



Photo: Bon Air Water Tower, Chesterfield 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](mailto: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](mailto: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, March 7, 2024, 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\\_T9zNqTEARsGDTI8WVxfNQ](https://planrva-org.zoom.us/webinar/register/WN_T9zNqTEARsGDTI8WVxfNQ)

**Call to Order** (*Holland*)

**Pledge of Allegiance** (*Holland*)

**Welcome and Introductions** (*Holland*)

**Certification of a Quorum** (*Scott*)

### **A. ADMINISTRATION**

**1. Confirmation of Member Participation from a Remote Location**

(*as needed*) (*Holland*)

**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**

(*Holland*)

**3. RRTPO Chair's Report**

(*Holland/10 minutes*)

**4. Open Public Comment Period**

(*Holland/5 minutes*)

**a. Public Comment Received Prior to the Meeting** – *Busching* – page 4

**5. Approval of February 1, 2023, RRTPO Policy Board Meeting Minutes** – page 5

(*Holland*)

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

**6. RRTPO Secretary's Report**

(*Busching*)

### **B. NEW BUSINESS**

**1. Virginia Passenger Rail Authority (VRPA) Update**

(*VPRA/15 minutes*)

2. **FY24 – FY27 Transportation Improvement Program Amendment – Pole Green Road Widening (UPC 109260)** – page 18  
*(Busching/10 minutes)*  
**Action requested: motion to approve the revisions to the Pole Green Road Widening project in the TIP as requested by VDOT.**
3. **FY24 – FY27 Transportation Improvement Program Amendment – Short Pump Area Transportation Improvements NEPA Study (UPC 124222)** – page 23  
*(Busching/10 minutes)*  
**Action requested: motion to approve the addition of the Short Pump Area Transportation Improvements NEPA Study to the TIP as requested by VDOT.**
4. **FY25 – FY26 Transportation Alternatives – Project Prioritization** – page 28  
*(Busching/10 minutes)*  
**Action requested: motion to approve prioritization of Transportation Alternatives candidate projects as recommended by TAC and direct staff to report back on project awards after all CTB selections are completed.**
5. **FY25 – FY30 Flexible Regional Funding** – page 35  
*(Busching/20 minutes)*  
**Action requested: motion to approve funding awards for existing and new projects as recommended by the TAC and to direct staff to coordinate with VDOT to complete any needed transfers.**

#### **C. AGENCY AND COMMITTEE REPORTS**

1. **Agency Updates**  
*(15 minutes)*
  - b. **CVTA** – Parsons – page 58
  - c. **PlanRVA** – Busching – page 59
  - d. **GRTC** – Adams
  - e. **RMTA** – Dean
  - f. **DRPT** – Dubinsky
  - g. **VDOT** – Totten
  - h. **FHWA** - Rucker

#### **D. OTHER BUSINESS**

1. **PlanRVA Newsletter: The Better Together Connector (linked)**  
**Information item.**
2. **RRTPO Member Comments**  
*(Holland/5 minutes)*
3. **Next Meeting: April 4, 2024, 9:30 a.m., PlanRVA Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224 and via Zoom**

#### **E. ADJOURNMENT**

**From:** [PlanRVA](#)  
**To:** [Janice Scott](#)  
**Subject:** FW: February 9th public meeting the Tidewater and Western Railroad Bed would like to become a rail trail  
**Date:** Monday, February 5, 2024 9:11:13 AM

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-----Original Message-----

From: Carl Schwendeman <[schwendemaca@alumni.vcu.edu](mailto:schwendemaca@alumni.vcu.edu)>  
Sent: Sunday, February 4, 2024 9:05 PM  
To: PlanRVA <[PlanRVA@planrva.org](mailto:PlanRVA@planrva.org)>  
Subject: February 9th public meeting the Tidewater and Western Railroad Bed would like to become a rail trail

Good day my name is Carl Schwendeman and I would like to submit a public comment for Plan RVA about two big things.

The first thing is can Plan RVA add to it's master plan a proposal to extend the Powhatan Village Sidewalks from Powhatan County Courthouse along Old Buckingham Road and Route 60 to the City of Richmond to it's master plan.

Also could Plan RVA step in and hit the gas on getting new sidewalks built along Huguenot Road and Three Chopt Road and Cary Street in the City of Richmond and though Chesterfield County to Route 60?

Also the possibility of extending the sidewalks out of Richmond along Route 60 to New Kent County down to James City County.

The second big thing I would like to ask Plan RVA step in to take care of is that over the last year I have made several big discoveries relating to a former 3 foot gauge Narrow Gauge Railroad called the Tidewater and Western Railroad. This railroad was the same gauge and the engines were the same size as the steam train at Busch Gardens Williamsburg.

But the Tidewater and Western Railroad existed as railroad that started in Bermuda Hundred in Chesterfield County and went to Farmville Virginia where it met up with the Southern Railway. The railroad existed between 1840 to 1917 before being scrapped in 1917 for world war 1 but shockingly the bulk of the railroad bed exists as something that could become a functional rail trail.

Between the Fall Line Trail and Powhatan Courthouse there is a 21 mile section that has a 7 mile section that is well preserved and goes through cuts and fills along Duval Road though Western Chesterfield County. And several other sections of it follow Beech Road and lead though Pocahontas State Park and several major housing projects.

The railroad bed in the 1920's had sections of it have Old Buckingham Road and Route 60 and Dosert Road built over it's right of way. But around Powhatan Courthouse a 6 mile section breaks off of Old Buckingham Road and goes though the woods popping back up in Macon Virginia. There is also a 4 mile section that is in good shape that branches off of the High Bridge Rail Trail.

If the Tidewater and Western Railroad were turned into a trail it would link the fast growing sections of Chesterfield County with the rural areas of Powhatan and Cumberland Courthouse and the High Bridge Rail Trail and the Fall Line Trail.

I could see dozens of maps showing where the railroad bed is in modern times.

Thank you Carl Schwendeman

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION  
POLICY BOARD MEETING MINUTES  
PlanRVA James River Boardroom and via Zoom  
Thursday, February 1, 2024 - 9:30 a.m.**

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

<b>VOTING MEMBERS</b>					
<b>Town of Ashland</b>		<b>Henrico County</b>		<b>Cap. Region Airport Comm.</b>	
John H. Hodges	X	Roscoe Cooper	X	John B. Rutledge	
Anita Barnhart (A)		Jody Rogish	X		
		Dan Schmidtt (A)		<b>GRTC Transit System</b>	
<b>Charles City County</b>				Adrienne Torres	X
Byron M. Adkins, Sr.	X	<b>New Kent County</b>		Sheryl Adams (A)	
Ryan Patterson (A)		John Moyer	X		
<b>Chesterfield County</b>		Jordan Stewart (A)		<b>RIC Metropolitan Transp. Authority (RMTA)</b>	
Kevin P. Carroll	X			Joi Taylor Dean	X
James M. Holland	X	<b>Powhatan County</b>			
Jessica Schneider	X	Mark McKinney		<b>Secretary of Trans. Des.</b>	
Mark S. Miller (A)		Denise Morissette		VDOT, Dale Totten	X
		Steve McClung (A)		VDOT, Mark E. Riblett (A)	X
<b>Goochland County</b>		Robert Powers (A)			
Jonathan Lyle	X				
Charlie Vaughters (A)		<b>City of Richmond</b>			
		Andreas D. Addison			
<b>Hanover County</b>		Katherine L. Jordan			
Sean M. Davis	X	Cynthia I. Newbille	X		
Faye O. Prichard		Ellen Robertson (A)			
Ryan Hudson (A)					
<b>NON-VOTING MEMBERS</b>					
<b>CTAC</b>		<b>Dept. of Rail &amp; Public Transportation (DRPT)</b>		<b>Federal Highway Administration (FHWA)</b>	
Sera Erickson (A)		Tiffany Dubinsky	X	Thomas L. Nelson Jr.	
		Don Sonenklar (A)		Ivan Rucker (A)	X
<b>Dept. of Aviation (DOAV)</b>		<b>Federal Transit Administration (FTA)</b>			
Rusty Harrington	X	Daniel Koenig (Liaison)		<b>RideFinders</b>	
				Cherika Ruffin	X

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 legal counsel, Eric Gregory, called the February 1, 2024, RRTPO Policy Board meeting to order at 9:39 a.m.

