



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: Policy Board members John Hodges and Faye Prichard. Link Microtransit launch, Ashland.

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

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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 Collaborative and Don't Trash Central Virginia.

AGENDA

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
Tuesday, October 8, 2024, 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_NA8OZzTRSB-CjnBMVtArtQ

1. **Welcome and Introductions**
(Clarke)
2. **Roll Call & Certification of a Quorum**
(Scott)
3. **Consideration of Amendments to the Meeting Agenda**
(Clarke)
4. **Approval of September 10, 2024, TAC Meeting Minutes** – page 4
(Clarke)
Action requested: approval of minutes as presented (voice vote).
5. **Open Public Comment Period**
(Clarke /5 minutes)
6. **TAC Chairman’s Report**
(Clarke /10 minutes)
7. **FY24 - FY27 Transportation Improvement Program Amendment – Jahnke Road - 2 Lane Improvements (UPC 19035)** - page 9
(Ramos/10 minutes)
Action Item.
8. **FY24 - FY27 Transportation Improvement Program Amendment – #SMART18 - BBC PH 1 - BAILEY BR CONN., BRAD MCNEER CONN. (UPC 111713)** – page 14
(Heller/10 minutes)
Action Item.
9. **Regional Funding Framework Revisions** – page 18
(Busching/15 minutes)
Action Item.
10. **Comprehensive Climate Action Plan – Transportation Measures** – page 44
(Busching/10 minutes)
Discussion Item.

11. Transportation Agency Updates

(10 minutes)

- a. **DRPT** – *Dubinsky*
- b. **GRTC** – *Robinson*
- c. **RideFinders** – *O’Keeffe*
- d. **VDOT** – *Rhodes*

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

13. TAC Member Comments

(Clarke /5 minutes)

14. Next Meeting: Tuesday, November 12, 2024, at 9:00 a.m.

(Clarke)

15. Adjournment

(Clarke)

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC)
PlanRVA James River Boardroom,
424 Hull Street, Suite 300, Richmond, VA 23224 and via Zoom**

September 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	
		Gary Mitchell (A)		J.J. Banuelos (A)	X
Goochland County		Hanover County		Henrico County	
Austin Goyne	X	Joseph E. Vidunas	X	Sharon Smidler	X
Thomas Coleman (A)		Randy Hardman (A)		Todd Eure (A)	
New Kent County		Powhatan County		City of Richmond	
Amy Inman	X	Bret Schardein (A)		Dironna Moore Clarke, Chair	X
				GRTC	
Capital Region Airport Commission (CRAC)		DRPT		Patricia Robinson	X
John B. Rutledge		Tiffany T. Dubinsky	X	Corey Robinson (A)	X
PlanRVA		Wood Hudson (A)		VDOT	
Myles Busching	X	RMTA		Sarah Rhodes	X
Sulabh Aryal (A)	X	Theresa Simmons		Nicole Mueller (A)	
RideFinders					
John O'Keefe (A)	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 amendments to the meeting agenda.

4. Approval of August 13, 2024, Meeting Minutes

On motion by John O'Keefe, seconded by Sharon Smidler, 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 did not have a formal report.

7. FY24 - FY27 Transportation Improvement Program Amendment – FY25 FTA 5310 Existing Projects

Ansley Heller, PlanRVA, presented this request and reported that DRPT has submitted a request to amend the Transportation Improvement Program (TIP) to provide funding updates. Staff has reviewed the requested changes to update the planned obligations for multiple projects in the FY24 – FY27 TIP (UPC CCH001, UPC CCH002, UPC CAA0001, UPCC CAA0002). Staff has reviewed the changes and four (4) of the requested changes require TIP Amendments.

On motion by Austin Goyne, seconded by Tiffany Dubinsky, the members of the RRTPO Technical Advisory Committee voted to recommend RRTPO approval of the proposed TIP amendments as requested by DRPT (roll call vote; see below).

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Sheri Adams				X
Chesterfield County	Barbara Smith				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	Bret Schardein				X
City of Richmond	Dironna Moore Clarke	X			
CRAC	John B. Rutledge				X
DRPT	Tiffany Dubinsky	X			
GRTC	Patricia Robinson	X			
PlanRVA	Myles Busching	X			
RideFinders	John O’Keeffe (A)	X			
RMTA	Theresa Simmons				X
VDOT	Sarah Rhodes	X			

8. FY24 - FY27 Transportation Improvement Program Amendment – GRTC Existing Projects

Kerry Ramos, PlanRVA, presented this request and reported that GRTC submitted a request to amend the Transportation Improvement Program (TIP) to provide funding updates. Staff has reviewed the requested changes to update the estimates and planned obligations for multiple projects in the FY24 – FY27 TIP (UPC GRTC004, UPC GRTC005, UPC GRTC008, UPC GRTC031, UPC GRTC056, UPC GRTC059, UPC GRTC065, UPC GRTC067). Staff has reviewed the changes and eight (8) of the requested changes require TIP Amendments.

