



Photo: Historic Courthouse, Powhatan County

Richmond Regional Transportation Planning Organization (RRTPO) Policy Board

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 POLICY BOARD

Thursday, November 2, 2023, 9:30 a.m.

PlanRVA Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224 and via Zoom

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_Nu842afSRka6fzDCPy12IQ

Call to Order (*Winslow*)

Pledge of Allegiance (*Winslow*)

Welcome and Introductions (*Winslow*)

Certification of a Quorum (*Firestone*)

A. ADMINISTRATION

1. Confirmation of Member Participation from a Remote Location

(*as needed*) (*Winslow*)

Action requested (if there are member requests to participate remotely): motion to confirm that the Chair's decision to approve or disapprove the member(s) request to participate from a remote location was in conformance with the RRTPO Policy for Remote Participation of Members; and, the voice of the remotely participating member(s) can be heard by all persons at the primary or central meeting location (voice vote).

2. Consideration of Amendments to the Meeting Agenda

(*Winslow*)

3. RRTPO Chair's Report

(*Winslow/10 minutes*)

4. Open Public Comment Period

(*Winslow/5 minutes*)

5. [Approval of September 7, 2023, RRTPO Policy Board Meeting Minutes](#) – page 5

(*Winslow*)

Action requested: motion to approve minutes as presented (voice vote).

6. RRTPO Secretary's Report

(Busching)

a. RRTPO Quarterly Work Status Report -First Quarter FY2024

Information item. Note: the report will be distributed as soon as available.

B. NEW BUSINESS

1. Unified Planning Work Program Amendment – Reconnect Jackson Ward Planning Grant – page 15

(Busching/5 minutes)

Action requested: motion to approve the UPWP amendment (roll call vote).

2. ConnectRVA 2045 Amendment – New Kent County Request – Exit 211 Interchange Improvements – page 20

(Aryal/10 minutes)

Action requested: motion to remove identified projects from the constrained projects list to add the new project (roll call vote).

3. RRTPO/Tri-Cities Area MPO Boundary Adjustment – page 23

(Aryal/10 minutes)

Action requested: recommendation to approve the adjusted boundary between RRTPO and TCAMPO (roll call vote).

4. RRTPO Letter regarding SMART SCALE Program Updates – page 28

(Busching/10 minutes)

Action requested: motion to approve proposed letter opposing certain changes to the Smart Scale program (voice vote).

5. FY24 – FY27 Transportation Improvement Program - Illustrative Projects List – page 36

(Busching/10 minutes)

Action requested: motion to approve amendment to the FY24 – FY27 TIP to add the illustrative projects section (roll call vote)

6. FY24 – FY27 Transportation Improvement Program Amendments – GRTC Annual Updates – page 45

(Busching/10 minutes)

Action requested: motion to approve proposed TIP amendments (roll call vote).

7. FY24 – FY27 Transportation Improvement Program Amendments – DRPT Annual FTA 5310 Program Updates – page 59

(Busching/5 minutes)

Action requested: motion to approve proposed TIP amendments (roll call vote).

8. FY24 – FY27 Transportation Improvement Program Amendments – VPRA Request – State-Supported Amtrak Operations – page 66

(Busching/5 minutes)

Action requested: motion to approve proposed TIP amendment (roll call vote).

9. **FY24 – FY27 Transportation Improvement Program Amendments – VPRA Request – Hanover Third Track** – page 71
(Busching/5 minutes)
Action requested: motion to approve proposed TIP amendment (roll call vote).

C. AGENCY AND COMMITTEE REPORTS

1. **Transportation Agency Updates**
(15 minutes)
 - a. **CVTA** – Parsons – page 76
 - b. **GRTC** – Adams
 - c. **RMTA** – Dean
 - d. **DRPT** – Dubinsky
 - e. **VDOT** – Totten
 - f. **FHWA** - Rucker

D. OTHER BUSINESS

1. **Future Meeting Topics** – page 78
(Winslow/5 minutes)
2. **RRTPO Member Comments**
(Winslow/5 minutes)
3. **Next Meeting: December 7, 2023, 9:30 a.m., PlanRVA Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224 and via Zoom**
(Winslow)

E. ADJOURNMENT

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
POLICY BOARD MEETING MINUTES
PlanRVA James River Boardroom and via Zoom
Thursday, September 7, 2023 - 9:30 a.m.**

MEMBERS and ALTERNATES (A) PRESENT (X), VIRTUAL (V):

VOTING MEMBERS					
Town of Ashland		Charles City County		Chesterfield County	
John H. Hodges	X	Byron M. Adkins, Sr.	X	Kevin P. Carroll	X
Anita Barnhart (A)		William Coady (A)		James M. Holland	
				Christopher Winslow, Chair	X
Goochland County		Hanover County		Mark S. Miller (A)	
Susan F. Lascolette		Sean M. Davis			
John L. Lumpkins Jr.	X	W. Canova Peterson IV, Vice Chair		Henrico County	
Vacant (A)		Faye O. Prichard (A)		Patricia S. O'Bannon	X
Vacant (A)		Vacant (A)		Frank J. Thornton	X
				Thomas Branin (A)	
New Kent County		Powhatan County		Vacant (A)	
Patricia A. Paige		David T. Williams	X		
C. Thomas Tiller Jr.		Karen Carmack		City of Richmond	
Thomas W. Evelyn (A)		Vacant (A)		Andreas D. Addison	
Vacant (A)		Vacant (A)		Katherine L. Jordan	V
				Stephanie A. Lynch	
Capital Region Airport Commission		GRTC Transit System		Cynthia I. Newbille	
John B. Rutledge		Sheryl Adams		Michael J. Jones (A)	
Vacant (A)		Adrienne Torres (A)	X	Kristen Nye (A)	
				Ellen F. Robertson (A)	
RIC Metropolitan Transp. Authority (RMTA)		Secretary of Trans. Designee			
Joi Taylor Dean	X	VDOT, Dale Totten	X		
Vacant (A)		VDOT, Mark E. Riblett (A)	X		
NON-VOTING MEMBERS					
CTAC		DRPT		Federal Highway Administration (FHWA)	
Sera Erickson (A)	X	Tiffany T. Dubinsky	X	Thomas L. Nelson Jr.	
		Grant Sparks (A)		Ivan Rucker (A)	X
Federal Transit Administration (FTA)		RideFinders		VA Dept. of Aviation (DOAV)	
Daniel Koenig (Liaison)		Von S. Tisdale	V	Rusty Harrington)	X
Vacant (A)		Cherika N. Ruffin (A)			

The technology used for the RRTPO Policy Board 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](#).

Call to Order

The Richmond Regional Transportation Planning Organization (RRTPO) Policy Board Chair, Christopher Winslow, presided and called the September 7, 2023, RRTPO Policy Board meeting to order at 9:30 a.m.

Pledge of Allegiance

The Pledge of Allegiance was led by Byron Adkins.

Welcome and Introductions

Chair Winslow welcomed all the attendees.

Certification of a Quorum

Janice Firestone, Program Manager, took attendance and certified that a quorum was present in-person.

A. ADMINISTRATION

1. Confirmation of Member Participation from a Remote Location

Chair Winslow announced his approval of the requests of Von Tisdale and Katherine Jordan to participate remotely in the meeting.

On motion by Patricia O'Bannon, seconded by John Hodges, the RRTPO Policy Board voted unanimously to confirm that the Chair's decision to approve the members' requests to participate from a remote location was in conformance with the RRTPO Policy for Remote Participation of Members; and, the voice of the remotely participating member could be heard by all persons at the primary or central meeting location. (voice vote).

The quorum was updated to show the following: Von Tisdale and Katherine Jordan were present remotely. Reason: personal matters, specifically scheduling conflicts that prevent in-person attendance at PlanRVA.

2. Consideration of Amendments to the Meeting Agenda

There were no requested amendments to the meeting agenda.

3. RRTPO Chair's Report

Chair Winslow did not have a formal report.

4. Open Public Comment Period

There were no requests to address the RRTPO Policy Board.