### **Pledge of Allegiance**

The Pledge of Allegiance was led by Sean Davis.

### **Welcome and Introductions**

Mr. Gregory welcomed all attendees.

### **Certification of a Quorum**

Janice Scott, Board Relations Manager, took attendance and certified that a quorum was present in-person.

## **A. ADMINISTRATION**

### **1. Confirmation of Member Participation from a Remote Location**

Eric Gregory, RRTPO legal counsel, announced that there were no members requesting to participate remotely.

### **2. Election of FY24 Chair and Vice-Chair**

Mr. Gregory announced that, in the absence of a Chair and Vice-Chair due to the results of the November election, he has been asked, as general counsel to the board, to conduct the election for the office of Chair. After the election for the Chair, the new Chair will then conduct the election for the office of Vice-Chair.

Mr. Gregory asked for a nomination for the office of Chair of the Richmond Regional Transportation Planning Organization Policy Board.

Cynthia Newbille asked for clarification on the non-binding guidance documents, specifically the Policy Board leadership rotation. Martha Shickle, PlanRVA, detailed the rotation schedule that is in place. According to the schedule, the Chesterfield County representative would be the Chair and Hanover County's representative would be the Vice Chair.

Kevin Carroll nominated James Holland from Chesterfield County for the office of Chair. Cynthia Newbille seconded the motion. There being no other nominations, the members of the RRTPO Policy Board voted unanimously in favor of electing James Holland as Richmond Regional Transportation Planning Organization Policy Board FY24 Chair and Vice Chair to serve through June 30, 2024 (voice vote).

Chair Holland thanked his fellow board members for electing him as Chair.

He asked for a nomination for the office of Vice-Chair of the Richmond Regional Transportation Planning Organization Policy Board.

John Moyer nominated Sean Davis from Hanover County for the office of Vice Chair. Byron Adkins seconded the motion. There being no other nominations, the members of the RRTPO Policy Board voted unanimously in favor of electing Sean Davis as the Richmond Regional Transportation Planning Organization Policy Board FY24 Vice Chair to serve through June 30, 2024 (voice vote).

### **3. Consideration of Amendments to the Meeting Agenda**

There were no requested amendments to the agenda.

### **4. RRTPO Chair's Report**

Chair Holland welcomed the new members to the Policy Board and asked each to introduce themselves. He also thanked Mr. Gregory for facilitating the opening of the meeting and the election of officers.

The following new members were present and introduced themselves:

- Jonathan Lyle, Goochland County Board of Supervisors
- John Moyer, New Kent County Board of Supervisors
- Jody Rogish, Henrico County Board of Supervisors
- Jessica Schneider, Chesterfield County Board of Supervisors
- Roscoe Cooper, Henrico County Board of Supervisors

### **5. Open Public Comment Period**

There were no requests to offer public comment either in-person or online.

### **6. Approval of December 7, 2023, RRTPO Policy Board Meeting Minutes**

On motion by John H. Hodges, seconded by Byron Adkins, the members of the RRTPO Policy Board voted to approve the meeting minutes as presented (voice vote; Sean Davis, Cynthia Newbille, John Moyer and James Holland abstained).

### **7. Consent Agenda**

On motion by Sean Davis, seconded by Jonathan Lyle, the members of the RRTPO Policy Board voted to approve the following consent agenda items:

#### **a. RRTPO Quarterly Work Status Report -Second Quarter FY2024**

#### **b. Resolution of Appreciation – Susan Lascolette**

#### **RESOLUTION**

**WHEREAS** Susan Lascolette has served the citizens of Goochland County through three (3) terms on the Goochland County Board of Supervisors, beginning in January 2012; and

**WHEREAS** Susan Lascolette has served the citizens of the Richmond region through service on the Richmond Regional Planning District Commission; and

**WHEREAS** Susan Lascolette was first appointed to the Richmond Regional Transportation Planning Organization in 2014; and

**WHEREAS,** Susan Lascolette has demonstrated through action all of the best qualities of a civil servant throughout the course of her career; and

**WHEREAS,** Susan Lascolette retired effective December 31, 2023, leaving behind a legacy of hard work and high standards for those who have been fortunate to work alongside her.

**NOW, THEREFORE, BE IT RESOLVED** that the members of the Richmond Regional Transportation Planning Organization do hereby express their sincere appreciation to Susan Lascolette for her dedicated service while acting in the interest of the citizens of the region.

**BE IT FURTHER RESOLVED** that the Authority extends its best wishes that during her retirement she shall have continued good health, prosperity, and enjoyment of life for many years to come.

**c. Resolution of Appreciation – John Lumpkins**

**RESOLUTION**

**WHEREAS** John Lumpkins served the citizens of Goochland County on the Goochland County Board of Supervisors from April 2018 to December 2023; and

**WHEREAS** John Lumpkins was first appointed to the Richmond Regional Transportation Planning Organization in 2019; and

**WHEREAS** the members of the Richmond Regional Transportation Planning Organization elected John Lumpkins to serve as Chair from 2022 to 2023; and

**WHEREAS,** John Lumpkins has demonstrated through action all of the best qualities of a civil servant throughout the course of his career as an attorney; and

**WHEREAS** John Lumpkins continues to serve the citizens of the Commonwealth of Virginia as a Commissioner for the Commission on Accreditation for Law Enforcement Agencies, the gold standard in accreditation of public safety agencies; and

**WHEREAS,** John Lumpkins concluded his service on the Richmond Regional Transportation Planning Organization in December 2023, and began serving as the Commonwealth's Attorney for Goochland County.

**NOW, THEREFORE, BE IT RESOLVED** that the members of the Richmond Regional Transportation Planning Organization do hereby express their sincere appreciation to John Lumpkins for his dedicated service and congratulate him for his outstanding leadership while acting in the interest of the citizens of the region.



**d. Resolution of Appreciation – Patricia O’Bannon**

**RESOLUTION**

**WHEREAS** Patricia S. O’Bannon has served the citizens of Henrico County through seven (7) terms as the Tuckahoe District Representative on the Henrico County Board of Supervisors, beginning in January 1996, including five (5) terms as Chairman of that Board; and

**WHEREAS** Patricia S. O’Bannon has a long history of community involvement, including representing the citizens of Henrico County on the Henrico County Planning Commission and the Henrico County Association of Volunteer Rescue Squads; and

**WHEREAS** Patricia S. O’Bannon has served the citizens of the Richmond region through vast civic engagement activities, including serving on the Capital Region Airport Commission, Board of Directors of The Greater Richmond Partnership, Capital Region Workforce Partnership Consortium of Chief Local Elected Officials and the Bon Secours St. Mary’s Hospital Community Advisory Board; and

**WHEREAS** Patricia S. O’Bannon has served the citizens of the Commonwealth of Virginia through service on the Virginia Building Code Technical Review Board, Policy Subcommittee of the State Interoperability Executive Committee, State Executive Council for At-Risk Youth and Families, National Association of Counties (NACo), Virginia Association of Counties (VACo) and the Virginia State Board of Health; and

**WHEREAS** Patricia S. O’Bannon was first appointed to the Richmond Regional Transportation Planning Organization in 1996 and served three terms as Chair, from 2000 to 2001, from 2009 to 2010 and from 2018 to 2019; and

**WHEREAS,** Patricia S. O’Bannon has demonstrated through action all of the best qualities of a civil servant throughout the course of her career; and

**WHEREAS,** Patricia S. O’Bannon retired effective December 31, 2023, leaving behind a legacy of hard work and high standards for those who have been fortunate to work alongside he.

**NOW, THEREFORE, BE IT RESOLVED** that the members of the Richmond Regional Transportation Planning Organization do hereby express their sincere appreciation to Patricia S. O’Bannon for her dedicated service and congratulate her for his outstanding leadership while acting in the interest of the citizens of the region.

**BE IT FURTHER RESOLVED** that the Authority extends its best wishes that during her retirement she shall have continued good health, prosperity, and enjoyment of life for many years to come.

