



Photo: Charles City County LOVE sign.

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



NOTES

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

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

Meetings are also live streamed and archived on our YouTube Channel at [Plan RVA - YouTube](#).

Members of the public are invited to submit public comments either verbally or in writing. Written comments can be submitted through the Q&A/Chat function on Zoom by email to RRTPO@PlanRVA.org. Written comments will be read aloud or summarized during the meeting when possible and will be included in the meeting minutes. Verbal comments will be taken during the Public Comment Period on the agenda. Please through the Q&A/Chat functions on Zoom if you would like to comment. When acknowledged by the Chairman, please clearly state your name so that it may be recorded in the meeting minutes.

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

AGENDA

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
Tuesday, February 13, 2024, 9:00 a.m.
Zoom Meeting**

If you wish to participate in this meeting virtually, please register via Zoom at the following link:
https://planrva-org.zoom.us/webinar/register/WN_PL81ekb0Roqs6IIUfLT7zw

1. **Welcome and Introductions**
(Vidunas)
2. **Roll Call & Certification of a Quorum**
(Firestone)
3. **Consideration of Amendments to the Meeting Agenda**
(Vidunas)
4. **Approval of January 9, 2024, TAC Meeting Minutes** – page 4
(Vidunas)
Action requested: approval of minutes as presented (voice vote).
5. **Open Public Comment Period**
(Vidunas /5 minutes)
6. **TAC Chairman's Report**
(Vidunas /10 minutes)
7. **Rural Public Transportation Study Recommendation** – page 8
(Busching/10 minutes)
Action Item.
8. **FY24 – FY27 Transportation Improvement Program Amendment – Pole Green Road Widening (UPC 109260)** – page 13
(Busching/10 minutes)
Action Item.
9. **FY24 – FY27 Transportation Improvement Program Amendment – Short Pump Area Transportation Improvements NEPA Study (UPC 124222)** – page 17
(Busching/10 minutes)
Action Item.
10. **FY25 – FY26 Transportation Alternatives – Draft Project Rankings** – page 21
(Busching/15 minutes)
Action Item.

11. **FY25 – FY30 Flexible Regional Funding** – page 30
(Busching/30 minutes)
Action Item.
12. **Transportation Agency Updates**
(10 minutes)
 - a. **DRPT** – Dubinsky
 - b. **GRTC** – Torres
 - c. **RideFinders** – O’Keeffe
 - d. **VDOT** – Rhodes
13. **[PlanRVA Newsletter: The Better Together Connector \(linked\)](#)**
Information item.
14. **TAC Member Comments**
(Vidunas/5 minutes)
15. **Next Meeting: Tuesday, March 12, 2024, at 9:00 a.m.**
(Vidunas)
16. **Adjournment**
(Vidunas)

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC)
PlanRVA James River Boardroom,
424 Hull Street, Suite 300, Richmond, VA 23224 and via Zoom
January 9, 2024 - 9:00 a.m.**

MEMBERS and ALTERNATES (A) PRESENT:

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

The technology used for the RRTPO Technical Advisory Committee meeting was a web-hosted service created by Zoom and YouTube Live Streaming and was open and accessible for participation by members of the public. A recording of this meeting is available on our [Plan RVA YouTube Channel](#).

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

1. Welcome and Introductions

Chair Vidunas opened the meeting at 9:05 a.m. and welcomed attendees.

2. Roll Call & Certification of a Quorum

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

3. Consideration of Amendments to the Meeting Agenda

There were no requested changes to the agenda.

4. Approval of December 12, 2023, Meeting Minutes

On motion by Nora Amos, seconded by Barbara Smith, the members of the RRTPO Technical Advisory Committee voted to approve the meeting minutes as presented (voice vote; Austin Goynes abstained).

5. Open Public Comment Period

There were no requests to address the committee.

6. TAC Chairman's Report

Chair Vidunas did not have a formal report.

7. SMART SCALE Round 6 – Regional Project Recommendations

Myles Busching, PlanRVA, provided an overview of the new scoring typologies and the high priority projects eligibility.

Mr. Busching reviewed the list of recommended projects. Twenty-six requests were received for candidate projects. There are 17 preapplications slots between RRTPO and PlanRVA (12 for the RRTPO and 5 for PlanRVA). Committee members discussed the projects and reached consensus on changes. Sarah Rhodes provided clarification on aspects that are important to VDOT.

The following projects will be removed: the two Rt 288 projects, the I-64/105 project and the I95/54 project. The Short Pump project will be added to the RRTPO list: The Route 60/US-522 Intersection Improvement project in Powhatan will be moved from PlanRVA to RRTPO.

On motion by Nora Amos, seconded by Amy Inman, the members of the RRTPO Technical Advisory Committee voted to recommend approval of the candidate project list as revised (roll call vote; see below).

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

8. 2024 Safety Performance Targets

Mr. Busching reported that this is for the annual road safety targets that must be submitted. For roadway safety, the RRTPO is required to [track and set targets for five performance measures](#):

- Fatalities
- Fatality Rate (per 100M vehicle miles traveled)
- Serious Injuries

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

VDOT, in coordination with DMV, sets statewide targets annually for each of these measures. State performance is assessed against these targets by FHWA, and the Commonwealth is required to meet or make significant progress toward meeting these targets. The statewide performance targets are developed using an analytical model which factors in vehicle miles traveled, demographics and employment, weather, liquor sales, VDOT maintenance and operations programs spending, DMV.

MPOs are required to adopt targets no later than 180 days after the state each year. The RRTPO has the option to follow the statewide target or set a separate target for any or all of the performance measures. In general, FHWA has identified three approaches used by states in setting performance targets (data-driven, goal-driven and hybrid). The members of the committee reached a consensus at the last meeting to move forward with the hybrid targets.

On motion by Dironna Moore Clarke, seconded by Barbara Smith, the members of the RRTPO Technical Advisory Committee voted to recommend approval of the five performance measures as presented (voice vote).

9. Flexible Regional Funding – Existing Project Requests

Mr. Busching explained this is the new name RSTP/CMAQ carbon reduction. He reviewed each project and opened a discussion on how to prioritize them.

On motion by Barbara Smith, seconded by Dironna Moore Clarke, the members of the RRTPO Technical Advisory Committee voted to fund all requests at the requested levels (roll call vote). It was noted that some requests fall into 10% category and don't need to go to the board, others will go to board for approval; the above motion is for TAC approval of those TAC is authorized to approve and to recommend Policy Board approval of those TAC does not have the authority to approve. It was also noted that the intent was to stay withing 10% threshold and staff can adjust to bring to 10%.

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

10. FY24 – FY27 Transportation Improvement Program Amendment - #SMART18 – Richmond-Henrico Turnpike - South Segment (UPC 111716)

On motion by Sharon Smidler, seconded by Austin Goyne, the members of the RRTPO Technical Advisory Committee voted to recommend approval of the proposed TIP amendments as requested by GRTCAction Item (voice vote).

11. Transportation Agency Updates

a. DRPT

Tiffany Dubinsky provided an update on recent and upcoming DRPT activities.

b. GRTC

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

c. RideFinders

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

- Reaching out to and meeting with employers about Kick\$tart Your Carpool pilot program.
- Meeting with Foursquare ITP on the RideFinders Commuter Assistance Program Strategic Plan .
- New Vanpools: 1 (15 passenger van originating from Newport News, VA to Defense General Supply Center in Bellwood/Chesterfield).
- Provided Chesterfield County with the number of vanpools that originate and depart from Chesterfield County along with van sizes and locations per a request from a board member.

d. VDOT

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

12. Future Meeting Topics

The future meeting topics were included in the agenda packet.

13. TAC Member Comments

Amy Inman thanked Mr. Busching for all the work he is doing for the RRTPO and the CVTA.

14. Next Meeting

Chair Vidunas noted the next meeting will be held on February 13, 2024.

15. Adjournment

Chair Vidunas adjourned the meeting at 10:34 a.m.

ACTION ITEM

February 13, 2024

TO Technical Advisory Committee**SUBJECT** Rural Public Transportation Study Recommendation**BRIEF:**

The Transportation Alternatives (TA) Set Aside program is dedicated to bicycle and pedestrian projects and programs. Applications for the TA program are administered through a statewide program and the RRTPO and the Commonwealth Transportation Board (CTB) have shared responsibility for selecting projects for funding. The RRTPO has a defined methodology for project prioritization which incorporates both the statewide merit score prepared by VDOT and region-specific factors including proximity to equity emphasis areas (EEA) and inclusion in BikePedRVA 2045, the regional active transportation plan.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should review the proposed scope for the rural public transportation study and recommend the study be incorporated into the FY25 Unified Planning Work Program (UPWP).