5. Approval of July 6, 2023, RRTPO Policy Board Meeting Minutes

On motion by John Lumpkins, seconded by David Williams, the members of the RRTPO Policy Board voted to approve the minutes as presented (voice vote).

6. RRTPO Secretary's Report

Mr. Parsons reviewed the items in the secretary's report.

a. RRTPO Work Status and Financial Reports – June and July 2023

b. RRTPO UPWP Annual Report – FY2023

c. Designation of RRTPO Secretary

Mr. Parsons explained that it is requested that Myles Busching be appointed as Secretary. Members congratulated Mr. Parsons on his new role as Executive Director of the CVTA.

On motion by David T. Williams, seconded by Byron Adkins, the members of the RRTPO Policy Board voted to recognize Chet Parsons for his contributions to the RRTPO and to designate Myles Busching as RRTPO Secretary effective September 8, 2023, with duties and powers as outlined in the RRTPO Bylaws (voice vote).

d. RRTPO Member Contact Update

A handout was distributed for members to provide updated contact information.

e. YouTube Channel Improvements

Sidd Kumar, PlanRVA, provided a brief overview of the recent improvements to the PlanRVA YouTube channel and explained where the videos of meetings for PlanRVA, RRTPO and CVTA are on the page.

Kevin Carroll and Frank Thornton arrived at approximately 9:43 a.m.

Mr. Parsons introduced Holly Gordon, Community Engagement Manager, and welcomed her to PlanRVA, RRTPO and the CVTA.

B. NEW BUSINESS

1. Rural Public Transportation Options Overview

Tiffany Dubinsky, DRPT, provided an overview of rural public transportation options. She explained that there has been increased interest in and requests for additional opportunities for public transportation programs in the rural localities in the region. Ms. Dubinsky described the current programs available as well as other potential options that could be explored.

Joi Taylor Dean arrived at approximately 10:15 a.m.

Ms. Dubinsky noted that more information can be found in the [Rural Microtransit Case Study and Report](#). The presentation given during the meeting can be found on the [meeting webpage](#).

Board members discussed the history leading up to this request and the importance of identifying options for the citizens of the rural localities. There was discussion about what specifically the TAC should be tasked with looking into. It was suggested that in-depth studies be done for each of the rural localities. It was also suggested that the TAC consider sustainability when looking at potential programs.

Dale Totten left the meeting at 10:35 a.m.

On motion by John Hodges, seconded by John Lumpkins, the members of the RRTPO Policy Board voted to direct TAC to work with DRPT to review the program options for rural public transportation and bring a recommendation to the Policy Board as to the best use of those programs in the region for sustainability and fiscal responsibility (voice vote).

2. Carbon Reduction Program (CRP) Guidelines

Myles Busching, PlanRVA, presented this matter and offered to answer any questions. He explained that no projects have been funded yet, but examples are bicycle/pedestrian, electric construction equipment, charging infrastructure, sidewalk programs. The federal guidance on the types of projects is included in the meeting presentation, which is posted on the [meeting webpage](#).

On motion by John Lumpkins, seconded by David Williams, the members of the RRTPO Policy Board voted to adopt the following resolution (voice vote):

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) adopts the updates to the Regional Funding Framework to include the Carbon Reduction Program (CRP) as presented.

3. Transportation Alternatives (TA) Project Endorsements

Mr. Busching presented this matter and offered to answer any questions. He clarified that the Nuckols Road project is the only one considered regional.

On motion by Patricia O'Bannon, seconded by John Lumpkins, the members of the RRTPO Policy Board voted to adopt the following resolution (voice vote):

WHEREAS the Transportation Alternatives (TA) Set-Aside Guidance requires all applications located within the boundaries of a Metropolitan Planning Organization to obtain a resolution of endorsement from the appropriate MPO; and

WHEREAS Chesterfield, Hanover and Henrico counties and the City of Richmond have indicated their intent to submit FY25 – FY26 Transportation Alternatives applications for the following projects:

Chesterfield County

- Forest Hill (Choctaw - Anwell) Sidewalk
- Beach Rd/Rt 10 Pedestrian Crossing
- Sturbridge Dr/Rt 60 Pedestrian Crossing
- Genito/Hull Street Pedestrian Crossing
- RT 1/Bermuda/Breckenridge Ped Crossing

Hanover County

- Rt 301/Hanover Courthouse Sidewalk

Henrico County

- Messer Road Trail Connector
- Nuckols Trail, Phase 2

Goochland County

- Courthouse Village Sidewalk

City of Richmond

- Richmond City Safe Routes to School
- J Cary Street Sidewalk Improvement
- A Patterson Avenue Bike Lanes
- I Maymont Area Sidewalk Phase III
- D Carnation Street Sidewalks Phase II
- B US Route 1 Pedestrian Hybrid Beacons
- C Downtown Core Protected Bike Lanes
- E Gillies Creek Greenway Phase IV
- F Scott's Addition Greenway
- H Forest Hill Ave Crossing Improvements
- K Patterson at Libbie Streetscape

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board endorses these projects as applications for the FY25 – FY26 Transportation Set-Aside process.

4. TAP Project Deficit – Bon Air Pedestrian Improvements (UPC 113439)

Mr. Busching presented this matter and offered to answer any questions. He clarified that the project is comprised of sidewalk, trail sections and signage.

On motion by Patricia O'Bannon, seconded by John Lumpkins, the members of the RRTPO Policy Board voted to adopt the following resolution (roll call vote; see Appendix A):

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves the transfer of \$600,000 in FY24 Carbon Reduction Program (CRP) funds from the CRP Balance Entry (UPC T27907) to the Bon Air Pedestrian Improvements (UPC 113439) project.

Board members shared comments on the ongoing need for more information and clarification on project cost increases.

5. CMAQ Project Deficit - Rte 1 – Intersection Improvements at Hopkins Rd. & Harwood St. (UPC 15955)

Mr. Busching presented this matter and offered to answer any questions. He clarified that the projects deemed “legacy” programs usually date back to the 90s.

On motion by John Lumpkins, seconded by Frank Thornton, the members of the RRTPO Policy Board voted to adopt the following resolution (roll call vote; see Appendix A):

Resolved, that the Richmond Regional Transportation Planning Organization (RRTPO) approves the transfer of \$1,587,314 in CMAQ funding from the I-64 Express Barge Service Expansion (UPC 115815) project to the Rte 1 - Intersection Improvements at Hopkins Rd & Harwood St (UPC 15955) project.

6. Urban Boundary Smoothing

Mr. Parsons presented this request and offered to answer any questions.

On motion by David Williams, seconded by Byron Adkins, the members of the RRTPO Policy Board voted to adopt the following resolution (voice vote):

Resolved, that the Richmond Regional Transportation Planning Organization (RRTPO) approves the proposed Smoothed Urban Area Boundary (UAB)

C. AGENCY AND COMMITTEE REPORTS

1. Transportation Agency Updates

- a. CVTA** – Mr. Parsons provided this update which was included in the meeting agenda packet.
- b. GRTC** – Adrienne Torres reported provided a report on current GRTC activity.
- c. RMTA** – Joi Taylor Dean reported on current RMTA activity.
- d. DRPT** – Ms. Dubinsky reported on recent DRPT activity.
- e. VDOT** – Mark Riblett provided this update, which is posted on the [meeting webpage](#).
- f. FWHA** – Ivan Rucker reported on recent FWHA activity.

D. OTHER BUSINESS

1. Community Transportation Advisory Committee (CTAC) Activity Follow-up –

Mr. Busching provided an overview of the CTAC's request to refine and expand their role and the recommended tasks and assignments for the committee. He clarified that the bylaws allow for CTAC to make recommendations to the Policy Board on specific projects, but the meeting schedule does not always allow for them to review and vote on recommendations in the necessary timeframe for Policy Board action.

On motion by Patricia O'Bannon, seconded by John Hodges, the members of the RRTPO Policy Board voted unanimously to approve the proposed CTAC tasks/assignments (voice vote).

2. Future Meeting Topics

The future meeting topics list was reviewed by Chair Winslow.

3. RRTPO Member Comments

There were no member comments.