**e. Resolution of Appreciation – W. Canova Peterson**

**RESOLUTION**

**WHEREAS** W. Canova Peterson, IV served the citizens of Hanover County, Virginia, through three (3) terms as the Mechanicsville District Representative on the Hanover County Board of Supervisors, beginning in January 2012, and served as Chairman of that Board in 2013 and 2019; and

**WHEREAS** W. Canova Peterson, IV has a long history of community service, including participation in the Hanover County Rotary Club, Mechanicsville Ruritan Club, Memorial Regional Medical Center Community Advisory Board, American Legion Post 175 and V.F.W. Post 9808; and

**WHEREAS** W. Canova Peterson, IV enjoyed a career as an architect for over fifty (50) years and served as a member of the American Institute of Architects, the Virginia Society of the American Institute of Architects (VSAIA), and the Interfaith Forum on Religious Art and Architecture, as well as a past Board Director for the Construction Specifications Institutes, Richmond Chapter; and

**WHEREAS** W. Canova Peterson, IV has served the citizens of the Richmond region through service on the Richmond Regional Planning District Commission, which began in 2012; and

**WHEREAS** W. Canova Peterson, IV also served on the Central Virginia Transportation Authority since its inception in August of 2020, and further served on the Authority's Finance Committee; and

**WHEREAS**, W. Canova Peterson, IV began serving on the Richmond Regional Transportation Planning Organization Policy Board in 2012; and

**WHEREAS**, W. Canova Peterson, IV served as Chairman of the Policy Board from 2015 to 2016; and

**WHEREAS**, W. Canova Peterson, IV has demonstrated through action all of the best qualities of a civil servant throughout the course of his career and has been much appreciated for his steadfast promotion of fiscal responsibility.

**NOW, THEREFORE, BE IT RESOLVED** that the members of the Richmond Regional Transportation Planning Organization do hereby express their sincere appreciation to W. Canova Peterson, IV for his dedicated service, and congratulate him for his outstanding leadership while acting in the interest of the citizens of the region.

**f. Resolution of Appreciation – Frank Thornton**

**RESOLUTION**

**WHEREAS** Frank J. Thornton served the citizens of Henrico County for seven (7) terms as the Fairfield district representative on the Henrico County Board of Supervisors, beginning in January 1996; and

**WHEREAS** Frank J. Thornton impacted the lives of countless students, faculty, and staff over the course of his forty-three (43) year career as an Assistant Professor of French at Virginia Union University; and

**WHEREAS** Frank J. Thornton has a long history of civic engagement, including participation in Big Brothers and Sisters of Richmond and being co-founder of the Henrico County Civic League; and

**WHEREAS** Frank J. Thornton has long served the citizens of the region, including his service on the Richmond Regional Planning District Commission and as an inaugural member of the Central Virginia Transportation Authority, established by the 2020 General Assembly of Virginia; and

**WHEREAS** Frank J. Thornton began his service on the Richmond Regional Transportation Planning Organization Policy Board in 1996; and

**WHEREAS** Frank J. Thornton has demonstrated all the best qualities of a civil servant throughout the course of his career and has been much appreciated for his steadfast promotion of regional cooperation; and

**WHEREAS**, Frank J. Thornton retired effective December 31, 2023, leaving behind a legacy of hard work and high standards for those who have been fortunate to work alongside him.

**NOW, THEREFORE, BE IT RESOLVED** that the members of the Richmond Regional Transportation Planning Organization do hereby express their sincere appreciation to Frank J. Thornton for his dedicated service and congratulate him for his outstanding leadership while acting in the interest of the citizens of the region.

**BE IT FURTHER RESOLVED** that the Authority extends its best wishes that during his retirement he shall have continued good health, prosperity, and enjoyment of life for many years to come.

**g. Resolution of Appreciation – Von Tisdale**

**RESOLUTION**

**WHEREAS** Von Tisdale has served the citizens of the Richmond region over the course of her long-standing career with GRTC/RideFinders, beginning in June of 1997, and encompassing 26 years; and

**WHEREAS** Von Tisdale's hard work and commitment resulted in an astounding number of achievements, including the formation of countless partnerships with area businesses and organizations, assisting over forty-two (42) area businesses in establishing formal telework programs, implementing the City of Richmond Employee Trip Program, establishing the Commuter Choice Program, initiating Bike Racks on Buses in the Rack N' Ride Campaign and launching RideFinders' first Mobile App; and

**WHEREAS** in 2014, under Von Tisdale's leadership, RideFinders secured first-time multiyear funding from the Tri-Cities Metropolitan Planning Organization; and

**WHEREAS** RideFinders garnered over fifty-three (53) industry and non-industry awards during Von Tisdale's tenure to include national, regional and local awards, including being one of only two TDM agencies nationwide to be awarded the Environmental Protection Agency Clean Air Excellence Award in the Transportation Efficiency Innovations category and being ranked Outstanding TDM Agency by the Association for Commuter Transportation multiple times; and

**WHEREAS** Von Tisdale has a long history of community service, including her service on the Petersburg Chamber of Commerce Board of Directors, the VTA Executive Committee, her service as Secretary of the COMTO Richmond Chapter and as Treasurer of the Chesapeake Chapter of the Association for Commuter Transportation; and

**WHEREAS** Von Tisdale has further served the citizens of the Richmond region through her service on the Richmond Regional Transportation Planning Organization, beginning in 2004; and

**WHEREAS**, Von Tisdale has set an outstanding example to others throughout the course of her career; and

**WHEREAS**, Von Tisdale retired effective November 2023, leaving behind a legacy of hard work and high standards for those who have been fortunate to work alongside her.

**NOW, THEREFORE, BE IT RESOLVED** that the members of the Richmond Regional Transportation Planning Organization do hereby express their sincere appreciation to Von Tisdale for her dedicated service while acting in the interest of the citizens of the region; and

**BE IT FURTHER RESOLVED** that the Authority extends its best wishes that during her retirement she shall have continued good health, prosperity, and enjoyment of life for many years to come.

#### **h. Resolution of Appreciation – David Williams**

##### **RESOLUTION**

**WHEREAS** David T. Williams served the citizens of Powhatan County, Virginia, through three (3) terms as the District One representative on the Powhatan County Board of Supervisors, beginning in January 2012, and served as Chairman of that Board in 2020; and

**WHEREAS** David T. Williams has a long history of service, including service in the United States Army and as a Viet Nam Veteran; and

**WHEREAS** David T. Williams enjoyed a career as counselor and statewide planner for the Virginia Department of Rehabilitative Services for over twenty-five (25) years helping people with disabilities; and

**WHEREAS** following his retirement, David T. Williams represented the Virginia Rehabilitation Association, working with legislators, consumers and members of the executive branch to improve the quality of life for people with disabilities; and

**WHEREAS** David T. Williams has served the citizens of the Richmond region through service on the Richmond Regional Planning District Commission and as an inaugural member the Central Virginia Transportation Authority; and

**WHEREAS**, David T. Williams began serving on the Richmond Regional Transportation Planning Organization Policy Board in 2012, and also served two terms as Chairman, from 2013 to 2014, and from 2021 to 2022; and

**WHEREAS**, David T. Williams has demonstrated through action all of the best qualities of a civil servant throughout the course of his career and has been much appreciated for his steadfast promotion to fiscal responsibility.

**NOW, THEREFORE, BE IT RESOLVED** that the members of the Richmond Regional Transportation Planning Organization do hereby express their sincere appreciation to David T. Williams for his dedicated service and congratulate him for his outstanding leadership while acting in the interest of the citizens of the region.

#### **i. Resolution of Appreciation – Christopher Winslow**

##### **RESOLUTION**

**WHEREAS** Christopher Winslow served the citizens of Chesterfield County, Virginia through two (2) terms on the Chesterfield County Board of Supervisors and served as Chairman of that Board in 2022; and

**WHEREAS** Christopher Winslow served his country as an Intelligence Specialist Petty Officer in the United States Navy and is a veteran of Operation Enduring Freedom; and

**WHEREAS** Christopher Winslow has a long history of community service, including former Adjutant of American Legion Post 186, past-President of the Midlothian Rotary Club and membership on Chesterfield's Committee on the Future; and

**WHEREAS**, in his career as an attorney, Christopher Winslow assists clients in a broad range of civil matters in General District and Circuit courts, the Virginia Supreme Court, and the United States Bankruptcy Court for the Eastern and Western districts of Virginia; and

**WHEREAS** Christopher Winslow has served the citizens of the Richmond region through service on the Richmond Regional Planning District Commission and the Central Virginia Transportation Authority; and

**WHEREAS**, Christopher Winslow began serving on the Richmond Regional Transportation Planning Organization Policy Board in 2016; and

**WHEREAS**, Christopher Winslow served as Chairman of the Policy Board in fiscal year 2023; and

**WHEREAS**, Christopher Winslow has demonstrated through action all of the best qualities of a civil servant throughout the course of his career.