On motion by Nora Amos, seconded by Joe Vidunas, the members of the RRTPO Technical Advisory Committee voted to recommend RRTPO approval of the proposed TIP amendments as requested by GRTC (roll call vote; see below).

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Sheri Adams				X
Chesterfield County	Barbara Smith				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	Bret Schardein				X
City of Richmond	Dironna Moore Clarke	X			
CRAC	John B. Rutledge				X
DRPT	Tiffany Dubinsky	X			
GRTC	Patricia Robinson	X			
PlanRVA	Myles Busching	X			
RideFinders	John O’Keeffe (A)	X			
RMTA	Theresa Simmons				X
VDOT	Sarah Rhodes	X			

9. FY24 - FY27 Transportation Improvement Program Amendment – GRTC New Projects –

Ms. Heller presented this request and reported that GRTC submitted a request to amend the Transportation Improvement Program (TIP) to add three new projects (UPC GRTC037, UPC GRTC054, and UPC GRTC062) providing various transit improvements. These projects already have funding allocated and staff has found them to be consistent with ConnectRVA 2045 and regional air quality conformity standards.

On motion by J.J. Banuelos, seconded by Joe Vidunas, the members of the RRTPO Technical Advisory Committee voted to recommend RRTPO approval of the proposed TIP amendments as requested by GRTC (roll call vote; see below).

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Sheri Adams				X
Chesterfield County	Barbara Smith				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	Bret Schardein				X
City of Richmond	Dironna Moore Clarke	X			
CRAC	John B. Rutledge				X
DRPT	Tiffany Dubinsky	X			
GRTC	Patricia Robinson	X			
PlanRVA	Myles Busching	X			
RideFinders	John O’Keeffe (A)	X			
RMTA	Theresa Simmons				X
VDOT	Sarah Rhodes	X			

10. Rural Transportation Analysis Update

Myles Busching, PlanRVA, updated the committee on the Rural Transportation Analysis and reported on the public engagement efforts that are underway. This study is the first to be on the new public engagement portal on the PlanRVA website. He shared information on the survey that is currently being promoted and asked that committee members share the survey as much as possible. There have been a lot of responses received so far from Powhatan County; staff is hopeful that more will come in from Charles City and New Kent counties.

11. Comprehensive Climate Action Plan Update

Nicole Keller, PlanRVA, presented this update on the CPRG comprehensive climate action plan. She asked for TAC input on how to align this plan with the upcoming LRTP by acknowledging the plan. She has asked the same thing from the Tri-Cities MPO TAC.

She described the gap in the plan with respect to medium and heavy-duty vehicles. Committee members suggested connecting with Virginia Energy as well as with VDOT. DRPT reported that there are many plans underway that are exploring hydrogen.

She inquired about what long-term plans may exist for electrification. Chair Clarke reported that Richmond has several plans either in place or under public review.

There was a discussion about the size and environmental impacts of the batteries that would be required for the heavier vehicles.

12. Transportation Agency Updates

a. DRPT

Tiffany Dubinsky provided an update on recent and upcoming DRPT activities, including:

- The Connects Community initiative has been launched. More information will be shared.
- Reconnecting Communities pilot program applications are due September 30th.

b. GRTC

Corey Robinson provided an update on recent and upcoming GRTC activities including the following:

- Henrico County acquired land for the future end point of the Pulse.
- The GRTC Board of Directors voted to designate site 9 as the future home of the GRTC downtown transfer station.
- New safety initiatives, including adding unarmed safety officers.

c. RideFinders

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

- Met with the Director of the Great Expectations Program at Reynolds Community College and scheduled Transportation Fairs at the Downtown Campus and Parham Road Campus.
- RideFinders staff attended the following events- John O'Keefe attended the ACT TDM Conference in Denver Colorado. RideFinders staff manned a table at the On the Square event, manned a table at the August 6th Richmond Flying Squirrels baseball game for Tri-Cities Night at the Diamond and attended the Conference of Minority Transportation Officials (COMTO) Richmond chapter meeting.

- Signed and sent the representation letter to conclude the yearly audit conducted by Brown Edwards.
- Received the RideFinders Report to the Board of Directors and the RideFinders Financial Report from Brown Edwards.
- Created a Back to School Sustainability Edition illustration graphic which featured carpooling, walking, riding the school bus, buying eco-friendly school supplies and reducing paper usage to make the school year more sustainable.
- Continued working with DRPT and Agile Mile to revise program guidelines for the next iteration of Kick\$tart Your Carpool (KYC) program.

d. VDOT

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

13. PlanRVA Newsletter: The Better Together Connector

This was an information item.