4. Next Meeting: November 2, 2023, 9:30 a.m., PlanRVA Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224 and via Zoom

E. ADJOURNMENT:

Chair Winslow adjourned the meeting at approximately 11:23 a.m.

TAP Project Deficit – Bon Air Pedestrian
Improvements (UPC 113439)

Yays

Vote Totals 18 0 0 Over 2/3

Jurisdiction	Voting			Status	Weighted Vote		
	Yay	Nay	Abstain		Yay	Nay	Abstain
Ashland (1)							
John H. Hodges	X			Present	1	0	0
Anita Barnhart (A)				Absent	0	0	0
Charles City (1)							
Byron Adkins	X			Present	1	0	0
William Coada (A)				Absent	0	0	0
Chesterfield (4)							
Kevin P. Carroll	X			Present	2	0	0
James M. Holland				Absent	0	0	0
Christopher Winslow	X			Present	2	0	0
Mark Miller (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Goochland (2)							
John L. Lumpkins Jr.	X			Present	2	0	0
Susan F. Lascolette				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Hanover (3)							
Sean M. Davis				Absent	0	0	0
W. Canova Peterson				Absent	0	0	0
Faye O. Prichard (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Henrico (4)							
Patricia S. O’Bannon	X			Present	2	0	0
Frank J. Thornton	X			Present	2	0	0
Thomas M. Branin (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
New Kent (2)							
Patricia A. Paige				Absent	0	0	0
C. Thomas Tiller Jr.				Absent	0	0	0
Thomas W. Evelyn (A)				Absent	0	0	0

Vacant (A)				Vacant	0	0	0
Powhatan (2)							
David T. Williams	X			Present	2	0	0
Karin M. Carmack				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Richmond (4)							
Andreas D. Addison				Absent	0	0	0
Katherine L. Jordan	X			Present	1	0	0
Stephanie A. Lynch				Absent	0	0	0
Cynthia I. Newbille				Absent	0	0	0
Michael J. Jones (A)				Absent	0	0	0
Kristen Nye (A)				Absent	0	0	0
Ellen F. Robertson (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
CRAC (1)							
John B. Rutledge				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
GRTC (1)							
Sheryl Adams				Absent	0	0	0
Adrienne Torres (A)	X			Present	1	0	0
RMTA (1)							
Joi Taylor Dean	X			Present	1	0	0
Vacant (A)				Vacant	0	0	0
VDOT (1)							
Dale Totten				Absent	0	0	0
Mark Riblett (A)	X			Present	1	0	0

CMAQ Project Deficit - RTE 1 - INTERSECTION
IMPROVEMENTS AT HOPKINS RD & HARWOOD ST
(UPC 15955)

Vote Totals				Under
	18	0	0	2/3
	Voting			Weighted Vote
Jurisdiction	Yay	Nay	Abstain	Status Yay Nay Abstain
Ashland (1)				
John H. Hodges	X			Present 1 0 0
Anita Barnhart (A)				Absent 0 0 0
Charles City (1)				
Byron Adkins	X			Present 1 0 0
William Coada (A)				Absent 0 0 0
Chesterfield (4)				
Kevin P. Carroll	X			Present 2 0 0
James M. Holland				Absent 0 0 0
Christopher Winslow	X			Present 2 0 0
Mark Miller (A)				Absent 0 0 0
Vacant (A)				Vacant 0 0 0
Vacant (A)				Vacant 0 0 0
Goochland (2)				
John L. Lumpkins Jr.	X			Present 2 0 0
Susan F. Lascolette				Absent 0 0 0
Vacant (A)				Vacant 0 0 0
Vacant (A)				Vacant 0 0 0
Hanover (3)				
Sean M. Davis				Absent 0 0 0
W. Canova Peterson				Absent 0 0 0
Faye O. Prichard (A)				Absent 0 0 0
Vacant (A)				Vacant 0 0 0
Henrico (4)				
Patricia S. O’Bannon	X			Present 2 0 0
Frank J. Thornton	X			Present 2 0 0
Thomas M. Branin (A)				Absent 0 0 0
Vacant (A)				Vacant 0 0 0
New Kent (2)				
Patricia A. Paige				Absent 0 0 0
C. Thomas Tiller Jr.				Absent 0 0 0
Thomas W. Evelyn (A)				Absent 0 0 0

Vacant (A)				Vacant	0	0	0
Powhatan (2)							
David T. Williams	X			Present	2	0	0
Karin M. Carmack				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Richmond (4)							
Andreas D. Addison				Absent	1	0	0
Katherine L. Jordan	X			Present	1	0	0
Stephanie A. Lynch				Absent	0	0	0
Cynthia I. Newbille				Absent	0	0	0
Michael J. Jones (A)				Absent	0	0	0
Kristen Nye (A)				Absent	0	0	0
Ellen F. Robertson (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
CRAC (1)							
John B. Rutledge				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
GRTC (1)							
Sheryl Adams				Absent	0	0	0
Adrienne Torres (A)	X			Present	1	0	0
RMTA (1)							
Joi Taylor Dean	X			Present	1	0	0
Vacant (A)				Vacant	0	0	0
VDOT (1)							
Dale Totten				Absent	0	0	0
Mark Riblett (A)	X			Present	1	0	0

ACTION ITEM

November 2, 2023

TO Policy Board**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 Policy Board should approve 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.

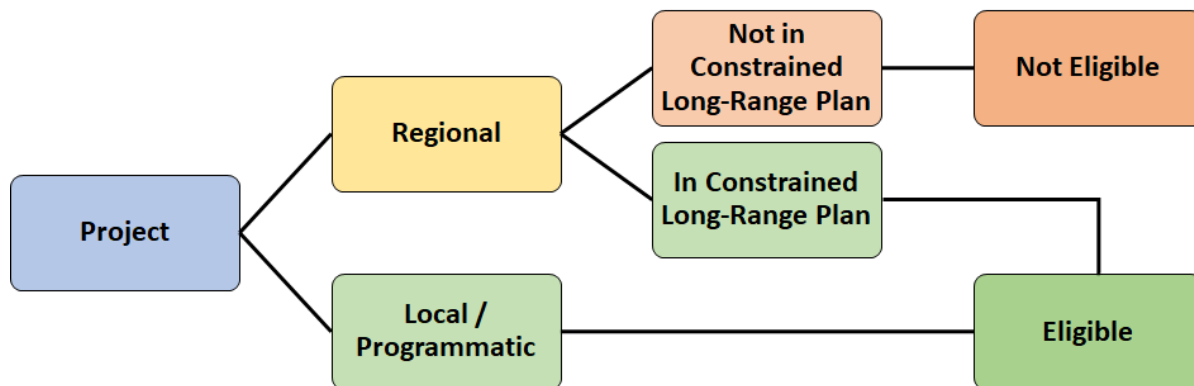


Figure 1: ConnectRVA 2045 Consistency Workflow

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](#)
- C. Draft Resolution

Attachment A – Draft UPWP Appendix

Additional planning activities for the Richmond region, beyond those included in the TIP or identified in the budget and work program, are undertaken by a number of agencies. One of the primary roles of the RRTPO is to coordinate these regional planning activities to make good use of limited local, state, and federal resources. The following sections summarize regionally significant transportation planning activities by other agencies in the region.

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

POLICY BOARD AGENDA 11/2/23; ITEM B.-1.

**Unified Planning Work Program (UPWP) Amendment – Reconnect Jackson
Ward Reconnecting Communities Grant**

Richmond Regional Transportation Planning Organization

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY24 Unified Planning Work Program (UPWP) to include an appendix of non-RRTPO transportation planning efforts; and,

FURTHER RESOLVED, that the RRTPO policy board approves the addition of the Reconnect Jackson Ward Reconnecting Communities project to this appendix.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held November 2, 2023.

WITNESS:

BY:

Janice Firestone
Program Manager
PlanRVA

Myles Busching
Secretary
Richmond Regional Transportation
Planning Organization

ACTION ITEM

November 2, 2023

TO Policy Board**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 Policy Board should approve ConnectRVA 2045 amendment to include an interchange modification project at Exit 211 on I-64 in New Kent County and remove identified projects from the constrained projects list.