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 RRTPO has heard concerns from several localities about the need for expanded public transportation options in rural areas. At the September Policy Board meeting, DRPT presented on funding opportunities which can create a pipeline to new public transportation (Technical Assistance for Planning > Demonstration Project > Transit Ridership Incentive Program (TRIP) service > Permanent Service with transit operator). The Workforce Development Grant Program was also reviewed as a funding source available to train staff to support public transportation. The Policy

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Board has directed the TAC to work with DRPT to develop a recommendation on the best use of the programs covered in the presentation to provide sustainable and fiscally constrained public transportation service in the entire Richmond region.

At its September meeting, the Technical Advisory Committee voted to reconvene the public transportation workgroup to study the concerns of the rural member localities.

Public Transportation Workgroup: The reconvened workgroup met in October and December to look at the needs of rural localities and the next steps toward enhancing public transportation service. The workgroup agreed on a regional study with emphasis on engagement with local governments and residents of the rural localities to develop costed recommendations. The workgroup recommended this effort be undertaken as part of the FY25 UPWP using 5303 funding. This recommendation comes from the [recent FTA announcement of an increased federal share](#) (90 – 100%) for planning that supports urban or rural areas with lower density or a lower average income than the surrounding areas.

Major Scope Elements: The draft scope was prepared to address the major recommendations of the public transportation workgroup. The following are the major expected deliverables of the study:

1. Existing Conditions Report including needs analysis, public outreach
2. Review of national best practices and regionally feasible alternatives
3. Analysis of operational challenges and opportunities for alternatives
4. Recommendations including capital and operating costs, implementation strategy, and sufficient detail to support DRPT planning and demonstration grants

For more information, please contact Dan Motta at dmotta@planrva.org or Ken Lantz at klantz@planrva.org.

ATTACHMENTS:

- A. Draft Rural Public Transportation Study Scope

Scope of Work – Rural Transportation Needs and Alternatives Analysis

Overview

PlanRVA in partnership with our rural member localities (Charles City County, Goochland County, Hanover County, New Kent County, and Powhatan County) is seeking to assess and identify the public transportation needs of the rural portions of the region and explore service delivery alternatives that fulfill the identified needs. Final recommendations will be sustainable, fiscally constrained, and in alignment with the directives of the Plan RVA Board.

To facilitate this study, PlanRVA is seeking experienced consultants to collaborate closely with PlanRVA throughout the research and analysis process.

The goals and objectives of the Rural Transportation Needs and Alternatives Analysis are to:

1. Build on existing studies, assess and analyze existing and near-term future demand for transportation services within each of the jurisdictions. A planning horizon (5 years, 10 years, etc.) shall be specified for future needs analyses to guide strategic planning and development.
2. Analyze the ridership patterns of existing transportation services in the jurisdictions. The study should include an analysis of opportunities to coordinate with existing service providers within and adjacent to the study area.
3. Explore possible transportation service delivery alternatives to address current and future mobility demands. These include the micro transit zones proposed from the GRTC Micro Transit study and those by other providers. These alternatives can be innovative in nature based on case study examples, particularly any examples from within Virginia.
4. Engage the jurisdictions through a thoughtful conversation about the current and future mobility needs of residents, visitors, employers, and employees. Prioritize equity considerations to ensure inclusivity in planning and decision making.
5. Deliver robust outreach and engagement with the community involving surveys, focus groups, and public meetings. Encourage active community participation to gather diverse perspectives and preferences for informed decision making.

Overarching Assumptions

1. The duration of the contract is approximately July 2024 – February 2025.
2. Draft alternatives should be completed by October 31, 2024.

Background Information

Several studies have been completed for the Richmond region that have resulted in the identification and prioritization of transportation needs and alternatives. These include the [Greater RVA Transit Vision Plan 2040](#), [Greater RVA Transit Vision Plan: Near-Term Strategic Analysis](#), [GRTC Transit Development Plan](#), [ConnectRVA 2045: The Transportation Future of the Richmond Region](#), [GRTC Regional Public Transportation Plan](#), [Richmond Region Micro-Transit Study](#), and [Richmond Regional Transit Governance Study](#).

While these studies have predominantly focused on regional dynamics, the emphasis has leaned heavily towards fixed-route and fixed guideway service. Recognizing the limitations of this approach in meeting the unique needs of rural jurisdictions and accommodating service areas on opposite sides of the region established by other transit providers, this study will look at all transit service options. It builds upon the foundation laid by previous efforts, aiming to augment their impact and contribute to a wider regional vision. The focus is on providing transportation alternatives that align with existing and near-term future needs, with

Scope of Work – Rural Transportation Needs and Alternatives Analysis

a deliberate emphasis on addressing the transportation challenges prevalent in the rural portions of the region.

Information to be provided by PlanRVA to the successful consultant team:

1. Ridership data from existing transportation providers currently serving the rural jurisdictions, including RideAssist (Powhatan), Goochland Cares (Goochland), Hanover DASH (Hanover), Bay Transit (New Kent and Charles City County)
2. Heat mapping of selected transit services ridership as shown in interactive webpage and GIS data.

Project Scope: Tasks and Deliverables

This detailed study should include the following specific tasks and deliverables:

1. **Define Existing Needs:** Work with local officials and staff to understand locality preferences, desired services and expectations for the near term. This should include the population(s) to be served, desired hours of service, service coverage, possible phasing considerations, and thoughts on sustainability.
2. **Existing Conditions:** Assess current and future ridership demand, along with existing service provisions, with a focus on quality, coverage, and access. The study should include estimates of potential ridership and indicate whether the service is envisioned as one primarily serving the general public, or a subset of the public such as individuals who are elderly, disabled or low-income. In developing estimates of the "transportation disadvantaged" care should be taken not to double or triple-count individuals who are seniors, disabled and low-income.
 - a. *Deliverable:* DRAFT Existing Conditions Report.
3. **Public Outreach:** Utilize surveys, public meetings, and stakeholder meetings/focus groups to better understand current and future supply/demand dynamics. The consultant will be responsible for holding a minimum of two meetings in each jurisdiction as part of its engagement efforts. Survey software such as Metroquest should be used to understand current and future supply/demand dynamics, and options provided for individuals who experience digital barriers. Findings from the Public Outreach portion of the study will be included in an amended and FINAL Existing Conditions Report.
4. **Best Practices, Case Studies, and Alternatives:** Analyze best practices, case studies, and alternatives related to rural transportation alternatives in similar communities, as well as innovative approaches.
 - a. *Deliverable:* Best Practices, Case Studies, and Alternatives Report.
5. **Operational Challenges and Opportunities:** Consultant will analyze and review operational challenges and opportunities related to implementing the identified service alternatives.
6. **Recommendations and Next Steps:** Consultant will make recommendations for various types of service provision and actions to begin implementation, as well as associated capital and operating costs, and related phasing. The consultant shall work with PlanRVA and study localities to identify funding sources to support the services to include potential pilots. The findings and recommendations should be in sufficient detail to enable the submission of an application for a VDRPT planning and/or demonstration grant. The consultant should develop alternatives for the day-to-day management of any recommended service, whether it be managed and delivered by a private, non-profit, or public entity. Finally, the consultant should address any governance structure considerations in light of recommended service(s)/investments.
 - a. *Deliverable:* Final Report pulling together all components with recommendations

Proposal Requirements

Project Approach: The consultant should summarize their understanding of the project and their approach to the scope of work, including the ability to initiate the project in a timely manner.

Qualifications: The consultant should include a discussion of the consultant team qualifications and how they meet the project requirements, including examples of previous work and the results of those studies (i.e., were they implemented, and why or why not?).

Schedule: The consultant should identify a proposed schedule, including project meetings, critical milestones, and delivery dates for deliverables.

Invoices: Invoices shall be submitted by the consultant to PlanRVA on a monthly basis. At the time of invoice submittal, the consultant shall submit a monthly progress report to PlanRVA.

Contract Structure: PlanRVA will utilize a DRPT or PlanRVA bench consultant contract and their associated rates and terms. All costs associated with the proposal need to be communicated by line item.

ACTION ITEM

February 13, 2024

TO Technical Advisory Committee**SUBJECT** FY24 – FY27 Transportation Improvement Program (TIP) –
Pole Green Road Widening (UPC - 109260)**BRIEF:**

VDOT submitted a request to amend the Transportation Improvement Program (TIP) to update the planned obligations and estimated cost for the Pole Green Road Widening (UPC 109260). This project is already included in the TIP and has been previously included in the regional air quality conformity analysis. The proposed changes are consistent with project allocations and the six-year improvement program (SYIP). This TIP amendment is required due to the increase in the total estimate from \$20.5M to \$39.8M.