**NOW, THEREFORE, BE IT RESOLVED** that the members of the Richmond Regional Transportation Planning Organization do hereby express their sincere appreciation to Christopher Winslow for his dedicated service and congratulate him for his outstanding leadership while acting in the interest of the citizens of the region.

## **8. RRTPO Secretary's Report**

Mr. Busching reported on the new member orientation that is being held at the PlanRVA Commission meeting on February 8<sup>th</sup>. He noted that more detailed presentations/explanations on today's action items to help inform new members.

### **a. Member Profile Form**

The form was distributed to members to complete.

## **B. NEW BUSINESS**

### **1. SMART SCALE Round 6 – Regional Project Recommendations**

Mr. Busching gave an overview of the transportation planning process in general and specifically Smart Scale. He explained the role of the RRTPO in the process. This Smart Scale request is related to the funding phase.

Board members had questions and Mr. Busching clarified that some of the projects have CVTA leveraging funds. Ultimately, the projects that were selected were done so because they were deemed the best for regional fund use.

On motion by Cynthia Newbille, seconded by Kevin Carroll, the members of the RRTPO Policy Board voted to adopt the following resolution (voice vote):



**WHEREAS,** the SMART SCALE program is the primary process that helps Virginia meet its most critical transportation needs using limited tax dollars by evaluating potential transportation projects based on key factors like how they improve safety, reduce congestion, increase accessibility, contribute to economic development, promote efficient land use, and affect the environment; and

**WHEREAS,** the pre-application period for SMART SCALE Round 6 begins in March; and

**WHEREAS,** the Richmond Regional Transportation Planning Organization (RRTPO) is eligible to submit up to ten (10) regional applications for SMART SCALE; and

**WHEREAS,** PlanRVA, the regional planning district commission, is eligible to submit up to four (4) regional applications; and

**WHEREAS,** the candidate projects have all been screened for consistency with regional planning and SMART SCALE eligibility criteria; and

**WHEREAS,** the Technical Advisory Committee (TAC) has reviewed the candidate projects and provided a recommended list of priority projects;

**NOW, THEREFORE, BE IT RESOLVED,** that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves submission of the following projects for SMART SCALE Round 6:

1. Rt. 1 Widening – Ashcake Road to Southern Town Limit (Ashland)
2. I-95/Route 10, Phase II (Chesterfield)
3. Huguenot Road (Cranbeck Road – Robious Road) Congestion & Safety Improvement (Chesterfield)
4. Route 360 (Woodlake Village Parkway – Otterdale Road) Widening (Chesterfield)
5. Gaskins Rd Interchange at I-64 – Southwest Quadrant (Henrico)
6. Gaskins Rd Interchange at I-64 – North Quadrant (Henrico)
7. Short Pump Area Improvements (Henrico)
8. Route 60/US-522 Intersection Improvement (Powhatan)
9. Walmsley Boulevard Bridge and Extension (Richmond)
10. Belt Boulevard (SR161) BRT / Streetscape (Richmond)

**FURTHER RESOLVED,** that the RRTPO respectfully requests PlanRVA consider the following projects for its SMART SCALE Round 6 regional applications:

1. Busy Street Extension (Chesterfield)
2. 288/360: Route 288 Southbound CD Road with Genito Ramp (Chesterfield)
3. Route 5 & New Osborne Turnpike Improvements (Henrico/Richmond)
4. Route 360 and I-64 Interchange (Henrico/Richmond)

## **2. 2024 Safety Performance Targets**

Mr. Busching reported that performance-based planning and programming is required by federal law. States and the MPOs coordinate the process to ensure roadway safety targets are met. The targets related to the number of fatalities,

fatality rate, number of serious injuries, the serious injury rate and non-motorized fatalities.

TAC agreed on a hybrid approach to determining the targets.

On motion by Roscoe Cooper, seconded by Cynthia Newbille, the members of the RRTPO Policy Board voted to adopt the following resolution (voice vote):

**WHEREAS**, the Safety Performance rulemaking requires MPOs to agree to contribute to meeting the State DOT safety targets or to establish safety targets for each of the five safety measures including number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries; and

**WHEREAS**, the number of fatal crashes in the region has been increasing; and

**WHEREAS**, the Richmond Regional Transportation Planning Organization (RRTPO) desires to reduce the number of fatal and serious injury crashes in the region; and

**WHEREAS**, the Technical Advisory Committee (TAC) has reviewed the proposed targets and recommends approval;

**NOW, THEREFORE, BE IT RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board adopts the following safety targets calendar year 2024:

Description	2024 Target
Fatalities	107
Fatality Rate	1.050
Serious Injuries	872
Serious Injury Rate	8.543
Non-Motorized Fatalities + Serious Injuries	110

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

Mr. Busching explained this request and gave an overview of the Transportation Improvement Program (TIP).

On motion by Cynthia Newbille, seconded by Jody Rogish, the members of the RRTPO Policy Board voted to adopt the following resolution (voice vote):

**WHEREAS**, the Virginia Department of Transportation has requested a revision to the estimate and planned obligations for the Richmond-Henrico Turnpike South Segment (UPC 111716) project in the FY24 – FY27 Transportation Improvement Program (TIP); and

**WHEREAS**, this project is already included in the FY24 – FY27 TIP and regional conformity assessment; and

**WHEREAS**, the Technical Advisory Committee (TAC) has reviewed the proposed amendment and recommends approval of the request;

**NOW, THEREFORE, BE IT RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation Improvement Program (TIP) to update the Richmond-Henrico Turnpike South Segment (UPC 111716) as requested by VDOT.

## **C. AGENCY AND COMMITTEE REPORTS**

### **1. Transportation Agency Updates**

- a. **CVTA** – Chet Parsons provided this update which was included in the meeting agenda packet.
- b. **PlanRVA** – Martha Shickle provided this update which was included in the meeting agenda packet. She emphasized the new member orientation that will be held on February 8<sup>th</sup> as part of the PlanRVA Commission meeting.
- c. **GRTC** – Adrienne Torres reported on current GRTC activity. She noted several expansions and microtransit projects.
- d. **RMTA** – Joi Taylor Dean reported on current RMTA activity.
- e. **DRPT** – Tiffany Dubinsky provided an update on current and upcoming DRPT activity. Today is the last day for applications on the current grant cycle.
- f. **VDOT** – Mark Riblett provided this update, which is posted on the [meeting webpage](#).
- g. **FWHA** – Ivan Rucker reported on current FWHA activity.

## **D. OTHER BUSINESS**

### **1. PlanRVA Newsletter: The Better Together Connector (linked)**

Ms. Shickle explained the monthly newsletter that is intended to be a snapshot of PlanRVA, CVTA, RRTPO and EMACV activity. The link to the newsletter was provided in the meeting agenda as an Information item for members.

### **2. RRTPO Member Comments**

There were no member comments.

### **3. Next Meeting: March 7, 2024, 9:30 a.m., PlanRVA Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224 and via Zoom**

## **E. ADJOURNMENT:**

Chair Holland adjourned the meeting at approximately 10:58 a.m.

**ACTION ITEM**

March 7, 2024

**TO** Policy Board**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) recommends approval of the proposed TIP amendments as requested by VDOT. A draft resolution of approval is included in Attachment B for consideration.

**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-

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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.