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)

ATTACHMENTS:

- A. Draft Resolution



Richmond Regional
**Transportation
Planning Organization**

POLICY BOARD AGENDA 11/2/23; ITEM B.-2.

**ConnectRVA 2045 Amendment – New Kent County Request – Exit 211
Interchange
Improvements**

Richmond Regional Transportation Planning Organization

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends ConnectRVA 2045 to include a new project - Interchange Modification at Exit 211 on I-64 in New Kent County.

FURTHER RESOLVED, that this project is located in New Kent County and does not require a redemonstration of air quality conformity consistent with the requirements of 40 CFR Part 93.

FINALLY RESOLVED, that the RRTPO policy board approves the removal of the following projects from Connect RVA 2045 Constrained List of Projects.

ConnectRVA 2045 Project ID	Project Description
FHW-144	Widening of 106 Bridge Overpass at I-64
FHW-48	I-64 Auxiliary Lane
FHW-49	I-64 Auxiliary Lane
FAT-31	Courthouse to Courthouse Trail

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held November 2, 2023.

WITNESS:

BY:

Janice Firestone
Program Manager
PlanRVA

Myles Busching, Secretary
Richmond Regional Transportation
Planning Organization

ACTION ITEM

November 2, 2023

TO Policy Board**SUBJECT** RRTPO/Tri-Cities Area MPO 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 Policy Board should approve the adjustment to the RRTPO Metropolitan Planning Area (MPA) boundary as presented by RRTPO staff.

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 MPA Boundary.

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

ATTACHMENTS:

- A. Maps of Proposed RRTPO/TCAMPO Boundary Changes
- B. RRTPO/TCAMPO Adjusted Boundary Narration in Chesterfield County
- C. Draft Resolution



POLICY BOARD AGENDA 11/2/23; ITEM B.-3.

**RRTPO/Tri-Cities Area MPO Boundary Adjustment
Richmond Regional Transportation Planning Organization**

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves the RRTPO/Tri-Cities Area MPO - Metropolitan Planning Area (MPA) boundary adjustment as presented by RRTPO staff.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held November 2, 2023.

WITNESS:

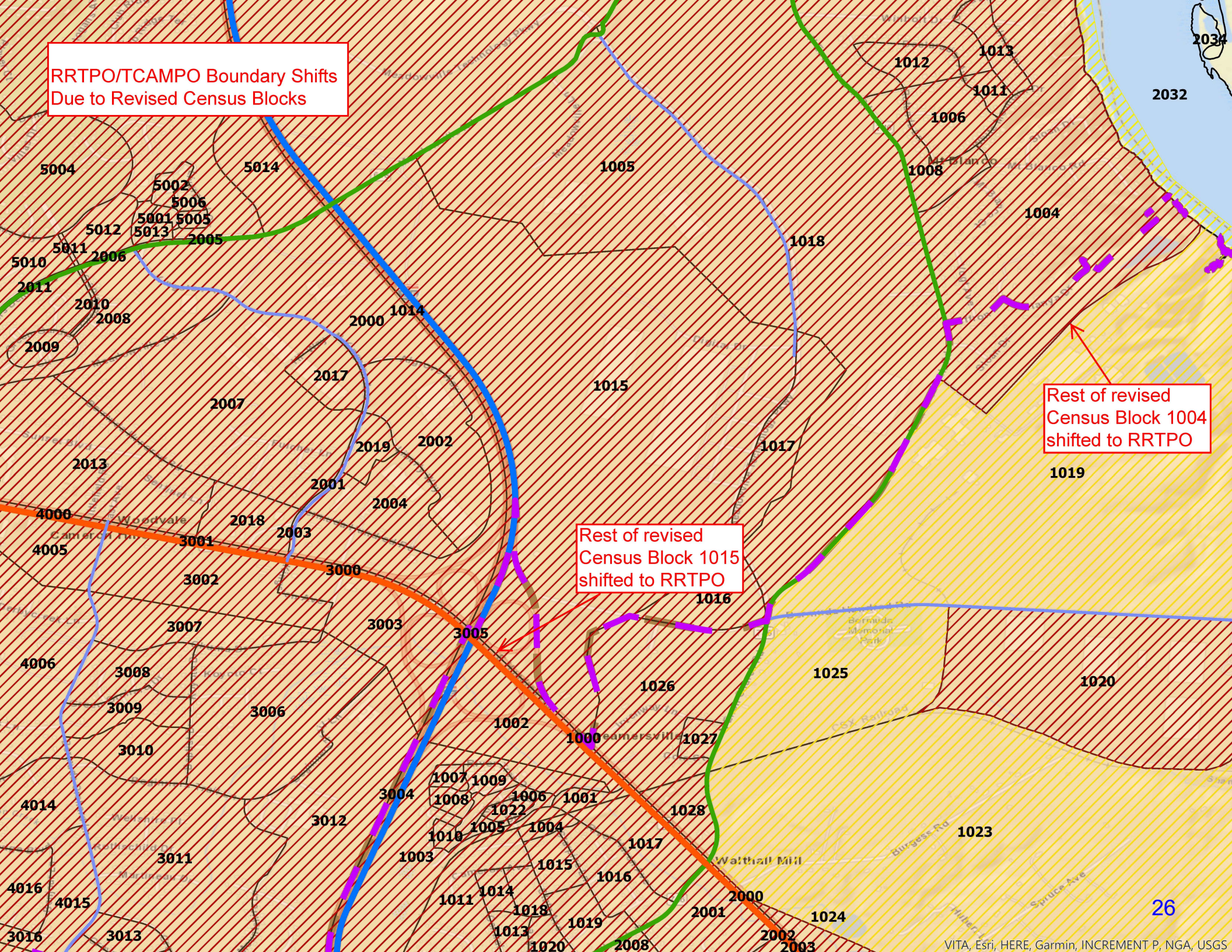
BY:

Janice Firestone
Program Manager
PlanRVA

Myles Busching
Secretary
Richmond Regional Transportation
Planning Organization



**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

RRTPO/TCAMPO Adjusted Boundary Narration in Chesterfield County

1. From Powhatan County along Chesterfield – Amelia County line (Appomattox River) to River Road (VA-602).
2. River Road (VA -602) east from Chesterfield- Amelia County line (Appomattox River) to Nash Road (VA -636).
3. Nash Road (VA -636) north to Woodpecker Road (VA -626).
4. Woodpecker Road (VA -626) east to Second Branch.
5. Second Branch north to Licking Creek.
6. Licking Creek east to Swift Creek.
7. Swift Creek north to Piney Branch.
8. Piney Branch north to Lewis Road (VA -632).
9. Lewis Road (VA -632) south to Bradley Bridge Road (VA-631).
10. Bradley Bridge Road (VA -631) north to Branders Bridge Road (VA -625).
11. Branders Bridge Road (VA -625) east to Happy Hill Road (VA-619).
12. Happy Hill Road (VA -619) east to Longmeadow Blvd (VA-5130S).
13. Longmeadow Blvd (VA-5130S) east to Branch of Ashton Creek.
14. Branch of Ashton Creek east to Jefferson Davis Highway (US Route - 1).
15. Jefferson Davis Highway (US Route -1) north to Old Bermuda Hundred Road (VA -618).
16. Old Bermuda Hundred Road (VA-618) east to Lawing Drive (VA-818).
17. Lawing Drive (VA-818) south to Woods Edge Road (VA -620).
18. Woods Edge Road (VA -620) north to CSX railroad line.
19. CSX railroad line east to north crossing of I-295.
20. I-295 north to VA-10 at Exit 15
21. East along VA-10 to eastern boundary of Census Block 1015 GeolD 510411004031015).
22. Eastern boundary of Census Block 1015 north to Bermuda Hundred Road.
23. Bermuda Hundred Road (VA- 697) east to North Enon Church Road (VA -746).
24. North Enon Church Road (VA- 746) north to southeastern boundary of Census Block 1004 (GeolD 510411004031004)
25. Southeastern boundary of Census Block 1004 east to Chesterfield -Henrico County Line (James River).
26. Along James River south to Chesterfield – Henrico - Charles City County line.