RECOMMENDED ACTION:

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

DISCUSSION:

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

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

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

Project Overview: The project will widen Pole Green Road from the intersection of Bell Creek Road to Rural Point Road. The improvements will tie into the existing 4-

lane divided section east of Bell Creek Rd and include a raised median, expanded turn lanes, traffic signal upgrades and bicycle/pedestrian accommodation.

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.

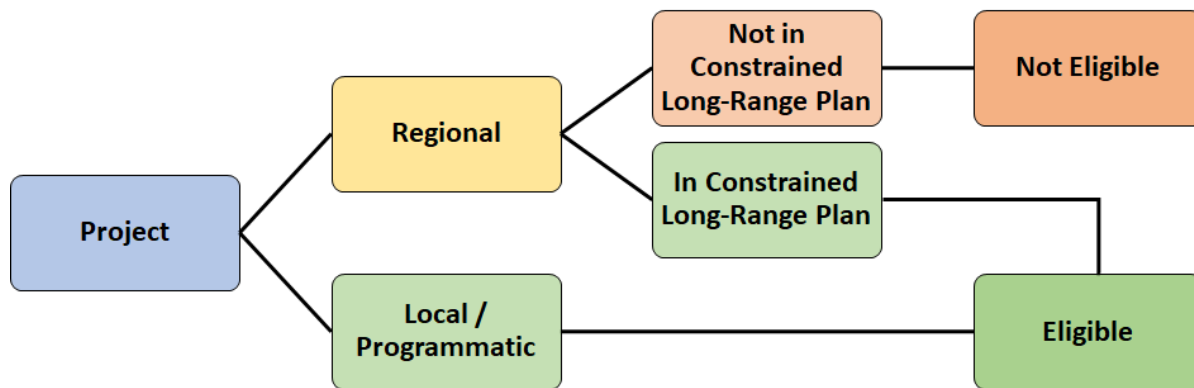


Figure 1: ConnectRVA 2045 Consistency Workflow

This project is regionally significant included in the constrained long-range plan. Further, this project is already included in the FY24 – FY27 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. This project is already included in the STIP/TIP and is regionally significant. The proposed changes do not impact the regional conformity analysis.

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) and the latest project estimate. The cost of this project has increased \$20.5M to \$39.8M, an increase which triggers a TIP amendment. Hanover County has committed additional local funding to cover the increased cost of the project.

Federal Fund Source Descriptions:

RSTP - Provides funding for a broad range of capacity, operational, and congestion mitigation related improvements. These projects are selected directly by the RRTPO consistent with the regional funding framework.

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

ATTACHMENTS:

- A. Draft TIP Project Block

Attachment A – Draft TIP Block

UPC NO	109260	SCOPE	Preliminary Engineering			
SYSTEM	Secondary	JURISDICTION	Hanover County		OVERSIGHT	NFO
PROJECT	POLE GREEN RD WIDENING				ADMIN BY	Locally
DESCRIPTION	FROM: Bell Creek Road TO: Rural Point Road (1.6400 MI)					
PROGRAM NOTE	TIP AMD - release \$431,454 RW phase					
ROUTE/STREET	POLE GREEN ROAD (0627)				TOTAL COST	\$39,848,191
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
RW	Federal - RSTP	\$824,502	\$3,298,006	\$0	\$0	\$0
CN	Federal - RSTP	\$1,365,726	\$0	\$0	\$0	\$5,462,905
CN AC	Federal - AC OTHER	\$0	\$0	\$0	\$0	\$7,571,369

ACTION ITEM

February 13, 2024

TO Technical Advisory Committee**SUBJECT** FY24 – FY27 Transportation Improvement Program (TIP) –
Short Pump Area Transportation Improvements NEPA Study (UPC
124222)**BRIEF:**

VDOT submitted a request to amend the Transportation Improvement Program (TIP) to add the Short Pump Area Transportation Improvements NEPA Study (124222) project. As a study, this project is exempt from the regional air quality conformity analysis and is considered local/programmatic and not required to be specifically listed in ConnectRVA 2045. The proposed changes are consistent with project allocations and the six-year improvement program (SYIP).

RECOMMENDED ACTION:

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

DISCUSSION:

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

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

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

Project Overview: This project will conduct a review of the recommended improvements from the [Short Pump Interchange Access Report](#) (IAR) consistent with requirements of the National Environmental Policy Act (NEPA). The aim of this

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study is to identify potential impacts to environmental and cultural resources and appropriate steps to avoid, minimize, and mitigate these impacts. This study will build on the preliminary environmental impacts analysis conducted as part of the IAR.

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.

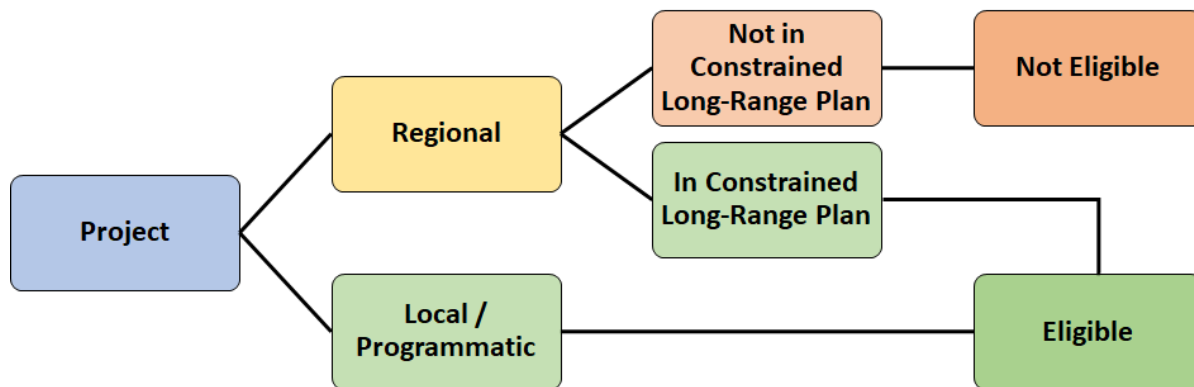


Figure 1: ConnectRVA 2045 Consistency Workflow

The Short Pump Area Improvements project is regionally significant, and the constituent projects are included in the constrained long-range plan. Studies, including NEPA analyses, are considered local/programmatic and do not need to be specifically listed in the CLRP. This project is 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. This project is exempt under 40 CFR 93.126, as Other - engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.

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). The requested amendment reflects funds that have been allocated to the project by the Central Virginia Transportation Authority (CVTA).

Fund Source Descriptions:

CVTA – Central Virginia Transportation Authority provides new funding opportunities for priority transportation investments across the region.

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

ATTACHMENTS:

- A. Draft TIP Project Block

Attachment A – Draft TIP Block

UPC NO		124222	SCOPE		Preliminary Engineering			
SYSTEM		Interstate	JURISDICTION		Henrico County	OVERSIGHT	NFO	
PROJECT		SHORT PUMP AREA TRANSPORTATION IMPROVEMENTS NEPA STUDY				ADMIN BY	VDOT	
DESCRIPTION		FROM: Various TO: Various						
PROGRAM NOTE		TIP AMD – Add new project. Add \$1,800,000 (Other - CVTA) FFY24						
ROUTE/STREET		0064				TOTAL COST	\$1,800,000	
	FUND SOURCE		MATCH		FY24	FY25	FY26	FY27
PE	Other		\$0		\$1,800,000	\$0	\$0	\$0

ACTION ITEM

February 13, 2024

TO Technical Advisory Committee**SUBJECT** FY25 – FY26 Transportation Alternatives (TA) Set Aside Project Rankings**BRIEF:**

The Transportation Alternatives (TA) Set Aside program is dedicated to bicycle and pedestrian projects and programs. Applications for the TA program are administered through a statewide program and the RRTPO and the Commonwealth Transportation Board (CTB) have shared responsibility for selecting projects for funding. The RRTPO has a defined methodology for project prioritization which incorporates both the statewide merit score prepared by VDOT and region-specific factors including proximity to equity emphasis areas (EEA) and inclusion in BikePedRVA 2045, the regional active transportation plan.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should review the two project prioritization tables and recommend a preferred approach for Transportation Alternatives (TA) Set Aside project rankings.

DISCUSSION:

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

The Transportation Alternatives (TA) Set-Aside program provides capital grant assistance for projects defined as “transportation alternatives” in federal code. The RRTPO TA allocations are directed towards on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving bike and pedestrian access to public transportation, trails that serve a transportation purpose, and Safe Routes to School projects.