14. TAC Member Comments

There were no member comments.

Sulabh Aryal, PlanRVA, reported that the Policy Board approved the formation of the LRTP Advisory Working Group. He requested that TAC provide their locality/agency representative on the working group.

15. Next Meeting

Chair Clarke noted the next meeting will be held on October 8, 2024.

16. Adjournment

Chair Clarke adjourned the meeting at 10:04 a.m.

ACTION ITEM

10/8/24

TO Technical Advisory Committee

SUBJECT FY24 – FY27 Transportation Improvement Program (TIP) – UPC
19035 Janke Road – 2 Lane Roads

BRIEF:

The Virginia Department of Transportation (VDOT) has submitted a request to amend the Transportation Improvement Program (TIP) to update the Jahnke Road Improvements project, UPC 19035. The project enhances safety and accessibility along the corridor with improved entrances, upgraded traffic signals, a raised median, new sidewalks, a shared-use path, a cycle track, and speed tables.

RECOMMENDED ACTION:

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

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 VDOT has been reviewed by staff and found consistent with the requirements for RRTPO approval. Draft TIP blocks can be found in Attachment A. A summary of the findings for each requirement is included below.

Project Overview:

The project focuses on enhancing safety, accessibility, drainage, multi-modal transportation, and aesthetics along the corridor. Key improvements include better access to private entrances, an upgraded traffic signal at Forestview School Drive, and installation of a center raised median with landscaping and turn lanes at high-

traffic intersections. Additionally, curb and gutter will be installed on both sides of Jahnke Road west of the CSX railroad, along with an 8-foot shared-use path on the north side and a 5-foot sidewalk on the south side. Sidewalk improvements will occur between Forest Hill Ave and Clarence Street, with new construction from Clarence Street to Blackmore Road. A two-way cycle track will also be added along westbound Jahnke Road, and speed tables will be placed at Westover Hills Elementary School.

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 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. This project is considered local/programmatic in nature due to the size and the character of the safety improvements. Figure 1 graphically shows the consistency review process.

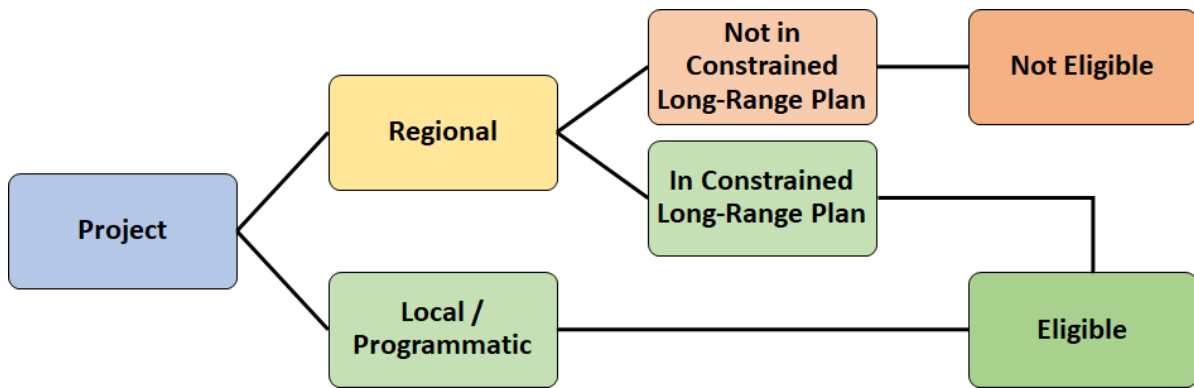


Figure 1: ConnectRVA 2045 Consistency Workflow

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. This project has previously been assessed to not be regionally significant, and this determination is included in the regional conformity assessment.

Fiscal Constraint: The funding changes are as follows: transfer \$328,000 (RSTP) from FFY24 to FFY25 and add \$389,840 for the PE phase. Transfer \$120,000 (RSTP) from FFY24 to FFY25 and add \$832,918 for the RW phase. Move \$865,522 (CM) from FFY24 to FFY25 and transfer \$5,117,417 (RSTP) from FFY24 to FFY25 while adding \$2,516,076. Release \$680,000 (STP/STBG) for FFY24. Transfer \$9,126,994 (AC-Other) from FFY24 to FFY25 and add \$1,861,223 for the CN phase.

Federal Fund Source Descriptions:

RSTP - The Regional Surface Transportation Program, provides flexible federal funding for a variety of transportation projects, including highways, transit, and pedestrian facilities. Administered through metropolitan planning organizations (MPOs), it allows local jurisdictions to prioritize projects that meet regional needs.