ACTION ITEM

November 2, 2023

TO Policy Board**SUBJECT** RRTPO Letter regarding SMART SCALE Program Updates**BRIEF:**

Chesterfield County staff requested that the Richmond Regional Transportation Planning Organization (RRTPO) submit a letter opposing the application limits proposed for SMART SCALE as part of the most recent program updates. The Virginia Association of Metropolitan Planning Organizations (VAMPO), which includes RRTPO, has already sent a letter opposing the application limits as well as the limiting of project types eligible for High-Priority Projects (HPP) and the redistribution of the land use weighting points based on concerns shared by the MPOs throughout the state. The Commonwealth Transportation Board (CTB) is scheduled to approve the changes to the SMART SCALE program in early December. The TAC reviewed the draft letter and provided comments separately; there is not a unanimous consensus that this change is bad for the RRTPO.

RECOMMENDED ACTION:

The Policy Board should review the draft letter (Attachment A) and decide whether to submit this letter opposing the change to the application limits.

DISCUSSION:

Since February, the CTB has been engaged in a holistic review of the SMART SCALE program to determine if the data-driven process is meeting its goals. This review has been extensive and has resulted in many proposed changes to the program. Each of the major changes is summarized below.

1. Refine High-Priority Projects Program (HPP) Eligibility

The SMART SCALE program is made up of two separate funding programs: the District Grant Program (DGP) and the High Priority Projects Program (HPP). Locality applications can be eligible for both categories; MPOs like the RRTPO are only eligible for HPP funds. HPP funding is only available for projects that address needs on Corridors of Statewide Significant (CoSS) or the regional network. The proposed change would further limit the eligible project types to projects with the principal improvements: New Capacity Highway, Managed Lanes, New or Improved Interchanges, New or Improved Passenger Rail Stations or Service, Freight Rail Improvements, High-Capacity / Fixed Guideway Transit, Transit Transfer Stations, and New Bridge. This change would remove many of the project types previously submitted by the RRTPO for Smart Scale, in particular bike-ped projects.

Powered By:

2. Eliminate “Step 2” of Fund Distribution Process

The HPP funding competition is currently a 2-step process with different eligibilities. Step 2 HPP projects include only MPO, PDC, and Transit Agency applications. These projects are prioritized within the district and are funded if they would have been eligible based on cost and rank relative to the district grant program (DGP) candidates but were not due to the submitting entity. Step 3 HPP essentially removes all projects where the benefit-cost (Smart Scale) score is less than one, and then prioritizes by expected benefit. This step is statewide. This proposal would eliminate step 2. All HPP projects would compete statewide, prioritized strictly by benefit-cost score to ensure that the projects that have the most cost-effective impact are funded each round.

3. Calculate Congestion Benefit for 10 years in the Future

The proposed approach returns to the methodology used in Round 1 and 2 where congestion was based on modeling future congestion ten years in the future while accounting for planned development. This approach ensures projects that are proactively mitigating congestion can score well despite the lack of current congestion. A prime example is the Ashland Rd DDI in Goochland which would move up from 88th in congestion to 5th by accounting for the Project Rocky development.

4. Modify Land Use Factor to be a Multiplier; Redistribute Land Use Weighting to Other Factors

Land Use is currently worth 15% of the project score for RRTPO applications. Land Use would be worth 0 points. Safety would be increased from 20% to 25% and congestion from 15% to 25%. The land use score would then serve as a multiplier – projects that serve developed areas can increase the benefit score up to double the original score based on the other 5 goal areas.

5. Utilize Forward Looking Economic Development Factor from VEDP

Economic Development is currently a very staff-intensive measure which requires applicants to upload site plans and zoning approvals to document every planned development in the vicinity of a project. The proposed approach would shift away from manual applicant entry and make use of an existing VEDP database to document planned industrial development sites. The focus would be on growth industries as measured by job growth and capital investments.

6. Streamline SMART Portal by Obtaining OIPI, VDOT, and DRPT Approvals prior to Submission

This change addresses the fact that most applications are not ready for scoring when submitted. This change would streamline document approvals before final submission. It would also change the current “conditional screen in” process to “conditional screen out.” Projects would be conditionally screened out and the applicant would need to ensure the application materials are complete prior to submittal. This would ensure applications are ready for scoring at submission.

7. Create a Three-Tier Application Limit at 3, 4, and 6.

This change proposes reducing the number of applications for the MPO from 10 to 6. At the locality level, this would reduce the number of applications for the larger localities from 10 to 6 and for the smallest localities from 4 to 3. Hanover would fall in the middle and maintain the current limit of 4 applications. Over the past 3 rounds, the RRTPO has had a 10% success rate in the OIPI staff recommended scenario suggesting that the higher application limit is not currently delivering more regional projects.

8. Tie Consensus Funding Decisions to Applicant Delivery Performance

The current process strictly looks at the cost-benefit analysis in prioritizing projects. This change would account for prior project delivery as a factor during the consensus scenario development after the initial rankings are released. The RRTPO does not manage delivery of projects. Many of our successful applications are locally administered projects. This change could negatively affect the RRTPO's ability to get those projects funded. It also seems to run contrary to the assumptions baked into scoring that projects will be VDOT administered (VDOT estimate, schedule reviews).

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

ATTACHMENTS:

- A. Draft RRTPO Letter
- B. Virginia Association of Metropolitan Planning Organizations Letter



November 2, 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 (RRTPO) 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 28, 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,

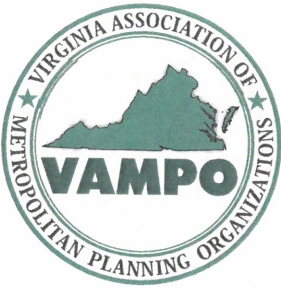
The Virginia Association of Metropolitan Planning Organizations (VAMPO), representing fifteen Virginia MPOs, has closely followed the CTB's review of the SMART SCALE program and proposed policy changes. On behalf of our membership, we would like to express our concerns regarding the impacts of the proposed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

Our concerns are:

- Meaningful 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 would like to meet with you and your staff regarding this matter in September. We will reach out to your office in the very near future to check on your availability and possible dates/times for this meeting.

Sincerely,

Ann Cundy, Chair
Virginia Associate of Metropolitan Planning Organizations

Cc: Brooke Jackson, OIPI

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

ACTION ITEM

November 2, 2023

TO Policy Board**SUBJECT** FY24 – FY27 Transportation Improvement Program – Illustrative Projects List**BRIEF:**

Staff have prepared TIP blocks for the proposed illustrative projects list in the FY24 – FY27 Transportation Improvement Program (TIP). This list is intended to serve as a standing endorsement for major projects from the ConnectRVA 2045 constrained long-range plan (CLRP) or vision list seeking federal discretionary funds and earmarks in the near term. The project list was drawn from projects that the RRTPO has previously endorsed for a discretionary grant application. This list of projects is not funded and the amendment to include the illustrative projects will have no impact on fiscal constraint or the regional conformity analysis.

RECOMMENDED ACTION:

The Policy Board should approve the requested amendment to the FY24 – FY27 Transportation Improvement Program to create an illustrative project section.

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. Projects selected by the RRTPO to receive funding are included in the Six-Year Improvement Program (SYIP) for adoption by the Commonwealth Transportation Board (CTB).

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 illustrative project list is an unconstrained list of priority projects that the RRTPO would pursue in the near term if additional funding were available. The regulations relating to TIP development allow the RRTPO to include a vision list in the TIP. These projects are not included in the financially constrained plan and would only be added if additional funding is obtained. Including these projects in a vision list will serve as a standing endorsement for discretionary grants and earmark applications. The draft TIP blocks can be found in Attachment A.

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. Figure 1 graphically shows the consistency review process.