The fiscal year 2025 – 2026 project applications were submitted in October. The RRTPO previously reviewed and endorsed all candidate projects. The statewide merit scores were released in January. The RRTPO coordinates with VDOT Richmond District, the Tri-Cities MPO, and our Commonwealth Transportation Board (CTB) member to select projects for TA funding. The RRTPO has approximately **\$7.6M to allocate** in this round.

Powered By:

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.

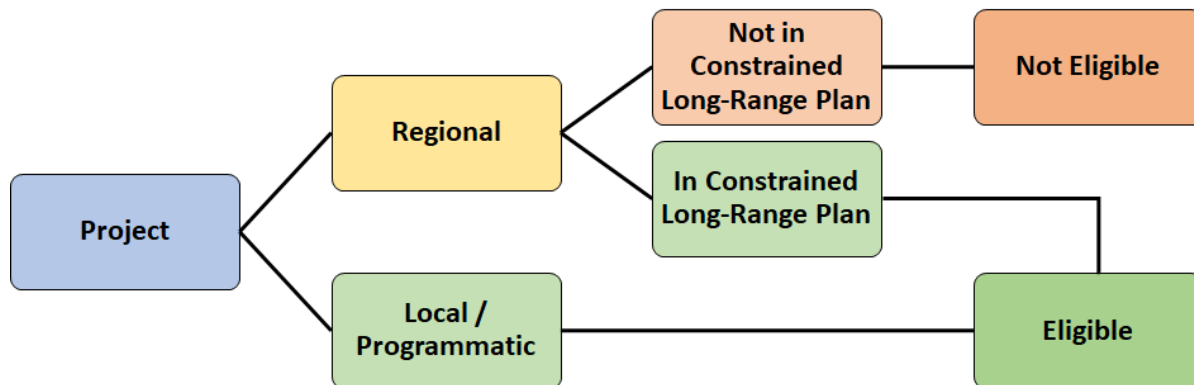


Figure 1: ConnectRVA 2045 Consistency Workflow

Most bicycle and pedestrian projects are considered local or programmatic as either safety improvements or facilities within or adjacent to the existing right-of-way. All the proposed projects were reviewed against the ConnectRVA 2045 criteria as part of the endorsement process this fall.

Statewide Merit Score Evaluation: VDOT evaluates each project to assist the CTB review and project selection. Projects are scored based on four criteria using qualitative and quantitative measures.

1. Project Delivery and Funding
2. Project Concept & Benefit
3. Readiness to Proceed
4. Deductive Measure

The deductive measure is a newly adopted policy and was not included in the statewide merit score process at the time the RRTPO adopted the TA prioritization guidelines. The deductions reflect previously cancelled TA projects, prior TA projects that have exceeded the four (4) years to construction limit, and performance management based on the Locality Sustained Performance Program (LSPP) rules. Deductive measures were applied to the City of Richmond (-45) and Goochland County (-25) projects. As this measure was not part of the program when the RRTPO's methodology was approved, staff have prepared draft rankings including (Attachment A) and removing the deductive measures (Attachment B).

Safe Routes to Schools (SRTS), a subset of TA that focus on getting students to school using active transportation modes, projects and programs are evaluated differently with focus on student travel patterns, percent of budget spent on students, and the involvements of school and community representatives on the project team.

RRTPO Prioritization Process: The RRTPO process uses the statewide merit score as the starting point. Statewide merit scores are normalized (with SRTS adjusted to a 250-point basis for equal comparison with other projects) and worth 80% of the benefit score. The remaining 20% of the benefit is calculated based on the estimated people in equity emphasis areas (EEA) served by the project using a half-mile buffer and the project's inclusion and classification in BikePedRVA 2045 (regional spine, spur, local, not included). Project benefits are then divided based on cost in hundreds of thousands of dollars to give a cost-benefit score for prioritization.

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

ATTACHMENTS:

- A. Draft FY25 – FY26 TA Project Prioritization
- B. Draft FY25 – FY26 TA Project Prioritization – No Deductive Points

				Statewide Element					Regional Element											
				Merit Score				Statewide Score	Equity Emphasis Areas (population served)				BikePedRVA 2045 (Spines & Spurs)				Regional Score	Total Score	Cost Benefit Score	Rank
Project Title	Description	Sponsor	Request	Raw Score	Norm.	Value	\$1	Statewide Score	Raw Score	Norm.	Value	R1	Raw Score	Norm.	Value	R2	Regional Score	Total Score	Cost Benefit Score	Rank
Richmond City Safe Routes to School	The proposed grant is for FY25 & 26 and will fund the salary, equipment, and promotional items for the Richmond City SRTS program for two school years. The SRTS program has served RPS since 2015 and currently reaches 10 elementary schools with a total school population of 3,581. We envision an SRTS program where we have engaged parents, teachers, students, & partners working together to promote safe, active transport to & from schools.	Richmond	\$130,100	224	100.0%	80	80.00	80.00	702	5.1%	10.00	0.51	0	0.0%	10.00	0.00	0.51	80.51	61.88	1
A Patterson Avenue Bike Lanes	This project will extend the recently completed parking-protected bike lanes on Patterson Avenue from Commonwealth Avenue to Willow Lawn Drive. The project will extend the existing lanes approximately one mile, connecting to Willow Lawn Drive which in turn accesses the westernmost GRTC Pulse BRT station. This project will more than double the existing protected bike lanes on Patterson Avenue.	Richmond	\$557,808	135	45.7%	80	36.59	36.59	581	4.2%	10.00	0.42	3	42.9%	10.00	4.29	4.71	41.29	7.40	2
Sturbridge Dr/Rt 60 Pedestrian Crossing	This project consists of constructing three signalized pedestrian crossings (north, south and west legs) and ADA compliant accessibility ramps, to allow residents at Aston Ridge and Sturbridge Village a safer path to cross Route 60. This project will serve as the first phase to construct sidewalk from the intersection at Sturbridge Drive, to the Pocono Crossing outlet, the Pocono Green Shopping Center, and to the established commercial corridor along Route 60. Future phases will be pursued to extend the pedestrian network.	Chesterfield	\$803,032	153	56.7%	80	45.37	45.37	37	0.3%	10.00	0.03	0	0.0%	10.00	0.00	0.03	45.39	5.65	3
Forest Hill (Choctaw - Anwell) Sidewalk	This proposed project would start at the two GRTC bus stops at Anwell Drive where a pedestrian crossing and two bus stop landing pads (in coordination with the GRTC) will be installed. A concrete sidewalk will continue northwest along the south side of Forest Hill Avenue. At the corner of the Bon Air Baptist Church property, at the Wyndham Drive intersection, the sidewalk would transition to an asphalt sidewalk. The proposed sidewalk will weave around the established landscaping and large trees, behind the concrete drainage ditch, connecting up to the existing sidewalk at Choctaw Road.	Chesterfield	\$712,278	141	49.4%	80	39.51	39.51	3	0.0%	10.00	0.00	0	0.0%	10.00	0.00	0.00	39.51	5.55	4
Genito/Hull Street Pedestrian Crossing	This proposed project aims to increase pedestrian safety across the intersection, with the installation of three signalized pedestrian crossings (east, south, and west legs) and ADA compliant accessibility ramps. The crossings will provide connectivity to the commercial destinations in all four quadrants of the Hull Street Road and Genito Road intersection. Future phases will be pursued to extend the	Chesterfield	\$862,281	153	56.7%	80	45.37	45.37	0	0.0%	10.00	0.00	0	0.0%	10.00	0.00	0.00	45.37	5.26	5
RT 1/Bermuda/Breckenridge Ped Crossing	This proposed project will construct three signalized crossings (east, south, and west legs) to allow pedestrians to safely access the Breckenridge Shopping Center to the west of Route 1, and Bermuda Square commercial outlet to the east. The crossing will also connect two GRTC bus stops (northbound and southbound) along the Route 1 corridor, to both commercial destinations.	Chesterfield	\$877,464	153	56.7%	80	45.37	45.37	0	0.0%	10.00	0.00	0	0.0%	10.00	0.00	0.00	45.37	5.17	6
Beach Rd/Rt 10 Pedestrian Crossing	This proposed project adds a third signalized pedestrian crossing (south leg) with ADA compliant access ramps at the intersection of Ironbridge Road and Beach Road. Approximately 180' of sidewalk will be constructed on the south side of Ironbridge Road, extending west from the new pedestrian crossing, and tie into the existing sidewalk that provides connections to the various commercial destinations along Commons Plaza and Commons Square.	Chesterfield	\$643,743	125	39.6%	80	31.71	31.71	0	0.0%	10.00	0.00	0	0.0%	10.00	0.00	0.00	31.71	4.93	7
J Cary Street Sidewalk Improvement	This project will install dedicated pedestrian infrastructure along Cary Street at the intersection of Three Chopt Road where existing pedestrian infrastructure is lacking. New sidewalk and islands are proposed on the south side of the intersection to provide a safe connection from the adjacent neighborhoods to St. Catherine's School immediately north of the intersection, and to provide a safe refuge for pedestrians to cross Cary Street. A section of sidewalk is also proposed on St. Catherine's Lane to complete the safe pedestrian-specific link across the intersection. These improvements are a part of Richmond's Vision Zero Action Plan to improve pedestrian safety on high injury's designated streets, which include Cary Street.	Richmond	\$469,080	106	28.0%	80	22.44	22.44	0	0.0%	10.00	0.00	0	0.0%	10.00	0.00	0.00	22.44	4.78	8