Typically requiring a local match, RSTP funding enhances our transportation infrastructure, improves safety, and supports efficient movement of people and goods.

CMAQ - The Congestion Mitigation and Air Quality Improvement program, provides federal funding to enhance air quality and reduce congestion in urban areas. It supports projects like transit improvements, bicycle and pedestrian facilities, and alternative fuel initiatives. Administered through metropolitan planning organizations (MPOs), CMAQ allows localities to prioritize projects that align with their air quality goals, promoting sustainable transportation.

For more information, please contact Kerry Ramos at 804-924-9616 Ext.151 or email Kramos@PlanRVA.org

ATTACHMENTS:

A. Draft TIP Project Blocks

Attachment A – Draft TIP Blocks

UPC NO	19035	SCOPE	Reconstruction w/o Added Capacity			
SYSTEM	Urban	JURISDICTION	Richmond	OVERSIGHT	NFO	
PROJECT	JAHNKE ROAD - 2 LANE IMPROVEMENTS			ADMIN BY	Locally	
DESCRIPTION	FROM: BLAKEMORE RD TO: FOREST HILL AVE (1.2200 MI)					
PROGRAM NOTE	TIP AMD - move \$328,000 (RSTP) from FFY24 to FFY25 & add an addit'l \$389,840 PE phase; move \$120,000 (RSTP) from FFY24 to FFY25 & add an addit'l \$832,918 RW phase; move \$865,522 (CM) from FFY24 to FFY25, move \$5,117,417 (RSTP) from FFY24 to FFY25 & add an addit'l \$2,516,076, release \$680,000 (STP/STBG) FFY24, move \$9,126,994 (AC-Other) from FFY24 to FFY25 & add an addit'l \$1,861,223 CN phase					
ROUTE/STREET	JAHNKE ROAD			TOTAL COST	\$27,700,433	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - RSTP	\$179,460	\$0	\$717,840	\$0	\$0
RW	Federal - RSTP	\$238,230	\$0	\$952,918	\$0	\$0
CN	Federal - CMAQ	\$216,381	\$0	\$865,522	\$0	\$0
	Federal - RSTP	\$1,908,373	\$0	\$7,633,493	\$0	\$0
CN TOTAL		\$2,124,754	\$0	\$8,499,015	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$0	\$10,988,217	\$0	\$0

ACTION ITEM

10/8/24

TO Technical Advisory Committee

SUBJECT FY24 – FY27 Transportation Improvement Program (TIP) – UPC 111713
#SMART18 - BBC Ph 1 - Bailey Br Conn., Brad McNeer Conn.

BRIEF:

Virginia Department of Transportation (VDOT) submitted a request to amend the Transportation Improvement Program (TIP) to update funding for UPC 111713. Federal funding will build a two-lane road with roundabouts, a bridge, and a path, easing Route 360 congestion and improving safety.

RECOMMENDED ACTION:

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

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 VDOT has been reviewed by staff and found consistent with the requirements for RRTPO approval. Draft TIP blocks can be found in Attachment A. A summary of the findings for each requirement is included below.

Project Overview:

Federal funding will be used to construct a two-lane road from Brad McNeer Parkway to Bailey Bridge Road, including roundabouts at both ends, a bridge over Swift Creek, and a shared-use path. This project aims to alleviate congestion on Route 360, which currently carries over 78,000 vehicles daily and is projected to exceed 120,000 by 2040. The improvements will provide direct access to businesses along Route 360, reduce traffic volumes, and offer safer travel options for pedestrians and cyclists.

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 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. This project is considered regional in nature due to its scope including the addition of new lanes, and intersection improvements. This project is already included in the LRTP as a committed project. Figure 1 graphically shows the consistency review process.