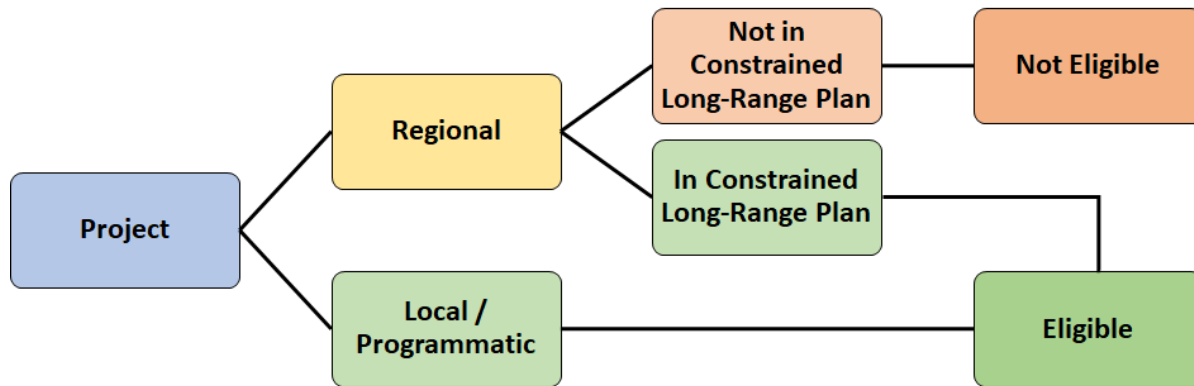


Figure 1: ConnectRVA 2045 Consistency Workflow

The projects proposed for the illustrative project section are all regional in character. Some projects are included in the ConnectRVA 2045 vision list, rather than the CLRP. As the funding being sought is not included in the ConnectRVA 2045 financial plan, pursuing this funding is still consistent with the ConnectRVA 2045 CLRP. An LRTP amendment may also be required depending on the funding breakdown for the projects prior to inclusion in the constrained TIP.

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. Illustrative projects are not fiscally constrained and do not impact air quality conformity. The regional conformity assessment will need to be reviewed if the projects receive funding and are added to the constrained TIP in the future.

Fiscal Constraint: Constraint is the process of demonstrating that a proposed set of investments are possible with the expected revenues during the period of the plan. This demonstration requires the RRTPO to develop a financial plan which reflects expected revenues, investments to maintain the existing transportation system, and proposed improvements to the system. As this list of projects is unconstrained, there is no impact to the fiscal constraint demonstration in the FY24 – FY27 TIP.

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

ATTACHMENTS:

- A. Illustrative Project TIP Blocks
- B. Draft Resolution

Attachment A – Illustrative Project TIP Blocks

Under federal law, the TIP must be fiscally constrained, meaning the projects that are listed must have identified funding sources. Localities and transit agencies continue to plan for and pursue funding for other high priority projects. The Illustrative Projects List in this section provides information on priority projects from ConnectRVA 2045, the long-range transportation plan, that the RRTPO has endorsed for federal discretionary funding. Projects on this list are supported by the RRTPO for any federal discretionary grants and earmark funding, and the RRTPO will amend the TIP to add these projects to the constrained plan if funding is awarded.

MPO	Richmond				
UPC NO		SCOPE	Bridge, New Construction		
SYSTEM	Urban	JURISDICTION	Ashland	OVERSIGHT	
PROJECT	Vaughan Road Overpass			ADMIN BY	TBD
DESCRIPTION	From: Henry Street To: Park Street				
PROGRAM NOTE	Illustrative Project Only			L RTP ID	FRA-6
ROUTE/STREET	Vaughan Road			ESTIMATE	\$ 41,152,852

MPO	Richmond				
UPC NO		SCOPE	Reconstruction w/o Added Capacity		
SYSTEM	Interstate	JURISDICTION	Chesterfield	OVERSIGHT	
PROJECT	I-95/Route 10 Phase II Interchange Improvements			ADMIN BY	TBD
DESCRIPTION					
PROGRAM NOTE	Illustrative Project Only			L RTP ID	FHW-67
ROUTE/STREET	I-95 at VA-10			ESTIMATE	\$ 47,329,424

MPO	Richmond				
UPC NO		SCOPE	Reconstruction w/o Added Capacity		
SYSTEM	Interstate	JURISDICTION	Chesterfield	OVERSIGHT	
PROJECT	I-95/Willis Road Interchange Improvement			ADMIN BY	TBD
DESCRIPTION					
PROGRAM NOTE	Illustrative Project Only			LRTP ID	FHW-72
ROUTE/STREET	I-95 at Willis Road			ESTIMATE	\$123,427,775

MPO	Richmond				
UPC NO		SCOPE	Reconstruction w/o Added Capacity		
SYSTEM	Primary	JURISDICTION	Chesterfield	OVERSIGHT	
PROJECT	Route 150/Route 360 Interchange and Multimodal Improvements			ADMIN BY	TBD
DESCRIPTION					
PROGRAM NOTE	Illustrative Project Only			LRTP ID	FHW-153
ROUTE/STREET	Chippenham Parkway (VA-150) at US-360			ESTIMATE	\$ 45,000,000

MPO	Richmond				
UPC NO		SCOPE	Roadway, New Construction		
SYSTEM	Primary	JURISDICTION	Chesterfield	OVERSIGHT	
PROJECT	Powhite Parkway Extension, Phase II			ADMIN BY	TBD
DESCRIPTION	From: Woolridge Road To: US-360				
PROGRAM NOTE	Illustrative Project Only			LRTP ID	FHW-904 FHW-905
ROUTE/STREET	Powhite Parkway (VA-76)			ESTIMATE	\$ 500,000,000

MPO	Richmond				
UPC NO		SCOPE	Reconstruction w/o Added Capacity		
SYSTEM	Primary	JURISDICTION	Chesterfield	OVERSIGHT	
PROJECT	Route 150/Route 60 Interchange and Multi-modal Improvements			ADMIN BY	TBD
DESCRIPTION					
PROGRAM NOTE	Illustrative Project Only			LRTP ID	FHW-154
ROUTE/STREET	Chippenham Parkway (VA-150) at US-60			ESTIMATE	\$ 24,444,160

MPO	Richmond				
UPC NO		SCOPE	Roadway, New Construction		
SYSTEM	Interstate	JURISDICTION	Henrico	OVERSIGHT	
PROJECT	Short Pump Area Improvements - N. Gayton Rd Interchange			ADMIN BY	TBD
DESCRIPTION					
PROGRAM NOTE	Illustrative Project Only			LRTP ID	FHW-32
ROUTE/STREET	I-64 at N. Gayton Rd.			ESTIMATE	\$ 96,000,000

MPO	Richmond				
UPC NO		SCOPE	Reconstruction w/o Added Capacity		
SYSTEM	Primary	JURISDICTION	Henrico	OVERSIGHT	
PROJECT	Short Pump Area Improvements - W. Broad St. Interchange			ADMIN BY	TBD
DESCRIPTION					
PROGRAM NOTE	Illustrative Project Only			LRTP ID	FHW-55

ROUTE/STREET	I-64 at W. Broad St. (US-250)	ESTIMATE	\$ 118,000,000
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MPO	Richmond				
UPC NO		SCOPE	Reconstruction w/ Added Capacity		
SYSTEM	Interstate	JURISDICTION	Henrico	OVERSIGHT	
PROJECT	Short Pump Area Improvements - I-295 Improvements			ADMIN BY	TBD
DESCRIPTION	From: I-64 To: Nuckols Rd				
PROGRAM NOTE	Illustrative Project Only			LRTP ID	FHW-34
ROUTE/STREET	I-295	ESTIMATE	\$ 19,000,000		

MPO	Richmond				
UPC NO		SCOPE	Reconstruction w/ Added Capacity		
SYSTEM	Primary	JURISDICTION	Goochland	OVERSIGHT	
PROJECT	Short Pump Area Improvements - 288 SB Auxiliary Lane			ADMIN BY	TBD
DESCRIPTION	From: I-64 To: Tuckahoe Creek Parkway				
PROGRAM NOTE	Illustrative Project Only			LRTP ID	FHW-159
ROUTE/STREET	VA-288	ESTIMATE	\$ 29,000,000		

MPO	Richmond				
UPC NO		SCOPE	Reconstruction w/ Added Capacity		
SYSTEM	Primary	JURISDICTION	Goochland	OVERSIGHT	

PROJECT	Short Pump Area Improvements - VA-288/W. Broad St. Interchange Improvements & 288 NB Auxiliary Lane	ADMIN BY	TBD
DESCRIPTION			
PROGRAM NOTE	Illustrative Project Only	LRTP ID	FHW-163
ROUTE/STREET	VA-288 at W. Broad St. (US-250)	ESTIMATE	\$ 22,000,000

POLICY BOARD AGENDA 11/2/23; ITEM B.-5.