NOTE: SRTS raw score doubled to create equal 250 point basis with infrastructure projects

				Statewide Element					Regional Element												
				Merit Score					Equity Emphasis Areas (population served)				BikePedRVA 2045 (Spines & Spurs)								
Project Title	Description	Sponsor	Request	Raw Score	Norm.	Value	\$1	Statewide Score	Raw Score	Norm.	Value	R1	Raw Score	Norm.	Value	R2	Regional Score	Total Score	Cost Benefit Score	Rank	
Messer Road Trail Connector	The Messer Road Trail Connector is a proposed 12-foot-wide asphalt Shared Use Path along Messer Road to connect Varina High School to the Virginia Capital Trail at New Market Road (Route 5). The approximate length is 0.4-miles. The proposed alignment begins at the intersection of New Market Road and Messer Road and follows along the southeast side of Messer Road until terminating at the existing sidewalk in front of Varina High School.	Henrico	\$1,768,091	199	84.8%	80	67.80	67.80	603	4.4%	10.00	0.44	7	100.0%	10.00	10.00	10.44	78.24	4.43	9	
Rt 301/Hanover Courthouse Sidewalk	Construct pedestrian improvements in the Rt. 301 corridor near the Hanover Courthouse complex to include additional sidewalk, consolidation of existing crosswalks to provide a single crosswalk with a RRFB between the Historic Courthouse and Hanover Tavern, and extend sidewalk along Library Dr.	Hanover	\$1,435,928	174	69.5%	80	55.61	55.61	0	0.0%	10.00	0.00	0	0.0%	10.00	0.00	0.00	55.61	3.87	10	
I Maymont Area Sidewalk Phase III	Construct new sidewalks on three streets within the Maymont neighborhood: Dakota Avenue from South Meadow Street to Texas Avenue; Nevada Avenue from Hampton Street to Greenville Avenue; New York Avenue from Hampton Street to Texas avenue . This is the third and final phase of this Maymont area neighborhood to complete the construction of new sidewalks in this much needed neighborhood to improve the neighborhood	Richmond	\$718,000	115	33.5%	80	26.83	26.83	115	0.8%	10.00	0.08	0	0.0%	10.00	0.00	0.08	26.91	3.75	11	
Courthouse Village Sidewalk	Installation of approximately 2,500 LF of sidewalk to connect an existing subdivision to Goochland Cares and create connectivity in the Courthouse Village as described in the Comprehensive Plan. Sidewalk will be along existing Route 6 in the Goochland Courthouse Village.”	Goochland	\$1,130,220	126	40.2%	80	32.20	32.20	0	0.0%	10.00	0.00	0	0.0%	10.00	0.00	0.00	32.20	2.85	12	
C Downtown Core Protected Bike Lanes	This project constructs significant infrastructure upgrades to the City's Downtown Protected Bike Lanes, adding more robust and permanent physical barriers to the separated two-way “cycletrack” bike lanes on 1st Street, 2nd Street, 3rd Street, Franklin Street, and Byrd Street. These facilities were constructed via a “quick-build” approach utilizing pavement markings and flexible delineators to create protected bike lanes in the core of downtown Richmond. This project is part of a proposed braided downtown network to the Fall Line Trail, and this project will serve to upgrade the bike lanes to reflect the physically separated design envisioned in VDOT's study for the Fall Line Trail as it passes through Richmond's central business district by adding permanent concrete buffers in place of many of the existing flex-posts, enhancing intersection, alley, and driveway designs to reduce bike/vehicle conflicts, and to reduce the potential for vehicle encroachments into the bike lanes.	Richmond	\$1,000,000	75	9.1%	80	7.32	7.32	13765	100.0%	10.00	10.00	7	100.0%	10.00	10.00	20.00	27.32	2.73	13	
Nuckols Trail, Phase 2	The Nuckols Trail, Phase 2 project includes approximately 3,900-ft of 12-foot-wide paved, multi-use trail connecting Broad Meadows /Ashburg Drive to Francistown Road. This project will utilize existing Henrico County right-of-way that was once intended for a roadway extension. This trail will tie into existing sidewalk on Francistown Road. Approximately 2,100-ft will be off-road accommodations and 1,800-ft on-road accommodations. The on-road portions of the trail along existing segments of Nuckols Road will utilize a road diet to reduce the total amount of impervious area and provide approximately 28-ft of green space between the trail and the roadway. The project will also include approximately 50-ft of 16-ft wide bridge and 275-ft of boardwalk spanning the Meredith Branch tributary and surrounding floodplain area.	Henrico	\$2,500,000	182	74.4%	80	59.51	59.51	0	0.0%	10.00	0.00	3	42.9%	10.00	4.29	4.29	63.80	2.55	14	

NOTE: SRTS raw score doubled to create equal 250 point basis with infrastructure projects

				Statewide Element					Regional Element												
				Merit Score					Equity Emphasis Areas (population served)				BikePedRVA 2045 (Spines & Spurs)								
Project Title	Description	Sponsor	Request	Raw Score	Norm.	Value	S1	Statewide Score	Raw Score	Norm.	Value	R1	Raw Score	Norm.	Value	R2	Regional Score	Total Score	Cost Benefit Score	Rank	
D Carnation Street Sidewalks Phase II	This project will construct a new 5-ft wide sidewalk for approximately 0.2 miles along eastbound Carnation Street from Hioaks Road to Warwick Road - a street lacking sidewalks today. Providing this segment of sidewalks along Carnation Street will provide for a continuous 0.7-mile ADA-accessible pedestrian path along Carnation Street from Hioaks Road to Midlothian Turnpike along a GRTC bus route with multiple transit stops. This new sidewalk will provide a safe and viable pedestrian route for an underserved population to needed commercial and health services. Carnation Street has many high density apartment dwellings along the project corridor and connecting sidewalks. This project fills in a sidewalk gap on Carnation Street to create a continuous pedestrian path from Midlothian Turnpike to	Richmond	\$698,415	92	19.5%	80	15.61	15.61	2817	20.5%	10.00	2.05	0	0.0%	10.00	0.00	2.05	17.66	2.53	15	
K Patterson at Libbie Streetscape	This corridor has heavy vehicle traffic in combination with high pedestrian activity with many restaurants and shops. This project will provide pedestrian safety improvements along Patterson Avenue from Maple Avenue to Libbie Avenue. Pedestrian safety improvements include ADA curb ramps, reconstructed sidewalk, and consolidating and narrowing private entrances to minimize pedestrian-vehicle conflicts. This project also includes the drainage improvements, site furniture, and the addition of landscaping to introduce greenery and a buffer between vehicles and pedestrians. These improvements will create a safer corridor for pedestrians and drivers and elevate the character of the area.	Richmond	\$1,000,000	63	1.8%	80	1.46	1.46	0	0.0%	10.00	0.00	3	42.9%	10.00	4.29	4.29	5.75	0.57	16	
B US Route 1 Pedestrian Hybrid Beacons	This project provides for the installation of two pedestrian hybrid beacons (PHB) on US Route 1 at 2 different locations (Dinwiddie Avenue, and Westminster Avenue). This will provide a place for people of all ages and abilities to safely cross the street. The scope will include installation of the PHBs signals, high visibility crosswalk, and wheelchair ramps.	Richmond	\$1,000,000	60	0.0%	80	0.00	0.00	3401	24.7%	10.00	2.47	0	0.0%	10.00	0.00	2.47	2.47	0.25	17	