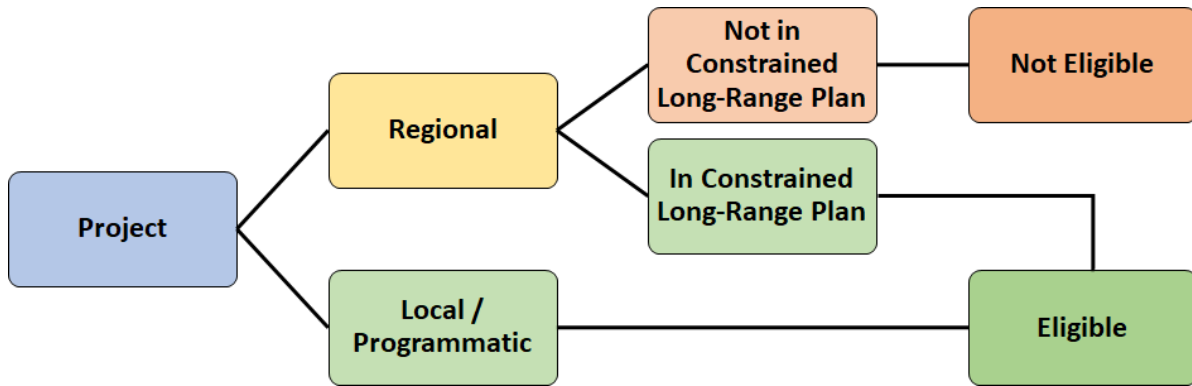


Figure 1: ConnectRVA 2045 Consistency Workflow

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. This project is regionally significant as it includes a new roadway and is part of a broader plan for interchange and arterial improvements along 288 and 360. The project is already included in the TIP and the regional conformity assessment report.

Fiscal Constraint: The funding changes are as follows: The TIP amendment involves releasing and adding funds across various phases. Release \$2,000,000 for PE in FFY26, release \$2,000,000 for AC-Other in FFY24 and add \$248,000 for RW in FFY25 and in FFY26. Add an additional \$9,237,765 and an additional \$1,351,970 in FFY25 and add \$1,351,970 in FFY26 for the CN Phase.

Federal Fund Source Descriptions:

STP/STBG- Provides flexible funding for a wide range of eligible projects and programs to address state and local transportation needs.



Item 8.

For more information, please contact Ansley Heller at 804-924-9618 Ext.153 or email aheller@planrva.org

ATTACHMENTS:

A. Draft TIP Project Blocks

Attachment A – Draft TIP Blocks

UPC NO	111713	SCOPE	New Construction Roadway			
SYSTEM	Secondary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO	
PROJECT	# SMART18 - BBC Ph 1 - Bailey Br Conn., Brad McNeer Conn.			ADMIN BY	Locally	
DESCRIPTION	FROM: BRAD MC NEER PKW Y TO: BAILEY BRIDGE ROAD					
PROGRAM NOTE	TIP AMD - release \$2,000,000 (ACC-STP/STBG) FFY26 PE phase; release \$2,000,000 (AC-Other FFY24, add \$248,000 (AC-STP/STBG) FFY25, add \$248,000 (ACC-STP/STBG) FFY26 RW phase; add an addit'l \$9,237,765 (AC- Other) & \$1,351,970 (AC-STP/STBG) FFY25, add \$1,351,970 (ACC-STP/STBG) FFY26 CN phase					
ROUTE/STREET	BAILEY BRIDGE CONNECTOR (0000)			TOTAL COST	\$36,464,535	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
RW	Federal - AC CONVERSION	\$0	\$0	\$0	\$248,000	\$0
RW AC	Federal - AC	\$0	\$0	\$248,000	\$0	\$0
CN	Federal - AC CONVERSION	\$0	\$0	\$0	\$1,351,970	\$0
CN AC	Federal - AC	\$0	\$0	\$1,351,970	\$0	\$0
	Federal - AC OTHER	\$0	\$0	\$3,162,565	\$0	\$0
CN AC		\$0	\$0	\$32,964,535	\$0	\$0

ACTION ITEM

10/08/24

TO Technical Advisory Committee

SUBJECT Regional Funding Framework Revisions

BRIEF:

The Flexible Regional Funding program provides funding to support regional transportation improvements using Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ), and Surface Transportation Block Grant (STBG) program funds. Staff has reviewed the current concerns with the program and conducted some preliminary surveys of TAC members on potential solutions. Moving to a biannual cycle for new projects like the Central Virginia Transportation Authority and Transportation Alternatives programs will allow better alignment of regional funding programs and allow additional time to refine the framework. Several peer MPOs in the Commonwealth have already transitioned to biannual funding cycles.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should recommend moving new project applications to a biannual cycle to align with the Central Virginia Transportation Authority and Transportation Alternatives programs. Existing project requests will continue to be accepted annually to address critical deficits.

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.

The RRTPO adopted a new [Regional Project Selection and Allocation Framework](#) in July of 2021. This framework, as amended, establishes a single prioritization process for flexible regional funding for projects requesting RRTPO administered funds. This process establishes a four-step process for project submission, screening, scoring, and funding. In general, the framework follows the prioritization process established in ConnectRVA 2045, the regional long-range transportation plan, establishing a clear connection between regional planning and regional funding. Based on the outcomes of the last three years of funding, several concerns have been identified by Policy Board members, local officials, and PlanRVA staff.

