identified projects are listed below:

CLRP ID	Description	Amount	Rationale
FHW-144	Widening of 106 Bridge Overpass at I-64	\$21.004M	Project is a component of proposed project
FHW-48	I-64 Auxiliary Lane	\$5.12M	Roadway being widened from 2 - 3 lanes
FHW-49	I-64 Auxiliary Lane	\$11.521M	Roadway being widened from 2 - 3 lanes
FAT-31	Courthouse to Courthouse Trail	\$24.94M	Project has been cancelled by Charles City County
N/A	Surplus Funds (not programmed)	\$20.49M	Funding was insufficient to fund any other projects from the vision list

These projects and unprogrammed funds add up to \$83 million. Buc-ee's has committed to an amount of \$12 million in the timeframe necessary to complete construction by Buc-ee's 2027 opening year. The amount freed up from ConnectRVA 2045 (\$83 million) and new private/local funding (Buc-ee's commitment of \$12 million) add up to \$95 million which is enough to put this project in the constrained list.

For more information, please contact Myles Busching (mbusching@planrva.org) or Sulabh Aryal (saryal@planrva.org)

ACTION ITEM

October 10, 2023

TO Technical Advisory Committee**SUBJECT** RRTPO Metropolitan Planning Area (MPA) boundary adjustment**BRIEF:**

The Meadowville area of Chesterfield County, where RRTPO and Tri-Cities Area MPO (TCAMPO) boundary exists based on the 2013 agreement, needs a slight administrative change due to the changes in the Census Block geography.

RECOMMENDED ACTION:

The Technical Advisory Committee should recommend the Policy Board approve the adjustment to the RRTPO Metropolitan Planning Area (MPA) boundary.

DISCUSSION:

RRTPO's Metropolitan Planning Area (MPA) encompasses the whole area of counties of Charles City, Goochland, Hanover, Henrico, New Kent and Powhatan and City of Richmond and portions of Chesterfield County. The remaining portion of Chesterfield County not included in the RRTPO MPA boundary is included in the TCAMPO MPA boundary. The Richmond and Tri-Cities boundary is based on the 2013 agreement.

Some portions of the Richmond/Tri-Cities boundary as agreed on 2013 were based on 2010 Census Block geography. From Census 2010 to Census 2020 the geography of two of the Census Blocks has changed (Census Blocks 1004 and 1015 as highlighted in the attached map). The Richmond/Tri-Cities boundary should be adjusted to accommodate these changes. This change would be administrative in nature and would not change the population split of RRTPO and TCAMPO in Chesterfield County. Both RRTPO and CAMPO staff concur with this administrative change in the Richmond/Tri-Cities Boundary.

For more information, please contact Sulabh Aryal (saryal@planrva.org).

ATTACHMENTS:

- A. Map of Proposed RRTPO/Tri-Cities Boundary Changes

RRTPO/TCAMPO Boundary Shifts
Due to Revised Census Blocks

Rest of revised
Census Block 1004
shifted to RRTPO

Rest of revised
Census Block 1015
shifted to RRTPO



October 11, 2023

W. Sheppard Miller, III
Secretary of Transportation
Chair of the Commonwealth Transportation Board
1401 E. Broad Street
Richmond, VA 23219

RE: Proposed Smart Scale Process Changes

Dear Mr. Miller,

The Richmond Regional Transportation Planning Organization appreciates the efforts of the Office of Intermodal Planning and Investment and the Virginia Department of Transportation to evaluate the effectiveness of the Smart Scale process in delivering the most critical transportation needs. The Richmond district staff has done an excellent job of keeping the RRTPO up to date on the proposed changes.

We are concerned about the proposed decrease in application limits for localities and agencies. Many localities have invested significant time and resources to meet Smart Scale readiness requirements, which have increased with each round. Limiting applications will mean further delays in delivering needed transportation projects.

Furthermore, limiting the number of applications will not guarantee quality applications or projects that have been thoroughly studied. For some localities, the level of work required with the current application process and readiness requirements is not attainable due to limited staff and/or resources. The STARS program and Project Pipeline help to a certain degree, but time and resources are limited for these programs as well. When Smart Scale was originally introduced, there was a commitment by the Secretary of Transportation's office that applications would be simple, not requiring localities/agencies to hire consultant services to fill them out and VDOT would be responsible for gathering data to evaluate projects. Unfortunately, this is not the case. The process itself is very time-consuming for both locality and VDOT staff.

We are encouraged that the economic development measure will be revamped to be less labor intensive. Please consider other ways to streamline the Smart Scale process while still maintaining current application limits.