				Statewide Element							Regional Element												
				Merit Score							Equity Emphasis Areas				BikePedRVA 2045								
Project Title	Description	Sponsor	Request	Raw Score	Deductive	Adjusted	Norm.	Value	S1	State Score	Raw Score	Norm.	Value	R1	Raw Score	Norm.	Value	R2	Regional Score	Total Score	Cost Benefit Score	Rank	
Richmond City Safe Routes to School	The proposed grant is for FY25 & 26 and will fund the salary, equipment, and promotional items for the Richmond City SRTS program for two school years. The SRTS program has served RPS since 2015 and currently reaches 10 elementary schools with a total school population of 3,581. We envision an SRTS program where we have engaged parents, teachers, students, & partners working together to promote safe, active transport to & from schools.	Richmond	\$130,100	224	0	224	100.0%	80	80.00	80.00	702	5.1%	10.00	0.51	0	0.0%	10.00	0.00	0.51	80.51	61.88	1	
A Patterson Avenue Bike Lanes	This project will extend the recently completed parking-protected bike lanes on Patterson Avenue from Commonwealth Avenue to Willow Lawn Drive. The project will extend the existing lanes approximately one mile, connecting to Willow Lawn Drive which in turn accesses the westernmost GRTC Pulse BRT station. This project will more than double the existing protected bike lanes on Patterson Avenue.	Richmond	\$557,808	135	45	180	63.0%	80	50.42	50.42	581	4.2%	10.00	0.42	3	42.9%	10.00	4.29	4.71	55.13	9.88	2	
J Cary Street Sidewalk Improvement	This project will install dedicated pedestrian infrastructure along Cary Street at the intersection of Three Chopt Road where existing pedestrian infrastructure is lacking. New sidewalk and islands are proposed on the south side of the intersection to provide a safe connection from the adjacent neighborhoods to St. Catherine's School immediately north of the intersection, and to provide a safe refuge for pedestrians to cross Cary Street. A section of sidewalk is also proposed on St. Catherine's Lane to complete the safe pedestrian-specific link across the intersection. These improvements are a part of Richmond's Vision Zero Action Plan to improve pedestrian safety on high injury's designated streets, which include Cary Street.	Richmond	\$469,080	106	45	151	38.7%	80	30.92	30.92	0	0.0%	10.00	0.00	0	0.0%	10.00	0.00	0.00	30.92	6.59	3	
I Maymont Area Sidewalk Phase III	Construct new sidewalks on three streets within the Maymont neighborhood: Dakota Avenue from South Meadow Street to Texas Avenue; Nevada Avenue from Hampton Street to Greenville Avenue; New York Avenue from Hampton Street to Texas avenue . This is the third and final phase of this Maymont area neighborhood to complete the construction of new sidewalks in this much needed neighborhood to improve the neighborhood	Richmond	\$718,000	115	45	160	46.2%	80	36.97	36.97	115	0.8%	10.00	0.08	0	0.0%	10.00	0.00	0.08	37.06	5.16	4	
Messer Road Trail Connector	The Messer Road Trail Connector is a proposed 12-foot-wide asphalt Shared Use Path along Messer Road to connect Varina High School to the Virginia Capital Trail at New Market Road (Route 5). The approximate length is 0.4-miles. The proposed alignment begins at the intersection of New Market Road and Messer Road and follows along the southeast side of Messer Road until terminating at the existing sidewalk in front of Varina High School.	Henrico	\$1,768,091	199	0	199	79.0%	80	63.19	63.19	603	4.4%	10.00	0.44	7	100.0%	10.00	10.00	10.44	73.63	4.16	5	
Sturbridge Dr/Rt 60 Pedestrian Crossing	This project consists of constructing three signalized pedestrian crossings (north, south and west legs) and ADA compliant accessibility ramps, to allow residents at Aston Ridge and Sturbridge Village a safer path to cross Route 60. This project will serve as the first phase to construct sidewalk from the intersection at Sturbridge Drive, to the Pocono Crossing outlet, the Pocono Green Shopping Center, and to the established commercial corridor along Route 60. Future phases will be pursued to extend the pedestrian network.	Chesterfield	\$803,032	153	0	153	40.3%	80	32.27	32.27	37	0.3%	10.00	0.03	0	0.0%	10.00	0.00	0.03	32.30	4.02	6	
Genito/Hull Street Pedestrian Crossing	This proposed project aims to increase pedestrian safety across the intersection, with the installation of three signalized pedestrian crossings (east, south, and west legs) and ADA compliant accessibility ramps. The crossings will provide connectivity to the commercial destinations in all four quadrants of the Hull Street Road and Genito Road intersection. Future phases will be pursued to extend the	Chesterfield	\$862,281	153	0	153	40.3%	80	32.27	32.27	0	0.0%	10.00	0.00	0	0.0%	10.00	0.00	0.00	32.27	3.74	7	
RT 1/Bermuda/Breckenridge Ped Crossing	This proposed project will construct three signalized crossings (east, south, and west legs) to allow pedestrians to safely access the Breckenridge Shopping Center to the west of Route 1, and Bermuda Square commercial outlet to the east. The crossing will also connect two GRTC bus stops (northbound and southbound) along the Route 1 corridor, to both commercial destinations.	Chesterfield	\$877,464	153	0	153	40.3%	80	32.27	32.27	0	0.0%	10.00	0.00	0	0.0%	10.00	0.00	0.00	32.27	3.68	8	

NOTE: SRTS raw score doubled to create equal 250 point basis with infrastructure projects

				Statewide Element							Regional Element												
				Merit Score							Equity Emphasis Areas				BikePedRVA 2045								
Project Title	Description	Sponsor	Request	Raw Score	Deductive	Adjusted	Norm.	Value	S1	State Score	Raw Score	Norm.	Value	R1	Raw Score	Norm.	Value	R2	Regional Score	Total Score	Cost Benefit Score	Rank	
Forest Hill (Choctaw - Anwell) Sidewalk	This proposed project would start at the two GRTC bus stops at Anwell Drive where a pedestrian crossing and two bus stop landing pads (in coordination with the GRTC) will be installed. A concrete sidewalk will continue northwest along the south side of Forest Hill Avenue. At the corner of the Bon Air Baptist Church property, at the Wyndham Drive intersection, the sidewalk would transition to an asphalt sidewalk. The proposed sidewalk will weave around the established landscaping and large trees, behind the concrete drainage ditch, connecting up to the existing sidewalk at Choctaw Road.	Chesterfield	\$712,278	141	0	141	30.3%	80	24.20	24.20	3	0.0%	10.00	0.00	0	0.0%	10.00	0.00	0.00	24.20	3.40	9	
D Carnation Street Sidewalks Phase II	This project will construct a new 5-ft wide sidewalk for approximately 0.2 miles along eastbound Carnation Street from Hioaks Road to Warwick Road - a street lacking sidewalks today. Providing this segment of sidewalks along Carnation Street will provide for a continuous 0.7-mile ADA-accessible pedestrian path along Carnation Street from Hioaks Road to Midlothian Turnpike along a GRTC bus route with multiple transit stops. This new sidewalk will provide a safe and viable pedestrian route for an underserved population to needed commercial and health services. Carnation Street has many high density apartment dwellings along the project corridor and connecting sidewalks. This project fills in a sidewalk gap on Carnation Street to create a continuous pedestrian path from Midlothian Turnpike to	Richmond	\$698,415	92	45	137	26.9%	80	21.51	21.51	2817	20.5%	10.00	2.05	0	0.0%	10.00	0.00	2.05	23.56	3.37	10	
Rt 301/Hanover Courthouse Sidewalk	Construct pedestrian improvements in the Rt. 301 corridor near the Hanover Courthouse complex to include additional sidewalk, consolidation of existing crosswalks to provide a single crosswalk with a RRFB between the Historic Courthouse and Hanover Tavern, and extend sidewalk along Library Dr.	Hanover	\$1,435,928	174	0	174	58.0%	80	46.39	46.39	0	0.0%	10.00	0.00	0	0.0%	10.00	0.00	0.00	46.39	3.23	11	
C Downtown Core Protected Bike Lanes	This project constructs significant infrastructure upgrades to the City's Downtown Protected Bike Lanes, adding more robust and permanent physical barriers to the separated two-way "cycletrack" bike lanes on 1st Street, 2nd Street, 3rd Street, Franklin Street, and Byrd Street. These facilities were constructed via a "quick-build" approach utilizing pavement markings and flexible delineators to create protected bike lanes in the core of downtown Richmond. This project is part of a proposed braided downtown network to the Fall Line Trail, and this project will serve to upgrade the bike lanes to reflect the physically separated design envisioned in VDOT's study for the Fall Line Trail as it passes through Richmond's central business district by adding permanent concrete buffers in place of many of the existing flex-posts, enhancing intersection, alley, and driveway designs to reduce bike/vehicle conflicts, and to reduce the potential for vehicle encroachments into the bike lanes.	Richmond	\$1,000,000	75	45	120	12.6%	80	10.08	10.08	13765	100.0%	10.00	10.00	7	100.0%	10.00	10.00	20.00	30.08	3.01	12	
Courthouse Village Sidewalk	Installation of approximately 2,500 LF of sidewalk to connect an existing subdivision to Goochland Cares and create connectivity in the Courthouse Village as described in the Comprehensive Plan. Sidewalk will be along existing Route 6 in the Goochland Courthouse Village."	Goochland	\$1,130,220	126	20	146	34.5%	80	27.56	27.56	0	0.0%	10.00	0.00	0	0.0%	10.00	0.00	0.00	27.56	2.44	13	
Nuckols Trail, Phase 2	The Nuckols Trail, Phase 2 project includes approximately 3,900-ft of 12-foot-wide paved, multi-use trail connecting Broad Meadows /Ashburg Drive to Francistown Road. This project will utilize existing Henrico County right-of-way that was once intended for a roadway extension. This trail will tie into existing sidewalk on Francistown Road. Approximately 2,100-ft will be off-road accommodations and 1,800-ft on-road accommodations. The on-road portions of the trail along existing segments of Nuckols Road will utilize a road diet to reduce the total amount of impervious area and provide approximately 28-ft of green space between the trail and the roadway. The project will also include approximately 50-ft of 16-ft wide bridge and 275-ft of boardwalk spanning the Meredith Branch tributary and surrounding floodplain area.	Henrico	\$2,500,000	182	0	182	64.7%	80	51.76	51.76	0	0.0%	10.00	0.00	3	42.9%	10.00	4.29	4.29	56.05	2.24	14	