Framework Concerns

Staff have heard concerns about the following components of the regional funding program:

1. **Time Commitment** - TPO members prepare and PlanRVA staff score and evaluate 34 new project applications every year. Only 6 projects are selected each year with a median award of \$1.9M.
2. **Existing Project Priority** - Localities submit and the RRTPO funds 8 existing project requests per year with a median award of \$2.0M. More funding has gone to existing projects than selecting new projects over the past 3 years.
3. **Regional Priorities** - Approximately 18% of annual applications are for regional priorities (as identified in the Long-Range Transportation Plan). About 10% of the new project funding has been awarded to regional priorities with most of the funding going to local/programmatic projects.
4. **Bike/Ped Funding** - The changes to Smart Scale have reduced the funding options for bike/ped projects. Over the past three rounds, active transportation on arterials and major regional trails have not scored as highly as the sponsors have expected.
5. **Project Readiness & Delivery** - Project readiness is not factored into scoring and screening is limited to estimate and sketches. History of project delivery is also not factored into the scoring and selection process.
6. **Timing & Coordination** - Some sponsors have expressed interest in additional dialog and coordination through the scoring process. Localities are also interested in continuing to line the TPO program up with Smart Scale for leveraging and to reduce overlapping burdens on staff.

Staff have identified some options to address these concerns. A summary presentation can be found in Attachment A. Based on discussions with local staff and a survey sent to member localities, there does not appear to be a consensus around the proposed solutions.

In general, there does appear to be agreement on moving to a biannual cycle, mirroring the decision made for the CVTA earlier this year and the current TA program. This would put all regional funding on the same cycle and opposite of Smart Scale, allowing better planning for leverage and reducing the overlapping state and regional funding cycles. Staff proposes continuing our review throughout this “off” year if approved.

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

Attachment

- A. Summary of Issues and Potential Solutions

Funding Framework

Review of Richmond Regional TPO Funding Programs

Agenda

Topics Covered

- 1 Legal and Policy Requirements
- 2 Current Framework
- 3 Questions for Review
- 4 Possible Solutions