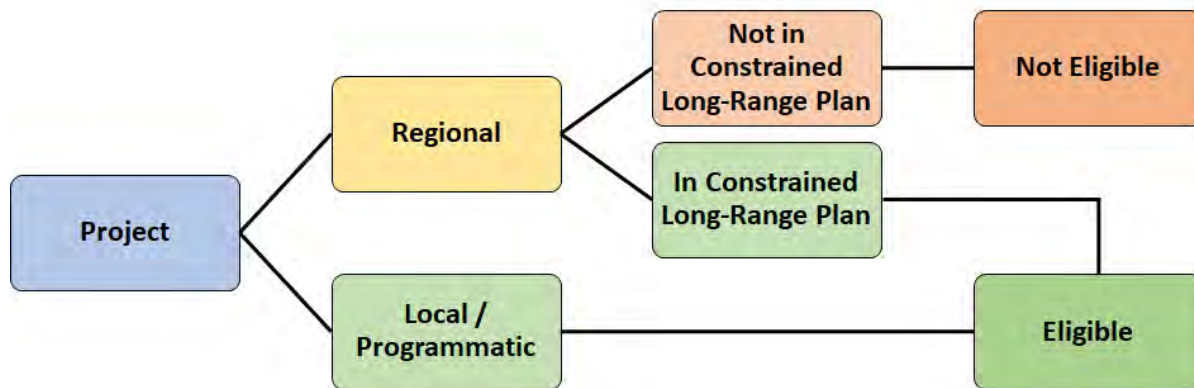


Figure 1: ConnectRVA 2045 Consistency Workflow

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](mailto:mbusching@planrva.org).

**ATTACHMENTS:**

- A. Draft TIP Project Block
- B. Draft Resolution of Approval



### 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

**POLICY BOARD AGENDA 2/1/2024; ITEM B-1.**

FY24 – FY27 Transportation Improvement Program (TIP) – Pole Green Road  
Widening (UPC - 109260)

**Richmond Regional Transportation Planning Organization**

On motion by \_\_\_\_\_, seconded by \_\_\_\_\_, the members of the RRTPO  
Policy Board voted to adopt the following resolution:

**WHEREAS**, the Virginia Department of Transportation has requested a revision to  
the estimate and planned obligations for the Pole Green Road Widening (UPC -  
109260) project in the FY24 – FY27 Transportation Improvement Program (TIP); and

**WHEREAS**, this project is already included in the FY24 – FY27 TIP and regional  
conformity assessment; and

**WHEREAS**, the Technical Advisory Committee (TAC) has reviewed the proposed  
amendment and recommends approval of the request;

**NOW, THEREFORE, BE IT RESOLVED**, that the Richmond Regional Transportation  
Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation  
Improvement Program (TIP) to update the Pole Green Road Widening (UPC -  
109260) as requested by VDOT.

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This is to certify that the Richmond Regional Transportation Planning Organization  
Policy Board approved the above resolution at its meeting held March 7, 2024.

WITNESS:

BY:

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Janice Scott  
Board Relations Manager  
PlanRVA

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Myles Busching  
Secretary  
Richmond Regional Transportation  
Planning Organization

**ACTION ITEM**

March 7, 2024

**TO** Policy Board**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) recommends approval of the proposed TIP amendment as requested by VDOT. A draft resolution of approval is included as Attachment B for consideration.

**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

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with requirements of the National Environmental Policy Act (NEPA). The aim of this 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.

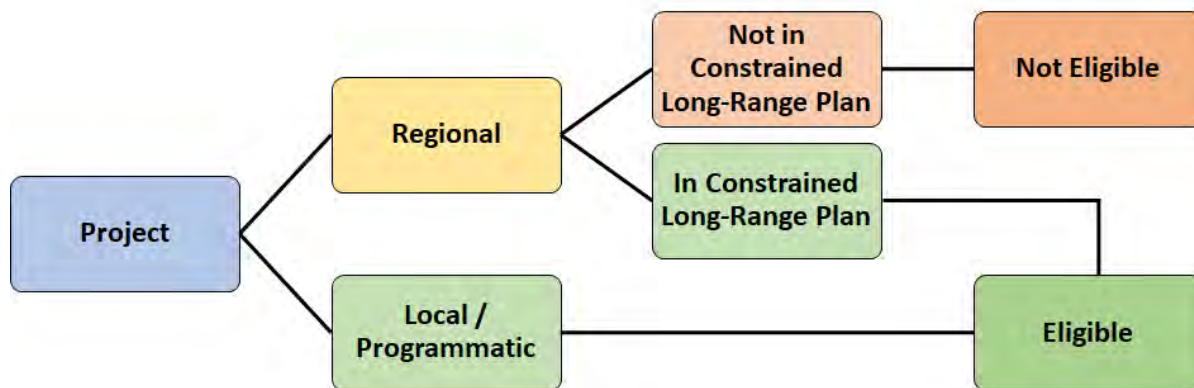


Figure 1: ConnectRVA 2045 Consistency Workflow

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](mailto:mbusching@planrva.org).

**ATTACHMENTS:**

- A. Draft TIP Project Block
- B. Draft Resolution of Approval

### 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



**POLICY BOARD AGENDA 3/7/2024; ITEM B.-2.**

FY24 – FY27 Transportation Improvement Program (TIP) – Short Pump Area  
Transportation Improvements NEPA Study (UPC 124222)

**Richmond Regional Transportation Planning Organization**

On motion by \_\_\_\_\_, seconded by \_\_\_\_\_, the members of the  
RRTPO Policy Board voted to adopt the following resolution:

**WHEREAS**, the Virginia Department of Transportation has requested to add the  
Short Pump Area Transportation Improvements NEPA Study (UPC 124222) project to  
the FY24 – FY27 Transportation Improvement Program (TIP); and

**WHEREAS**, this project advances regional projects from the ConnectRVA 2045  
constrained long-range plan; and

**WHEREAS**, this project is a study and does not impact the regional air quality  
conformity assessment; and

**WHEREAS**, the Technical Advisory Committee (TAC) has reviewed the proposed  
amendment and recommends approval of the request;

**NOW, THEREFORE, BE IT RESOLVED**, that the Richmond Regional Transportation  
Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation  
Improvement Program (TIP) to add the Short Pump Area Transportation  
Improvements NEPA Study (UPC 124222) as requested by VDOT.

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This is to certify that the Richmond Regional Transportation Planning Organization  
Policy Board approved the above resolution at its meeting held March 7, 2024.

WITNESS:

BY:

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Janice Scott  
Board Relations Manager  
PlanRVA

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Myles Busching  
Secretary  
Richmond Regional Transportation  
Planning Organization

**ACTION ITEM**

March 7, 2024

**TO** Policy Board**SUBJECT** FY25 – FY26 Transportation Alternatives (TA) - Project Prioritization**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) recommends approval of the Transportation Alternatives (TA) Set Aside project prioritization as included in Attachment B. Project selections will be coordinated with the Commonwealth Transportation Board (CTB) to maximize funding for regional projects, and staff will report back on the final outcomes.

A draft resolution of approval is included as Attachment A for consideration.

**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

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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.

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.

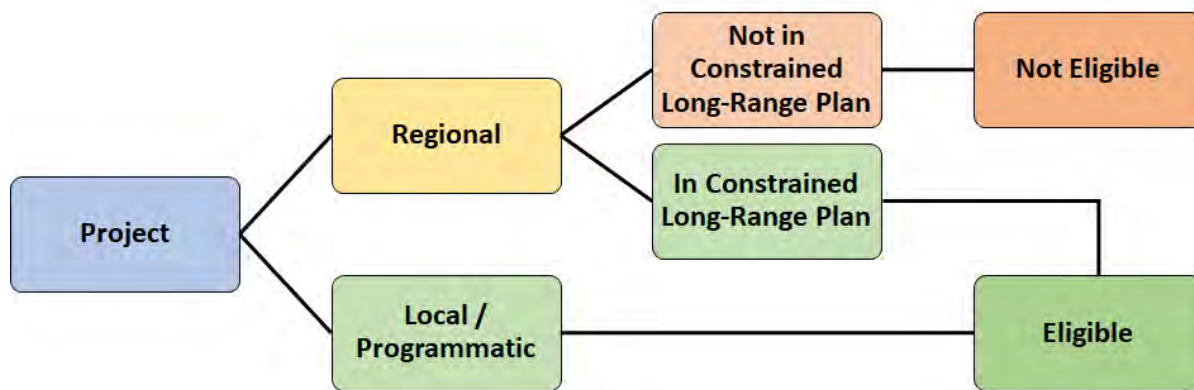


Figure 1: ConnectRVA 2045 Consistency Workflow

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) year window to start construction without an approved extension, 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 (-20) projects. As this measure was not part of the program when the RRTPO's methodology was approved, the Technical Advisory Committee (TAC) recommends prioritizing projects without applying this component of the scoring as shown in 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 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](mailto:mbusching@planrva.org).