NOTE: SRTS raw score doubled to create equal 250 point basis with infrastructure projects

				Statewide Element							Regional Element												
				Merit Score						Equity Emphasis Areas				BikePedRVA 2045									
Project Title	Description	Sponsor	Request	Raw Score	Deductive	Adjusted	Norm.	Value	S1	State Score	Raw Score	Norm.	Value	R1	Raw Score	Norm.	Value	R2	Regional Score	Total Score	Cost Benefit Score	Rank	
Beach Rd/Rt 10 Pedestrian Crossing	This proposed project adds a third signalized pedestrian crossing (south leg) with ADA compliant access ramps at the intersection of Ironbridge Road and Beach Road. Approximately 180' of sidewalk will be constructed on the south side of Ironbridge Road, extending west from the new pedestrian crossing, and tie into the existing sidewalk that provides connections to the various commercial destinations along Commons Plaza and Commons Square.	Chesterfield	\$643,743	125	0	125	16.8%	80	13.45	13.45	0	0.0%	10.00	0.00	0	0.0%	10.00	0.00	0.00	13.45	2.09	15	
K Patterson at Libbie Streetscape	This corridor has heavy vehicle traffic in combination with high pedestrian activity with many restaurants and shops. This project will provide pedestrian safety improvements along Patterson Avenue from Maple Avenue to Libbie Avenue. Pedestrian safety improvements include ADA curb ramps, reconstructed sidewalk, and consolidating and narrowing private entrances to minimize pedestrian-vehicle conflicts. This project also includes the drainage improvements, site furniture, and the addition of landscaping to introduce greenery and a buffer between vehicles and pedestrians. These improvements will create a safer corridor for pedestrians and drivers and elevate the character of the area.	Richmond	\$1,000,000	63	45	108	2.5%	80	2.02	2.02	0	0.0%	10.00	0.00	3	42.9%	10.00	4.29	4.29	6.30	0.63	16	
B US Route 1 Pedestrian Hybrid Beacons	This project provides for the installation of two pedestrian hybrid beacons (PHB) on US Route 1 at 2 different locations (Dinwiddie Avenue, and Westminster Avenue). This will provide a place for people of all ages and abilities to safely cross the street. The scope will include installation of the PHBs signals, high visibility crosswalk, and wheelchair ramps.	Richmond	\$1,000,000	60	45	105	0.0%	80	0.00	0.00	3401	24.7%	10.00	2.47	0	0.0%	10.00	0.00	2.47	2.47	0.25	17	

NOTE: SRTS raw score doubled to create equal 250 point basis with infrastructure projects

ACTION ITEM

February 13, 2024

TO Technical Advisory Committee

SUBJECT FY25 – FY30 Flexible Regional Funding

BRIEF:

The Flexible Regional Funding program provides funding to support regional transportation improvements using Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ), and Surface Transportation Block Grant (STBG) program funds. The RRTPO received 35 applications for funding in October and staff have reviewed and prioritized the projects consistent with the regional funding framework. Approximately \$21M in CMAQ and CPR funds are expected to be available for new projects for the FY25 – FY30 allocation cycle.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should review the project scoring and recommend project priorities to the policy board.

DISCUSSION:

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

The RRTPO adopted a new [Regional Project Selection and Allocation Framework](#) in July of 2021. This framework, as amended, establishes a single prioritization process for flexible regional funding for projects requesting RRTPO administered funds. This process establishes a four-step process for project submission, screening, scoring, and funding. The RRTPO held a call for projects in October of 2023. In total, 35 projects were submitted by seven (7) different sponsoring agencies and advanced through project screening and scoring.

Project Screening: Every project submitted for flexible regional funding was evaluated for completeness, including all required supplemental materials. As part of the screening, projects were assessed for eligibility for federal funding and a well-defined scope, schedule, and estimate.

Projects were also evaluated for consistency with ConnectRVA 2045, the region's long-range transportation plan. 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.

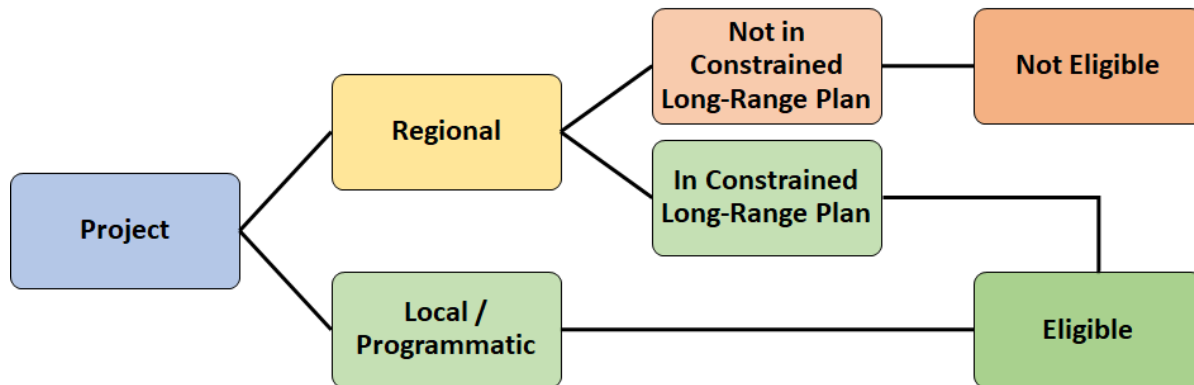


Figure 1: ConnectRVA 2045 Consistency Workflow

Estimate Reviews: Following established practice, the project estimates were reviewed by VDOT Richmond District to ensure VDOT administered projects are adequately funded and to provide a baseline against which to compare locally administered project estimates. Following the VDOT review, sponsoring agencies were provided the estimates to review where there was a difference. If a candidate project is expected to be locally administered if awarded, the sponsoring agency was able to approve the VDOT estimate, stick to the original estimate, or provide an updated estimate based on the VDOT review.

Project Prioritization: Projects are prioritized using the methodology first established in ConnectRVA 2045. This methodology focuses on five goal areas, consistent with Federal regulations and the statewide SMART SCALE prioritization process. These goals are measured using 15 performance measures that capture the expected benefits of individual projects to the regional transportation system. The table on the following page summarizes the goals, performance measures, and relative weights used in project assessments. The benefit of each project is then compared with the funding request in tens of millions of dollars to calculate an overall project score and ranking. Projects which request leveraging funds are scored on the cost of the preliminary engineering (PE) phase only and can only be awarded funding up to the cost of the PE phase.