Legal & Policy Requirements

Key Requirements



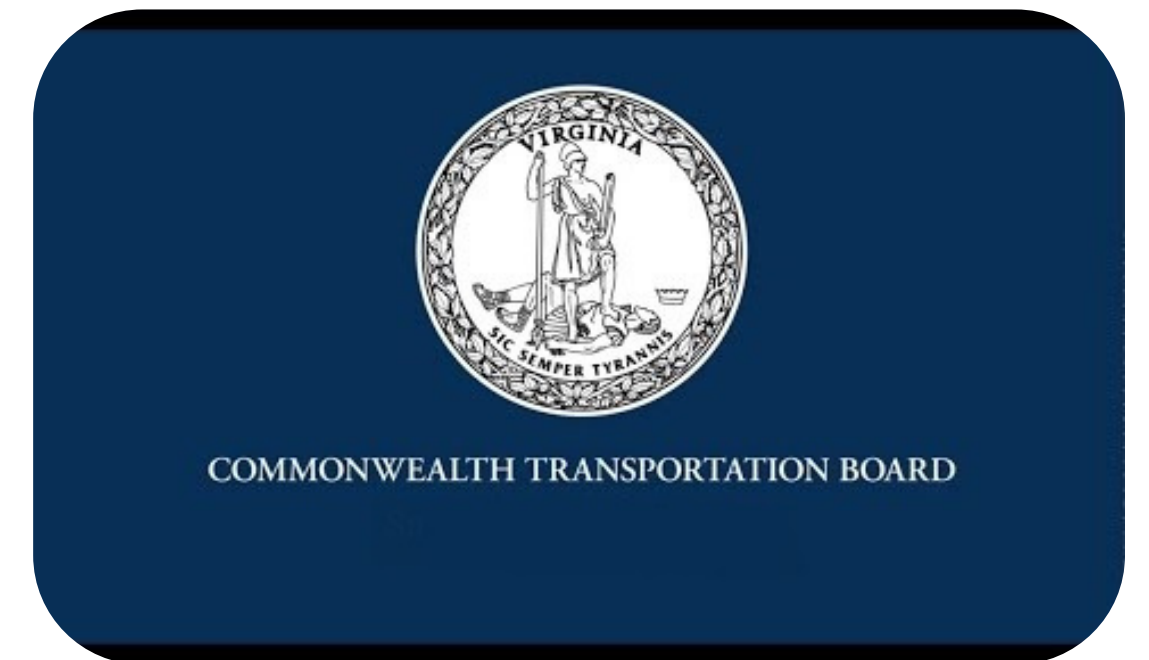
Federal Law

Creates and funds programs,
sets eligible project types
and locations



State Law

Sets timeline for obligating
funds after award, provides
for state match funding



CTB Policy

Sets timeline for
programming, structure for
TA programs

Current Framework

Regional Framework

Process

Establishes application intake, scoring, and funding

Limits

Lays out limits for applications

Scoring

Defines how projects are scored and prioritized

Allocations

Establishes order of priority and steps for funding

Existing Projects

Priority in funding for existing requests; thresholds for TPO review

Leveraging

Projects scored and funded off of PE cost only

Questions for Review

Time Commitment

34

Requests submitted
per year

6

New projects selected
per year

\$1.9 million

Median project
award

Existing Project Priority

8

Existing projects
awarded additional
funds per year

\$2.0 million

Median additional
award

\$64.8 million

Total **additional**
funding awarded
to existing projects
since July 2021

Regional Priorities

6

Regional projects
submitted per year

10.6%

Share of investment in
new regional projects

100%

LRTP-envisioned
investment in
regional projects

Bike/Ped Funding

SMART SCALE

SMART SCALE has removed bike/ped from HPP; limited other sources for these types of projects

Major Corridors

Major corridor projects are expensive, not scoring well

Regional Trails

Fall Line and other major regional initiatives not being funded

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

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

Additional Concerns?

Possible Solutions

Time Commitment

Possible Solution	Rationale
<p>New project selection in odd years only <i>(like CVTA)</i></p>	<p>Reduces the time required by staff, sponsors; reduces conflict with Smart Scale applications</p>
<p>Reduce application limits</p>	<p>Limits higher than CVTA for smaller program; fewer applications require less sponsor and staff time to complete</p>

Existing Project Priority

Possible Solution	Explanation
Limit awards to fixed amount/fixed additional amount	By limiting the dollar or phases of involvement, the RRTPO limits potential exposure to cost increases
Limit funding to phase(s) of projects	
Make existing projects compete for funding through cost/benefit process	Reevaluating the project against other new projects provides rationale for which increase to cover and allows RRTPO to reevaluate scope of project

Existing Project Priority

Possible Solution	Explanation
Require locality cost share on projects	Requiring local investments provides locality to match increases, providing opportunity for additional scrutiny and oversight

Regional Priorities

Possible Solution	Explanation
Limit program to projects from CLRP	Reducing eligible projects ensures regional priorities are funded
Splitting funding for for regional & local project priorities	Ensuring dedicated funding guarantees some regional projects get selected
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

Bike/Ped Funding

Possible Solution	Explanation
<p>Limit program to projects from CLRP (regional trails & last mile to transit)</p>	<p>Limiting bike/ped only projects to major regional trails and last mile to transit ensures build out of priority network</p>
<p>Limit program to projects from BikePedRVA</p>	<p>More flexibility than CLRP; ensures projects are already on our radar and in region's active transportation vision plan</p>

Project Readiness

Possible Solution	Explanation
<p>Require more readiness documentation <i>(like Smart Scale)</i></p>	<p>Demonstrates readiness, adequate level of development</p>
<p>Include readiness in scores</p>	<p>Points can be added to overall cost/benefit score to encourage studies, warrants, etc. before submission</p>
<p>Deductive points for past performance <i>(like VDOT TAP Scores)</i></p>	<p>Deduct points from cost/benefit score based on previous project on-time, on-budget delivery</p>

Project Readiness

Possible Solution	Explanation
Require locality cost share on projects	Requiring local investments provides locality to match increases, providing opportunity for additional scrutiny and oversight

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>Reduce application limits</p>	<p>More coordination and consultation possible with fewer applications</p>

DISCUSSION ITEM

10/8/2024

TO Technical Advisory Committee

SUBJECT Comprehensive Climate Action Plan – Transportation Measures

BRIEF:

PlanRVA is developing a regional Comprehensive Climate Action Plan (CCAP) as part of a Climate Pollution Reduction Grant from the United States Environmental Protection Agency. This plan will calculate baseline greenhouse gas emissions and identify a path to net-zero emissions economy-wide by 2050. The TAC is requested to review the draft transportation measures and actions and provide input on any tools or strategies that have been missed.

RECOMMENDED ACTION:

No action. Staff is requesting review and input on the proposed actions by email to Nicole Keller (nkeller@planrva.org) no later than October 18, 2024.

DISCUSSION:

The Inflation Reduction Act (IRA), signed into law on August 16, 2022, directs federal funding to reduce carbon emissions, lower healthcare costs, fund the IRS, and improve taxpayer compliance. The IRA contains provisions that directly or indirectly address issues related to climate change, including reduction of greenhouse gas (GHG) emissions and promotion of adaptation and resilience to climate change impacts.¹ The CPRG program, authorized under Section 60114 of the IRA, provides \$5 billion in grants to states, local governments, Tribes, and territories to develop and implement plans for reducing GHG emissions and other harmful air pollution. The planning phase provided \$250 million in noncompetitive planning grants for state and local agencies to develop climate action plans (CAPs) to identify emissions reduction measures. PlanRVA was awarded a planning grant to develop a CAP for the entire Richmond metropolitan statistical area which includes the RRTPO planning area.