**ATTACHMENTS:**

- A. Draft Resolution of Approval
- B. Recommended FY25 – FY26 TA Project Prioritization

**POLICY BOARD AGENDA 3/7/2024; ITEM B.-3.**

FY25 – FY26 Transportation Alternatives (TA) – Project Prioritization

**Richmond Regional Transportation Planning Organization**

On motion by \_\_\_\_\_, seconded by \_\_\_\_\_, the members of the RRTPO Policy Board voted to adopt the following resolution:

**WHEREAS**, the Transportation Alternatives (TA) Set Aside program provides funding for programs and projects defined as transportation alternatives, including pedestrian facilities, bicycle facilities, recreational trails, safe routes to school, and infrastructure projects for improving non-driver access to public transportation.; and

**WHEREAS**, the Commonwealth Transportation Board (CTB) and Richmond Regional Transportation Planning Organization (RRTPO) can select projects from this list to fund; and

**WHEREAS**, the candidates projects were prioritized consistent with the Regional Project Selection and Allocation Framework; and

**WHEREAS**, the Technical Advisory Committee (TAC) has reviewed the proposed project prioritization and recommends approval;

**NOW, THEREFORE, BE IT RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board adopts the attached prioritization for funding FY25 – FY26 Transportation Alternatives projects and directs staff to report back on the results of coordination with VDOT and the CTB.

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This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held March 7, 2024.

WITNESS:

BY:

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Janice Scott  
Board Relations Manager  
PlanRVA

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Myles Busching  
Secretary  
Richmond Regional Transportation  
Planning Organization

Project Title	Description	Sponsor	Request	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	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	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	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	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	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	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 pedestrian network.	Chesterfield	\$862,281	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	32.27	3.68	8



Project Title	Description	Sponsor	Request	Total Score	Cost Benefit Score	Rank
Forest Hill Ave Sidewalk , Ph I (Choctaw – Burroughs)	This proposed project would start at Burroughs Street. 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	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 Jahnke Road.	Richmond	\$698,415	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	46.39	3.23	11
C Downtown Core Protected Bike Lanes <b>FUNDED THROUGH SS4A GRANT</b>	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	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	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	56.05	2.24	14
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	13.45	2.09	15

Project Title	Description	Sponsor	Request	Total Score	Cost Benefit Score	Rank
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	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	2.47	0.25	17

## ACTION ITEM

March 7, 2024

**TO** Policy Board

**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 new project 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. The RRTPO also received five (5) applications for additional funding for existing RRTPO-funded projects which require RRTPO policy board approval.

### RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) recommends additional funding for the following projects:

UPC	Name	Additional Funding
50529	Rte 9999 (Three Chopt Road) Widen To 4 Lanes	\$ 8,279,000
104148	Sadler Rd - Reconstruction	\$ 5,863,000
104281	Deepwater Terminal Rd - Extend Existing Roadway	\$ 1,300,000
112042	Route 1 Improvements: Ashcake Rd to Arbor Oak Dr	\$ 2,309,261
115200	Hull Street Improvement Project Phase III	\$ 5,336,000

The Technical Advisory Committee (TAC) reviewed and recommended the new project prioritization in Attachment A. Based on projections of available funding, the following projects are recommended for CRP and/or CMAQ and match funding:

Name	Sponsor	Funding
Rt. 1/Ashcake Sidewalk	Ashland	\$135,806
C Gillies Creek Greenway Phase IV	Richmond	\$1,489,974
Forest Hill Ave Sidewalk, Phase II	Chesterfield	\$642,981
Brook Road Improvements - Azalea Ave to Brook Run Shopping	Henrico	\$2,050,981
Glenside and Horsepen Safety Improvements	Henrico	\$1,904,238
A2 Richmond Signal System - Smart City Traffic Signal Controllers	Richmond	\$7,266,535
Beach Road/Riverway Road Roundabout	Chesterfield	\$6,450,181

A draft resolution of approval has been included in Attachment D for consideration.

### **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 each federal funding program 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 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.

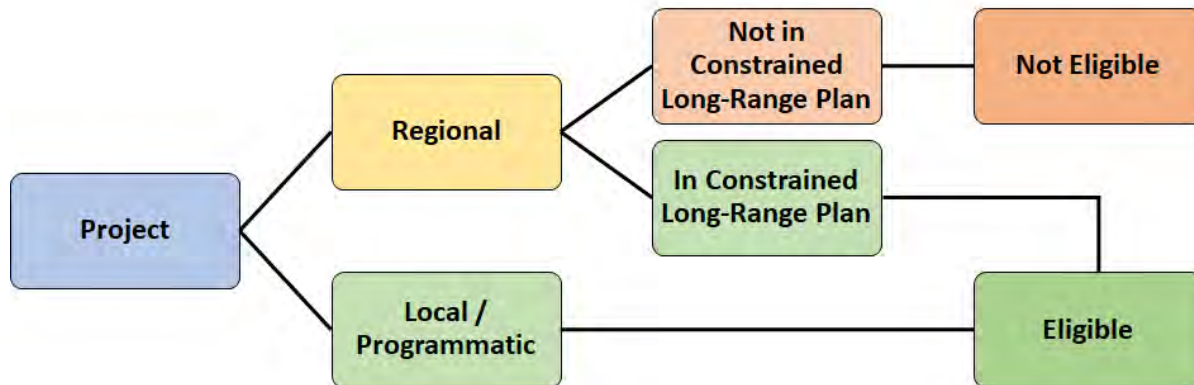


Figure 1: ConnectRVA 2045 Consistency Workflow

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.

Existing Projects: Existing projects are generally prioritized for funding before selecting new projects. Existing projects can experience funding shortfalls due to changing schedules, unforeseen complications, or outside forces like rapid inflation. A summary of each of the existing project requests and the drivers of the cost increase is included as Attachment B.

New Project Prioritization: New 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. Project funding is matched to expected project schedules and leveraging opportunities to make best use of limited funds. Final allocations and transfers require coordination with VDOT to be included in the Six-Year Improvement Program (SYIP) for adoption by the Commonwealth Transportation Board (CTB)

For more information, please contact Myles Busching at 804-923-7035 or [mbusching@planrva.org](mailto:mbusching@planrva.org).

**ATTACHMENTS:**

- A. New Project Rankings
- B. Existing Project Request Summary
- C. New Project Summary
- D. Draft Resolution of Approval



ID	Project Title	Sponsor	Safety	Mobility	Access & Equity	Econ. Dev	Env. & Land Use	Benefit	Request (Current \$)	Score	Rank	STBG	CMAQ	CRP	Funding Recommended	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	■	■	■		Funded through Safe Streets for All grant
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
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	■	■	■		

ID	Project Title	Sponsor	Safety	Mobility	Access & Equity	Econ. Dev	Env. & Land Use	Benefit	Request (Current \$)	Score	Rank	STBG	CMAQ	CRP	Funding Recommended	Notes
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 Crane	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 Improvements	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	■	■	■		
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	■	■	■		

## Existing Project - RRTPO

Complete the application with as much detail as possible. Requests will be evaluated based on answers provided. A confirmation email and link to edit your answers will be sent to you upon submission. For any questions or problems, contact Myles Busching (mbusching@planrva.org).

### General

<b>Project Sponsor</b>	Ashland
<b>Sponsor Point of Contact</b>	Nora Amos
<b>Point of Contact Email</b>	namos@ashlandva.gov
<b>Point of Contact Phone Number</b>	(804) 798-1073

### General

<b>Project Title</b>	Rt. 1 Archie Cannon to Ashcake
<b>Project UPC</b>	112042

### Project Cost

<b>Has the project estimate increased?</b>	Yes
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#### Explain the reasons for the increase in cost

The cost of right of way and construction have continued to increase due to inflation. VDOT has also increased the management reserve to 7.5% instead of 5%. We have discuss the option of taking out a portion of the project and adding it to the adjacent intersection project, but that termini does not make logical sense. This increase came after the deadline for CVTA Regional Applications and we do not have adequate local CVTA funds to cover the difference.