FY24 – FY27 Transportation Improvement Program – Illustrative Projects List

Richmond Regional Transportation Planning Organization

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation Improvement Program (TIP) to create a vision list and to include the following projects for illustrative purposes only as they pursue discretionary funding:

- Vaughan Road Overpass
- I-95/Route 10 Phase II Interchange Improvements
- I-95/Willis Road Interchange Improvement
- Route 150/Route 360 Interchange and Multimodal Improvements
- Powhite Parkway Extension, Phase II
- Route 150/Route 60 Interchange and Multi-modal Improvements
- Short Pump Area Improvements - N. Gayton Rd Interchange
- Short Pump Area Improvements - W. Broad St. Interchange
- Short Pump Area Improvements - I-295 Improvements
- Short Pump Area Improvements - 288 SB Auxiliary Lane
- Short Pump Area Improvements - VA-288/W. Broad St. Interchange Improvements & 288 NB Auxiliary Lane

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held November 2, 2023.

WITNESS:

BY:

Janice Firestone
Program Manager
PlanRVA

Myles Busching
Secretary
Richmond Regional Transportation
Planning Organization

ACTION ITEM

November 2, 2023

TO Policy Board**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 Policy Board should approve 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.

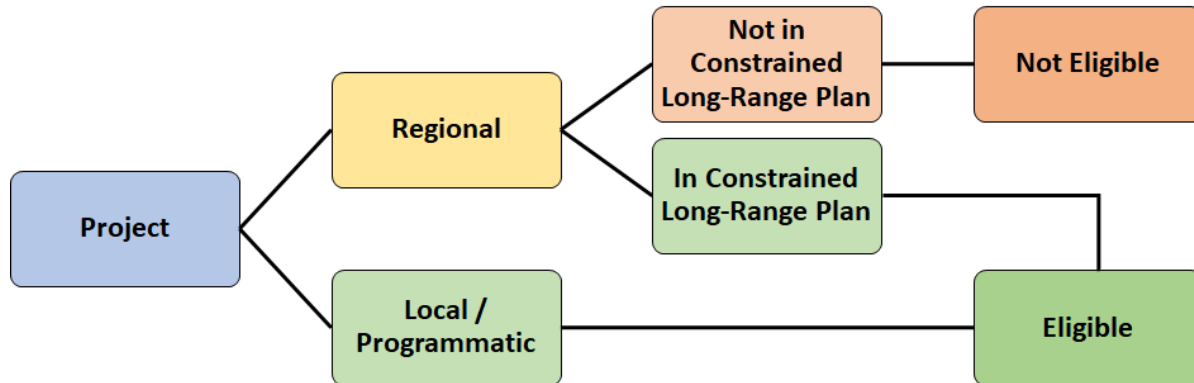


Figure 1: ConnectRVA 2045 Consistency Workflow

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
- C. Draft Resolution

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



POLICY BOARD AGENDA 11/2/23; ITEM B.-6.

Routine GRTC Amendments to the FY24 – FY27 Transportation Improvement Program (TIP)

Richmond Regional Transportation Planning Organization

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation Improvement Program (TIP) to add the following projects:

- GRTC059 - Non-Fixed Route ADA Paratransit Service
- GRTC060 – Mobility Management
- GRTC067 – Planning Consultant Services

FURTHER RESOLVED, that these projects are exempt from the requirement to determine transportation conformity under 40 CFR § 93.126 – Table 2 – Mass Transit as follows:

- 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

FINALLY RESOLVED, that the RRTPO policy board amends the FY24 – FY27 TIP to update the FY24 planned obligations and total estimate for GRTC008 – Paratransit Vehicles to remove FTA 5307 funds, add \$1,766,984 in FTA 5339, \$2,492,645 State, \$146,625 local funds and GRTC056 – Renovation of Admin/Maintenance Facility to add \$351,000 FTA 5307, \$561,000 State, and \$63,000 local funds.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held November 2, 2023.

WITNESS:

BY:

Janice Firestone, Program Manager
PlanRVA

Myles Busching, Secretary
Richmond Regional Transportation
Planning Organization

ACTION ITEM

November 2, 2023

TO Policy Board**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 Policy Board should approve 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.

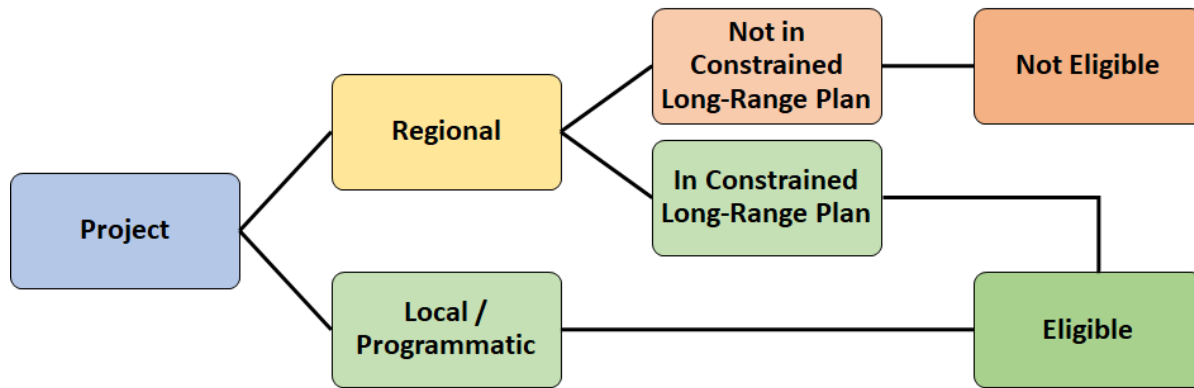


Figure 1: ConnectRVA 2045 Consistency Workflow

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](#)
- C. Draft Resolution

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				

POLICY BOARD AGENDA 11/2/23; ITEM B.-7.

**Routine DRPT Amendments to the FY24 – FY27 Transportation Improvement
Program (TIP) – FTA 5310 Grants**

Richmond Regional Transportation Planning Organization

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation Improvement Program (TIP) to add the following new projects:

- CCH001 - Mobility Management – Chesterfield County
- CCH002 – Operating Assistance – Chesterfield County
- HCS0003 – Mobility Management – Hanover County
- PCSS001 – Operating Assistance – Powhatan County Social Services

FURTHER RESOLVED, that these projects are exempt from the requirements to determine transportation conformity under 40 CFR § 93.126 – Table 2 – Mass Transit – Operating assistance to transit agencies.

FINALLY RESOLVED, that the RRTPO policy board amends the FY24 – FY27 TIP to remove the FY24 planned obligations from the following projects:

- CHS0003 – Operating Assistance – Chesterfield County Citizens Information & Services
- CHS0004 – Capital Cost of Contracting - Chesterfield Mental Health Support Services
- HCS0002 – Capital Cost of Contracting - Hanover County DASH

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held November 2, 2023.

WITNESS:

BY:

Janice Firestone
Program Manager
PlanRVA

Myles Busching
Secretary
Richmond Regional Transportation
Planning Organization

ACTION ITEM

November 2, 2023

TO Policy Board**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 Policy Board should approve 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.