Sincerely,

Christopher Winslow
RRTPO Chair

copy: J. Rex Davis
John Lawson
Stephen C. Brich
Brooke Jackson
Dale Totten



August ____, 2023

The Honorable W. Sheppard Miller, III
Secretary of Transportation
Office of the Secretary of Transportation
Patrick Henry Building, 3rd Floor
1111 East Broad Street
P.O. Box 1474
Richmond, VA 23218

Dear Secretary Miller and Members of the Commonwealth Transportation Board,

The Virginia Association of Metropolitan Planning Organizations (VAMPO), representing fifteen Virginia MPOs, has closely followed the CTB's review of the SMART SCALE program and proposed policy changes. On behalf of our membership, we would like to express our concerns regarding the impacts of the proposed changes on our regions and localities.

Our concerns are:

- The lack of engagement with MPOs throughout the review process
- Limiting project eligibility in the High Priority Projects (HPP) program
- The reallocation of the Land Use percentage weighting points
- The reduction in the application caps

MPO Engagement: Our first concern regards the limited engagement with MPOs in the development of the proposed policy changes. The surveys allowed stakeholders to provide feedback on the SMART SCALE program; however, other statewide organizations such as the Virginia Municipal League and the Virginia Association of Counties were afforded an opportunity to participate in the Technical Committee and provide input on the proposed policy changes. The lack of an opportunity for MPOs (and Planning District Commissions) to participate despite being eligible SMART SCALE applicants like local governments is notable.

MPOs are federally-designated decision-making bodies charged with carrying out regional transportation planning processes. The CTB's lack of coordination or collaboration with MPOs on this wholesale change to the SMART SCALE program does not uphold the State code establishing its authority to administer the program:



*The Commonwealth Transportation Board shall develop, in accordance with federal transportation requirements, and **in cooperation with metropolitan planning organizations** wholly within the Commonwealth and with the Northern Virginia Transportation Authority, a statewide prioritization process for the use of funds allocated pursuant to §§ 33.2-358, 33.2-370, and 33.2-371 or apportioned pursuant to 23 U.S.C. § 104. (COV § 33.2-214.1.B)*

In addition to being able to offer our regional perspective, our involvement would also support greater buy-in and understanding from stakeholders throughout the Commonwealth. Moving forward, we hope to establish a stronger collaborative and cooperative working relationship with the Commonwealth Transportation Board.

HPP Eligibility: Our members encourage the CTB to expand the list of eligible project types for the HPP program. The HPP program should not be limited to a narrow definition of transportation needs centered on congestion mitigation. HPP-eligible projects should include corridor treatments and bundled projects that support improved safety and operations on Corridors of Statewide Significance and Regional Networks, and large-impact multimodal projects that will contribute to overall system capacity. This expanded eligibility would allow MPOs, PDCs, and transit agencies to apply for multi-jurisdictional projects where a regional entity is the logical applicant.

MPOs must develop and maintain long-range plans to identify regional transportation needs and planned investments. Through the public and stakeholder engagement for these long range plans, many Virginia MPOs can demonstrate that their regional priorities are safety, accessibility, and mobility. While we acknowledge the need to responsibly steward HPP funds, this proposed list of eligible projects reduces the autonomy of regions to implement preferred solutions, focusing instead on a small subset of improvements that do not adequately address the multiple and varied needs of each region.

Land Use Goal Area: Regarding the proposed changes to the Land Use goal area, our members' preferences for how the land use factor weight should be redistributed vary based on the defined Area Types A–D, but we all agree that additional weight should be given to Safety in all four area types. We encourage the CTB to discuss these changes with MPOs and PDCs representing the different Area Types prior to finalizing any recommendations.

Application Caps: A majority of VAMPO members do not support the proposed reduction in the application caps. The implementation of proposed changes to the application quality and completeness requirements, combined with adjustments to the HPP project eligibility, will likely lead to a natural reduction in the number of applications that are



submitted. We encourage the CTB to implement other proposed changes first to determine whether the reduction in application caps remains necessary.

Thank you for considering our concerns. We are available to meet about this matter should you wish.

Sincerely,

Ann Cundy, Chair

Virginia Associate of Metropolitan Planning Organizations

VAMPO Board Members

Stephen Mott
Bristol MPO

Alec Brebner
Central Virginia TPO

Sandy Shackelford
Charlottesville-Albemarle MPO

Michael Armbrister
Danville-Pittsylvania MPO

Ian Ollis
Fredericksburg Area MPO

Rob Case
Hampton Roads TPO

Ann Cundy
Harrisonburg-Rockingham MPO

Lesley Phillips
Kingsport MTPO

Lyn Erikson
National Capitol Region Transportation Planning Board

Dan Brugh
New River Valley MPO

Chet Parsons
Richmond Regional TPO

Billy Martin
Roanoke Valley Area TPO

Zach Beard
Staunton-Augusta-Waynesboro MPO

Ron Svejksky
Tri-Cities MPO

Brandon Davis
Winchester-Frederick MPO

TAC AGENDA 10/10/23

TAC Future Meeting Topics*

Future Meeting Topics

- DRPT – Virginia Statewide Rail Plan
- CVTA Project Prioritization Updates
- Transit Modernization Study Update

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