<b>Preliminary Engineering (PE) Estimate</b>	1506000
<b>Right-of-Way (RW) Estimate</b>	3971867
<b>Construction (CN) Estimate</b>	12120189
<b>Total Cost</b>	17598056

### Project Schedule

<b>Has the project schedule changed?</b>	Yes
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## Explain the reasons for the change to the project schedule

It will probably need to be pushed back because of funding. Right of way has taken longer than expected.

**Preliminary Engineering (PE) Start Date** Thursday, December 21, 2017

**Right-of-Way (RW) Start Date** Friday, May 21, 2021

**Construction (CN) Start Date** Tuesday, February 13, 2024

**Construction (CN) End Date** Tuesday, September 16, 2025

## Project Funding

**Does this project need additional funding?** Yes

**Are you requesting RRTPO funding for the full deficit?** No

**Have you sought funding from other sources?** Yes

**List the program, amount, and status of any requests for funding to address this deficit. If pending, include expected timeline for a decision**

We are inquiring about VHSIP funds with VDOT. The Town can commit \$50,000 in CVTA Local funds. We were not informed about the increase in funding until after the CVTA Regional application period was over.

**Do you have CVTA or other local funds which could be allocated to this shortfall?** Yes

**Additional Funding Requested** 2,309,261

## Supporting Materials

**Updated Cost Estimate Workbook** Yes

## Existing Project - RRTPO

Complete the application with as much detail as possible. Requests will be evaluated based on answers provided. A confirmation email and link to edit your answers will be sent to you upon submission. For any questions or problems, contact Myles Busching (mbusching@planrva.org).

### General

**Project Sponsor**

Henrico

**Sponsor Point of Contact**

Kristen Burton

**Point of Contact Email**

bur146@henrico.us

**Point of Contact Phone Number**

804-349-5562

### General

**Project Title**

Division Assistant Manager

**Project UPC**

104148

### Project Cost

**Has the project estimate increased?**

Yes

**Explain the reasons for the increase in cost**

Inflation

**Preliminary Engineering (PE) Estimate** \$4,807,057

**Right-of-Way (RW) Estimate** \$9,459,395

**Construction (CN) Estimate** \$32,596,350

**Total Cost** \$46,862,802

### Project Schedule

**Has the project schedule changed?**

Yes

**Explain the reasons for the change to the project schedule**

Right of Way and Utility Delays

<b>Preliminary Engineering (PE) Start Date</b>	Friday, December 20, 2002
<b>Right-of-Way (RW) Start Date</b>	Tuesday, December 3, 2019
<b>Construction (CN) Start Date</b>	Wednesday, April 24, 2024
<b>Construction (CN) End Date</b>	Friday, April 24, 2026

## Project Funding

**Does this project need additional funding?**

**Have you sought funding from other sources?**

**List the program, amount, and status of any requests for funding to address this deficit. If pending, include expected timeline for a decision**

Revenue Share: trail piece (\$292,000)  
 Legacy STP (\$8,248,000)  
 RSTP (\$15,693,000)  
 State Match (\$515,000)  
 Local Funds (\$5,582,000).  
 All approved funding, shown in the attached VDOT Six Year Plan

**Do you have CVTA or other local funds which could be allocated to this shortfall?**

**Additional Funding Requested** \$5,863,000

## Supporting Materials

**Updated Cost Estimate Workbook**

## Existing Project - RRTPO

Complete the application with as much detail as possible. Requests will be evaluated based on answers provided. A confirmation email and link to edit your answers will be sent to you upon submission. For any questions or problems, contact Myles Busching (mbusching@planrva.org).

### General

**Project Sponsor**

Henrico

**Sponsor Point of Contact**

Kristen Burton

**Point of Contact Email**

bur146@henrico.us

**Point of Contact Phone Number**

804-349-5562

### General

**Project Title**

Division Assistant Manager

**Project UPC**

50529

### Project Cost

**Has the project estimate increased?**

Yes

**Explain the reasons for the increase in cost**

Inflation

**Preliminary Engineering (PE) Estimate** \$3,240,875

**Right-of-Way (RW) Estimate** \$11,260,765

**Construction (CN) Estimate** \$52,672,634

**Total Cost** \$67,174,274

### Project Schedule

**Has the project schedule changed?**

Yes

**Explain the reasons for the change to the project schedule**

Right of Way and Utility Delays



<b>Preliminary Engineering (PE) Start Date</b>	Wednesday, December 1, 1999
<b>Right-of-Way (RW) Start Date</b>	Tuesday, September 23, 2014
<b>Construction (CN) Start Date</b>	Thursday, April 24, 2025
<b>Construction (CN) End Date</b>	Saturday, April 24, 2027

## Project Funding

**Does this project need additional funding?**

**Have you sought funding from other sources?**

**List the program, amount, and status of any requests for funding to address this deficit. If pending, include expected timeline for a decision**

RSTP (\$21,691,000)  
 State Match (\$678,000)  
 Local funds (\$8,449,000).  
 All approved funding, shown in the attached VDOT Six Year Plan

**Do you have CVTA or other local funds which could be allocated to this shortfall?**

**Additional Funding Requested** \$8,279,000

## Supporting Materials

**Updated Cost Estimate Workbook**

## Existing Project - RRTPO

Complete the application with as much detail as possible. Requests will be evaluated based on answers provided. A confirmation email and link to edit your answers will be sent to you upon submission. For any questions or problems, contact Myles Busching (mbusching@planrva.org).

### General

**Project Sponsor**

Richmond

**Sponsor Point of Contact**

Adel Edward

**Point of Contact Email**

adel.edward@rva.gov

**Point of Contact Phone Number**

(804) 332-4117

### General

**Project Title**

Deepwater Terminal Rd Project

**Project UPC**

104281

### Project Cost

**Has the project estimate increased?**

Yes

**Explain the reasons for the increase in cost**

rising construction bid items cost for materials and labor per most recent VDOT list in addition to rising right of way acquisition and utility relocation costs.

**Preliminary Engineering (PE) Estimate** \$310,000

**Right-of-Way (RW) Estimate** \$725,000

**Construction (CN) Estimate** \$7,660,000

**Total Cost** \$8695000

### Project Schedule

**Has the project schedule changed?**

Yes

**Explain the reasons for the change to the project schedule**

right of way acquisition is taking longer than anticipated with this very difficult. Commercial industrial corridor of property owners

<b>Preliminary Engineering (PE) Start Date</b>	Thursday, May 6, 2021
<b>Right-of-Way (RW) Start Date</b>	Thursday, March 14, 2024
<b>Construction (CN) Start Date</b>	Tuesday, July 1, 2025
<b>Construction (CN) End Date</b>	Thursday, April 1, 2027

Project Funding

Does this project need additional funding? Yes

Are you requesting RRTPO funding for the full deficit? Yes

Have you sought funding from other sources? Yes

List the program, amount, and status of any requests for funding to address this deficit. If pending, include expected timeline for a decision

project received previous revenue sharing funds and some local funds

Do you have CVTA or other local funds which could be allocated to this shortfall? No

Additional Funding Requested 1,300,000

Supporting Materials

Updated Cost Estimate Workbook Yes

## Existing Project - RRTPO

Complete the application with as much detail as possible. Requests will be evaluated based on answers provided. A confirmation email and link to edit your answers will be sent to you upon submission. For any questions or problems, contact Myles Busching (mbusching@planrva.org).

### General

**Project Sponsor**

Richmond

**Sponsor Point of Contact**

Adel Edward

**Point of Contact Email**

adel.edward@rva.gov

**Point of Contact Phone Number**

(804) 332-4117

### General

**Project Title**

Hull street Phase III Warwick Rd to Arizona Avenue

**Project UPC**

115200

### Project Cost

**Has the project estimate increased?**

Yes

**Explain the reasons for the increase in cost**

increased itemized cost estimate for different bid items, also inflation has increased as well as right of way costs and utility relocation costs

**Preliminary Engineering (PE) Estimate** 1,206,000

**Right-of-Way (RW) Estimate** 740,000

**Construction (CN) Estimate** 15,022,346.15

**Total Cost** 17,000,000

### Project Schedule

**Has the project schedule changed?**

Yes

**Explain the reasons for the change to the project schedule**

planning to go to construction after we finish phase I by fall 2026

<b>Preliminary Engineering (PE) Start Date</b>	Friday, December 1, 2023
<b>Right-of-Way (RW) Start Date</b>	Thursday, May 1, 2025
<b>Construction (CN) Start Date</b>	Monday, November 9, 2026
<b>Construction (CN) End Date</b>	Thursday, June 1, 2028

## Project Funding

**Does this project need additional funding?**

**Are you requesting RRTPO funding for the full deficit?**

**Have you sought funding from other sources?**

**List the program, amount, and status of any requests for funding to address this deficit. If pending, include expected timeline for a decision**

we were just faced with the rising cost estimate of the project due to rising bid items individual costs and inflation. Consultant just sent me the most updated cost estimate.