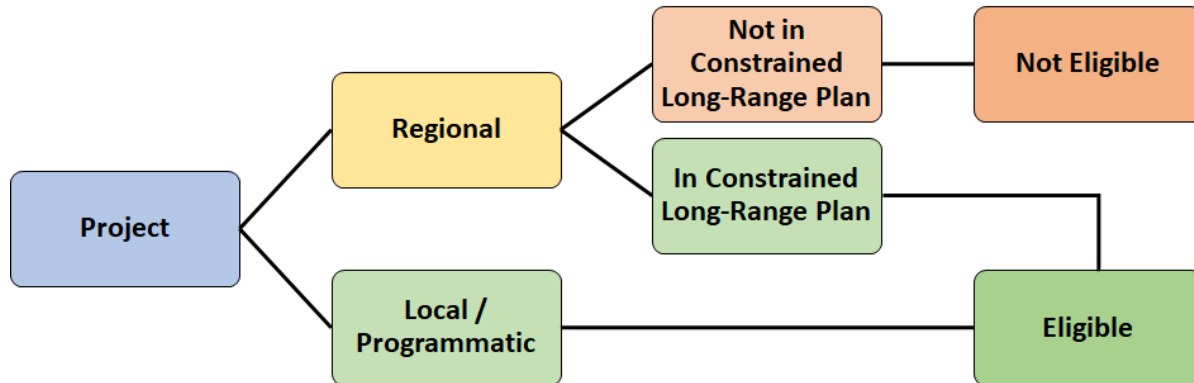


Figure 1: ConnectRVA 2045 Consistency Workflow

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](#)
- C. Draft Resolution

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.

POLICY BOARD AGENDA 11/2/23; ITEM B.-8.

VPRA Requested Amendment to the FY24 – FY27 Transportation Improvement Program (TIP)

Richmond Regional Transportation Planning Organization

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation Improvement Program (TIP) to add the Virginia State-Supported Amtrak Operations project as requested by the Virginia Passenger Rail Authority (VPRA); and,

FURTHER RESOLVED, that this project is exempt from the requirements to determine transportation conformity under 40 CFR § 93.126 – Table 2 – Mass Transit – Operating assistance to transit agencies.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held November 2, 2023.

WITNESS:

BY:

Janice Firestone
Program Manager
PlanRVA

Myles Busching
Secretary
Richmond Regional Transportation
Planning Organization

ACTION ITEM

November 2, 2023

TO Policy Board**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 Policy Board should approve 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.

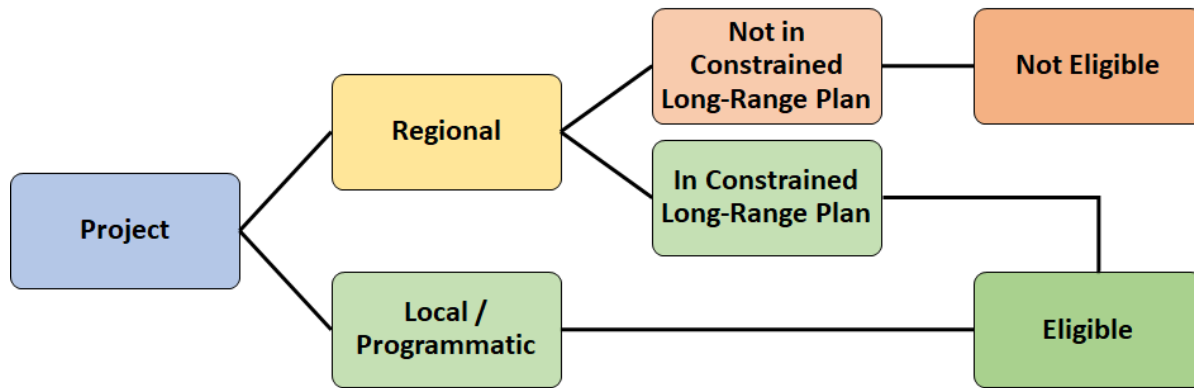


Figure 1: ConnectRVA 2045 Consistency Workflow

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](#)
- C. Draft Resolution

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



POLICY BOARD AGENDA 11/2/23; ITEM B.-9.

**VPRA Requested Amendment to the FY24 – FY27 Transportation Improvement
Program (TIP) – Hanover Third Track**

Richmond Regional Transportation Planning Organization

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation Improvement Program (TIP) to add the Hanover Third Track (Siding C) project for informational purposes as requested by the Virginia Passenger Rail Authority (VPRA); and,

FURTHER RESOLVED, that RRTPO policy board finds this project to be exempt from the requirements to determine transportation conformity under 40 CFR Part 93 as this project is subject to Federal Railroad Administration (FRA) oversight and general conformity and is included for informational and coordination purposes only.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held November 2, 2023.

WITNESS:

BY:

Janice Firestone
Program Manager
PlanRVA

Myles Busching
Secretary
Richmond Regional Transportation
Planning Organization

CVTA AGENCY UPDATE

RRTPO Policy Board Meeting – November 2, 2023

September 7th CVTA Finance Committee Meeting

The committee elected Patricia Paige as FY24 Chair and Kevin Carroll as FY24 Vice Chair.

September 29th CVTA Meeting

The Authority took action on the following items:

- Authorized issuance of Bond Counsel RFP.
- Authorized the Executive Director to work directly with proposers to secure a contract verifying cost estimates for Round 3 Regional Project applications following the close of the application window
- Approved projects for execution and administration between Central Virginia Transportation Authority and Virginia Department of Transportation for the following projects:
 - CVTA Project 0016: I-64 at Ashland Rd (Rte 623) Interchange – DDI
 - CVTA Project 0017: I-64 at Oilville Rd (Rte 617) Interchange
 - CVTA Project 0018: Bottoms Bridge Park and Ride
 - CVTA Project 0020: Rte 288 NB Hard Shoulder Running
 - CVTA Project 0023: Mayo Bridge Replacement
 - CVTA Project 0024: POV Richmond Marine Terminal Access Improvements at I-95/Bells Road
 - CVTA Project 0026: Short Pump Area Transportation Improvements
 - CVTA Project 0033: W Broad Street Improvements - Short Pump
 - CVTA Project 0039: Staples Mill Road Improvements
 - CVTA Project 0045: I-64 Widening
- Authorized the Chairman to execute the modified Standard Project Agreement, as agreed to with VDOT, and authorizes CVTA staff to take all actions necessary and prudent to fulfill its terms, subject to approval by legal counsel.
- Approved the transfer of \$25 million from Design Build 3 to Design Build 2 and allow VDOT to bring the SPA agreement to CVTA TAC for recommendation.
- Approved the FY23 Annual Certifications and FY24 Local Allocation Plan .
- Approved the CVTA Regional Projects Cycle (Round 3).

October 4th CVTA Fall Line Trail Working Group Meeting

- Reviewed the Fall Line Trail Wayfinding Plan, including:
 - Reached a consensus to move forward with the color selections presented by AB Design.
 - Reviewed options and distance preferences for mileage markers
 - Discussed the need to identify sources of funding for wayfinding.
- Heard an update from VDOT on Design Build Phases two and three.

September 20th and October 16th Technical Advisory Committee Meeting

The committee reviewed and/or took action on the following:

- Continued review of the VDOT-CVTA Standard Project Agreement
 - Convened a subcommittee together to go over the to further review and revised the language prior to Authority approval.
- Continued review of the Candidate Project Database and reached consensus to have locality staff submit list of additional projects they would like to use CVTA funding for prior to the next meeting
- Voted to refer the existing projects spend down plans to CVTA Finance Committee for consideration (voice vote).

Upcoming Meetings:

- November 8th CVTA Finance Committee
- November 13th CVTA Technical Advisory Committee
- December 1st CVTA
- December 6th Fall Line Trail Working Group

RRTPO POLICY BOARD AGENDA 11/2/23

FUTURE MEETING TOPICS*

Topic	Anticipated Meeting Date
Smart Scale Round 6 Updates & Project Selection	January 2024
2024 Transportation Forum	March 2024
STBG/CMAQ competitive grants	March 2024
FY25 – FY26 Transportation Alternatives Project Selection	March 2024
VDOT Overview of ITTF Program (RT. 288 NB HSR reference)	TBD**
Infrastructure Program Presentation - state and federal funding	TBD**

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

**Staff is working to schedule dates for upcoming presentations and will update as topics are finalized.