Federal guidance specifies that the Comprehensive Climate Action Plan (CCAP) should touch on all significant GHG sources/sinks and sectors present in a state or metropolitan area, establish near-term and long-term GHG emission reduction goals, and provide strategies and identify measures to achieve those goals. Each CCAP must include:

- A GHG inventory;
- GHG emissions projections;
- GHG reduction targets;
- Quantified GHG reduction measures;

- A benefits analysis for the full geographic scope and population covered by the plan;
- A low-income and disadvantaged communities benefits analysis;
- A review of authority to implement;
- A plan to leverage other federal funding; and,
- A workforce planning analysis.

Consistent with the Code of Virginia and national policy, the CCAP aims for net-zero greenhouse gas emission regionwide by 2050. The transportation component of the plan is being coordinated with the regional metropolitan planning organizations to ensure consistency in regional transportation planning. The 2050 Long-Range Transportation Plan is expected to incorporate and align with the proposed strategies and measures from the CCAP.

Proposed Transportation Measures & Actions

The plan is organized into measures and actions for each sector of the economy. Measures are top-level approaches to reducing emissions. The expected emissions reductions will be quantified for each measure. Within each measure, there will also be one or more implementation actions, the actual policies or investments needed to achieve those reductions. Below are the measures and actions that have been identified by the advisory stakeholder group to date:

1. Support, incentivize, and provide assistance for the rapid adoption, equitable installation, and use of zero-emission vehicles
 - a. Hydrogen Fueling
 - i. Build out a hydrogen fueling network to support medium and heavy duty vehicles
 - b. Electric Fueling
 - i. Coordinate with utilities to identify sites capable of integrating EV charging
 - ii. Develop a pilot program of solar + battery storage for grid-capacity limited sites
 - iii. Incorporate EV charging into zoning and permitting requirements for multifamily developments
 - iv. Review permitting process for EV charging infrastructure and streamline where possible
 - c. Fleet
 - i. Coordinate with GRTC to electrify smaller support vehicles
 - ii. Create a zero-emission vehicle procurement plan template for localities and schools
 - d. Incentives
 - i. Business/commercial incentives for EV charging stations
 - ii. Financial incentives for used EV purchases for households with qualifying incomes
 - iii. Incentives for business that purchase e-bikes for delivery services

- e. E-Bikes
 - i. Increase awareness and knowledge of e-bikes and other options for deliveries in business community
- 2. Reduce emissions from port operations through adoption of low-carbon fuels, electric equipment, and operational changes.
 - a. Utilize the port to develop sustainability initiatives throughout the region
 - b. Conduct a commodity flow analysis to better understand barge impacts on trucking and emissions and needed capital investments for expanded capacity
 - c. Improve barge capacity and container sizes to reduce trucking needs
- 3. Provide and promote new and expanded opportunities to reduce vehicle miles traveled through micromobility options and infrastructure
 - a. Make active transportation the most convenient mode for shorter trips by providing complete active transportation infrastructure within and between locally designated urban development areas
 - b. Implement Fall Line Trail
 - c. Provide walkable routes between neighborhoods and transit stops (accessible sidewalk/trail network)
 - d. Work with rural communities to identify future bicycle & pedestrian routes with emphasis on connections to regional spines (Fall Line, Capital Trail, Appomattox River Trail)
- 4. Expand equitable transit access
 - a. Rail
 - i. Improve rail access between Richmond and Hampton Roads
 - ii. Lobby for improved frequency and lower rates between Richmond and DC; consider express service
 - b. Bus
 - i. Make transit the most convenient mode for longer trips by providing frequent service within and between locally designated urban development areas
 - ii. Implement Greater Richmond Transit Vision plan frequent network
 - iii. Implement North-South BRT
 - iv. Extend Petersburg Area Transit from 6 to 7 days per week; add additional hours on weekend routes
 - v. Implement RRTPO Park & Ride Strategy lots and expansions
 - vi. Residents live within 0.5 miles of transit stop with frequent (15 minute) service
 - vii. Improve transit connectivity within current service areas (e.g. river crossings in the City of Richmond)
 - viii. Enhance Amtrak station connections and better live bus tracking on app
 - c. Non-Fixed Route
 - i. Use GRTC LINK as a framework to expand microtransit to provide service that is more responsive to commuters

- ii. Implement rural service(s) as recommended from on-going Rural Transportation Analysis

For more information, please contact Nicole Keller (nkeller@planrva.org) or Myles Busching at mbusching@planrva.org.