L RTP Goal	Goal Weight	Performance Measure	Measure Weight
Safety	25%	Crash Frequency	17.5%
		Crash Rate	7.5%
Mobility	15%	Person Throughput	7.5%
		Person Hours of Delay	7.5%
Accessibility & Equity	25%	Access to Jobs	7.5%
		Access to Destinations	7.5%
		Access to Jobs for Communities of Concern	5%
		Access to Destination for Communities of Concern	5%
Economic Development	15%	Job Growth	7.5%
		Connection to Truck Intensive Areas	3.75%
		Truck Throughput	3.75%
Environment & Land Use	20%	Impact to Sensitive Environmental and Cultural Resources	5%
		Reduction in Air Pollution	5%
		Reduction in Vehicle Miles Traveled per Capita	5%
		Connection to Activity Centers	5%

Draft Allocation & Transfer Plans: Using the project ranks, project funding is programmed based on funding program eligibility and available years for allocations. After accounting for the \$26M in existing project requests recommended by the TAC at the January meeting, approximately \$21M are expected to be available for new project selection, all in the CMAQ and CRP programs.

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

ACTION ITEM

February 13, 2024

TO Technical Advisory Committee

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ID	Project Title	Sponsor	Safety	Mobility	Access & Equity	Econ. Dev	Env. & Land Use	Benefit	Request (Current \$)	Score	Rank	STBG	CMAQ	CRP	Notes
FY24-02	Rt. 1/Ashcake Sidewalk	Ashland	0.00	0.12	0.00	0.47	4.35	4.95	\$ 129,339	382.34	1	■	■	■	
FY24-31	C Gillies Creek Greenway Phase IV	Richmond	0.00	0.28	12.58	0.49	4.14	17.49	\$ 1,305,000	134.06	2	■	■	■	No evidence of additional funding; scored on full cost
FY24-29	B Downtown Protected Bike Lanes	Richmond	0.00	5.05	0.00	7.56	8.05	20.66	\$ 1,659,372	124.53	3	■	■	■	No evidence of additional funding; scored on full cost
FY24-22	W. Broad and Parham Intersection Improvements	Henrico	5.89	0.17	3.31	0.89	5.88	16.15	\$ 1,614,060	100.04	4	■			Leverage Only; request adjusted to PE only per policy
FY24-07	Forest Hill Ave Sidewalk, Phase II	Chesterfield	0.00	0.08	0.00	0.36	4.98	5.41	\$ 566,763	95.53	5	■	■	■	
FY24-30	Bliley Road Improvement	Richmond	0.00	0.57	0.00	0.14	5.09	5.79	\$ 700,000	82.78	6	■			Leverage Only; request adjusted to PE only per policy; STBG per application
FY24-16	Brook Road Improvements - Azalea Ave to Brook Run Shopping	Henrico	9.69	0.11	0.03	0.03	4.68	14.55	\$ 1,860,300	78.22	7	■	■	■	Leverage Only; request adjusted to PE only per policy
FY24-18	Glenside and Horsepen Safety Improvements	Henrico	5.95	0.16	0.03	1.00	5.17	12.31	\$ 1,727,000	71.29	8	■	■	■	Leverage Only; request adjusted to PE only per policy
FY24-28	A2 Richmond Signal System - Smart City Traffic Signal Controllers	Richmond	0.00	3.15	23.41	2.45	14.99	44.00	\$ 6,378,906	68.98	9	■	■	■	
FY24-04	Beach Road/Riverway Road Roundabout	Chesterfield	19.23	0.36	3.70	0.10	9.91	33.30	\$ 4,909,508	67.83	10	■	■	■	
FY24-17	E. Parham Road Improvements - I-95 to Cleveland St.	Henrico	4.82	0.12	0.03	0.35	4.94	10.27	\$ 1,548,450	66.31	11	■			Leverage Only; request adjusted to PE only per policy
FY24-36	Hey Road Improvements	Richmond	12.12	2.40	0.00	0.00	4.83	19.35	\$3,000,000	64.50	12	■			Existing Rev. Share project; request replaces no post funds
FY24-34	Whitehead Road Improvement	Richmond	0.00	0.44	0.00	2.21	5.01	7.66	\$ 1,200,000	63.84	13	■			Leverage Only; request adjusted to PE only per policy
FY24-33	E Commerce Road - Fall Line Trail Phase II	Richmond	6.44	0.89	12.36	1.46	5.11	26.27	\$ 4,369,200	60.13	14	■	■	■	Leverage Only; request adjusted to PE only per policy
FY24-24	Route 106 Interchange Improvement Project -- DDI Full Build	New Kent	18.71	11.74	1.02	1.15	6.36	38.98	\$ 6,724,822	57.96	15	■			Leverage Only; request adjusted to PE only per policy

ID	Project Title	Sponsor	Safety	Mobility	Access & Equity	Econ. Dev	Env. & Land Use	Benefit	Request (Current \$)	Score	Rank	STBG	CMAQ	CRP	Notes
FY24-20	Springfield Rd Improvements	Henrico	4.62	0.11	0.00	0.09	4.81	9.63	\$ 1,684,800	57.15	16	■	■	■	Leverage Only; request adjusted to PE only per policy
FY24-12	Salem Church Road and Kingsland Road Roundabout	Chesterfield	23.13	0.55	0.27	0.15	5.59	29.70	\$ 5,438,097	54.61	17	■	■	■	
FY24-23	Williamsburg Rd - Randall Ave to Charles City Rd	Henrico	1.20	0.10	0.03	0.70	5.13	7.16	\$ 1,603,440	44.65	18	■	■	■	Leverage Only; request adjusted to PE only per policy
FY24-19	Nine Mile Road - Gordons Lane to Dabbs House Road	Henrico	0.00	0.12	0.03	0.05	4.68	4.88	\$ 1,380,000	35.36	19	■	■	■	Leverage Only; request adjusted to PE only per policy
FY24-32	D Richmond Highway Fall Line Trail Improvements	Richmond	9.49	0.89	1.15	0.43	5.21	17.17	\$5,000,000	34.35	20	■	■	■	Existing non-TPO project; funding for deficit; City to cover remainder of balance
FY24-27	A1 Richmond Signal System - Smart City Communication Network Upgrades	Richmond	0.00	0.00	0.00	6.86	9.69	16.55	\$ 6,180,469	26.78	21	■	■	■	
FY24-11	Route 60 (Ruthers Rd - Providence Rd) Active Transportation and Transit Improvements	Chesterfield	10.68	0.07	0.00	1.17	5.97	17.89	\$ 6,853,901	26.10	22	■	■	■	
FY24-35	Richmond Marine Terminal - Mobile Harbor	Port of Virginia	0.00	1.42	0.00	8.39	3.28	13.09	\$6,000,000	21.81	23	■	■	■	
FY24-03	Bailey Bridge Connector	Chesterfield	0.00	0.59	0.56	0.23	5.08	6.45	\$ 3,415,000	18.90	24	■			Existing non-TPO project; funding covers deficit
FY24-13	Atlee Rd / Mechanicsville Elementary School Left Turn Lanes	Hanover	0.00	0.00	0.00	0.00	4.96	4.96	\$ 2,681,255	18.50	25	■			
FY24-05	Falling Creek ES & MS Sidewalk	Chesterfield	1.12	0.09	0.00	0.14	4.60	5.95	\$ 3,294,729	18.07	26	■	■	■	
FY24-21	W. Broad and Glenside Intersection	Henrico	5.23	0.84	0.81	1.61	6.10	14.58	\$ 8,358,000	17.45	27	■			
FY24-09	Old Hundred Road (Market Square Lane to Rose Glen Drive) Reconstruction and Pedestrian Improvements	Chesterfield	5.48	0.10	0.00	0.21	4.98	10.77	\$ 6,771,704	15.91	28	■			
FY24-10	Rivers Bend Boulevard and Kingston Avenue Roundabout	Chesterfield	7.58	0.00	0.00	0.12	5.18	12.88	\$ 8,820,706	14.61	29	■	■	■	

ID	Project Title	Sponsor	Safety	Mobility	Access & Equity	Econ. Dev	Env. & Land Use	Benefit	Request (Current \$)	Score	Rank	STBG	CMAQ	CRP	Notes
FY24-14	Atlee Station Rd Widening - Phase 3	Hanover	0.00	12.12	3.28	2.15	5.78	23.33	\$17,375,454	13.43	30	■			
FY24-01	Rt. 1 and Ashcake Road Intersection	Ashland	0.00	0.12	0.00	0.46	4.39	4.98	\$ 4,431,952	11.24	31	■	■	■	
FY24-15	Creighton Rd Left Turn Lanes at Sledd's Lake Rd & Tammy Ln	Hanover	1.66	0.00	0.00	0.01	4.53	6.19	\$ 5,772,528	10.73	32	■			
FY24-06	FLT: Route 1 (Dwight Ave - Elliham Ave)	Chesterfield	1.23	0.04	0.00	2.10	4.65	8.02	\$ 7,789,878	10.30	33	■	■	■	