**Do you have CVTA or other local funds which could be allocated to this shortfall?**

**Additional Funding Requested** 5,336,000

## Supporting Materials

**Updated Cost Estimate Workbook**

ID	Project Title	Sponsor	Description	Total Estimate	Expected Funding	Start Year	Leverage Only
FY24-02	Rt. 1/Ashcake Sidewalk	Ashland	Approximately 270 feet of sidewalk, five feet wide, is proposed along the driveway from the property lines to the convenience store. The walkway that is already in place adjacent to the building will be utilized as part of the pedestrian route. This project would allow VDOT to install the Ashcake sidewalk on the south side of Ashcake (desired location) instead of the north as part of the Ashcake Road Pedestrian Improvements project (UPC 119072).	\$ 135,806	\$ 135,806	FY25	
FY24-31	C Gillies Creek Greenway Phase IV	Richmond	Phase IV of the Greenway will construction shared-use path along Jennie Scher Road from the intersection of Stony Run Road to E. Richmond Road, adding about 0.45 miles of dedicated bike and pedestrian infrastructure to the existing greenway. The project will include a dedicate bridge structure over the Gillies Creek spillway which is currently traversed by a two-lane roadway bridge on Jennie Scher Road. The northern terminus of this phase of the Greenway will extend it to within 600' of the Oakwood neighborhood and the nearby single-family and multi-family housing, Oakwood Cemetery, as well as the historic East End Cemetery and Evergreen Cemetery, burial place of Maggie Walker. Upon completion of the four phases the Greenway will extend nearly two miles, linking the neighborhoods of Oakwood, Montrose Heights, and Greater Fulton to the Richmond Riverfront, the GRTC Pulse BRT, and the Virginia Capital Trail, thereby extending the reach and access of the City's expanding bicycle and pedestrian infrastructure in these underserved communities.	\$ 1,489,974	\$ 1,489,974	FY25	

ID	Project Title	Sponsor	Description	Total Estimate	Expected Funding	Start Year	Leverage Only
FY24-07	Forest Hill Ave Sidewalk, Phase II (Burroughs – Anwell)	Chesterfield	The proposed project will be an extension of Phase I, which was submitted for TAP funding. Phase I will bring sidewalk along Forest Hill Avenue, from Choctaw Road to Burroughs Street. Phase II continues the sidewalk from Burroughs Street to Anwell Drive, with a pedestrian crosswalk, at the GRTC bus stop on the EB side of Forest Hill Avenue. The project would include the construction of bus stop landing pad, and ADA compliant access at both termini.	\$ 642,981	\$ 642,981	FY25	
FY24-16	Brook Road Improvements - Azalea Ave to Brook Run Shopping	Henrico	Provide 5' bike lanes on northbound and southbound Brook Road between Wilmer Avenue and Azalea Avenue to tie into existing bike lanes south of Azalea Avenue. Provide Pedestrian Hybrid Beacon and pedestrian crosswalk north of Bentley Street to improve pedestrian safety. Provide new sidewalk on east and west sides of Brook Road to complete sidewalk network and improve pedestrian connectivity. Convert the existing free flow right turn from I-95 ramp at N Wilmer Avenue to a signal controlled dual right turn movement. Provide a 10' shared use path on east side of Brook Road between N Wilmer Avenue and Brook Run Shopping Center. Convert existing left turn onto the I-95 ramp to a U-Turn movement at the unsignalized intersection with S Wilmer Avenue. Provide new crosswalks with pedestrian signals at the Brook Road/Brook Run Shopping Center intersection. Project will install a median along Brook Road from Wilmer Ave to Azalea Ave.	\$ 23,639,742	\$ 2,050,981	FY26	YES

ID	Project Title	Sponsor	Description	Total Estimate	Expected Funding	Start Year	Leverage Only
FY24-18	Glenside and Horsepen Safety Improvements	Henrico	The project will install sidewalk to fill in network gaps on both sides of Horespen Rd. and Glenside Dr. from Normandy Dr. to Eaton Rd. The intersection of Horsepen Rd. and Three Chopt Rd. will be modified to provide two through lanes southbound along Three Chopt Rd. and convert the southbound channelized right-turn lane into a parallel right-turn lane. Crosswalks will be installed at the Horsepen Rd. and Three Chopt Rd. intersection and the signal will be modified to add pedestrian pushbuttons and heads. The intersection of Horsepen Rd. and Monument Ave. will add a right-turn lane for northbound Horsepen Rd. and install a median on the west leg of the intersection. Horsepen Rd. and Glenside Dr. will add a crosswalk, pedestrian pushbuttons and heads to the east leg, extend the southbound left-turn lane and install a median on the west leg of the intersection. Median improvements will be made on Glenside Dr. at Furman Ave. and Eaton Rd.	\$ 18,958,268	\$ 1,904,238	FY26	YES
FY24-28	A2 Richmond Signal System - Smart City Traffic Signal Controllers	Richmond	This project will provide for the continued installation for up to 300 traffic controllers in preparation for using advanced technologies as well as up to 70 traffic cabinets to house the equipment. This will be helpful for centralized transit signal priority (TSP) /emergency vehicle preemption (EVP) project that is in the procurement process. This upcoming project will manage request and grant permission for transit priority and preemption at the City's traffic signals. In addition, this project will provide advanced control for the signalized intersections where the Automated Traffic Signal Performance Measures (ATSPM) are going to be deployed as well as connected, autonomous vehicle use.	\$ 7,266,535	\$ 7,266,535	FY25	



ID	Project Title	Sponsor	Description	Total Estimate	Expected Funding	Start Year	Leverage Only
FY24-04	Beach Road/Riverway Road Roundabout	Chesterfield	This project will construct a single-lane roundabout at the intersection of Beach Road and Riverway Road. This project includes sidewalks and pedestrian crossings at all three legs of the roundabout and a shared-use path along Beach Road between fire station 19 and Hensley Road.	\$ 6,450,181	\$ 6,450,181	FY27	

**POLICY BOARD AGENDA 3/7/2024; ITEM B.-4.**

FY25 – FY30 Flexible Regional Funding

**Richmond Regional Transportation Planning Organization**

On motion by \_\_\_\_\_, seconded by \_\_\_\_\_, the members of the RRTPO Policy Board voted to adopt the following resolution (voice vote):

**WHEREAS**, 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; and

**WHEREAS**, the Technical Advisory Committee (TAC) has reviewed the existing project requests and recommends approval of the requests; and

**WHEREAS**, the candidates projects were prioritized consistent with the Regional Project Selection and Allocation Framework; and

**WHEREAS**, the Technical Advisory Committee (TAC) has reviewed the proposed project prioritization and recommends project selection based on project ranking;

**NOW, THEREFORE, BE IT RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves the following additional allocations for existing RRTPO-funded projects:

UPC	Name	Program	Additional Funding
50529	Rte 9999 (Three Chopt Road) Widen To 4 Lanes	STBG	\$ 8,279,000
104148	Sadler Rd - Reconstruction	STBG	\$ 5,863,000
104281	Deepwater Terminal Rd - Extend Existing Roadway	STBG	\$ 1,300,000
112042	Route 1 Improvements: Ashcake Rd to Arbor Oak Dr	STBG	\$ 2,309,261
115200	Hull Street Improvement Project Phase III	STBG	\$ 5,336,000

**\$ 23,087,261**

**FURTHER RESOLVED**, that the RRTPO selects the following new projects for regional Carbon Reduction Program (CRP) and Congestion Mitigation and Air Quality (CMAQ) funds:

<b>Name</b>	<b>Sponsor</b>	<b>Funding</b>
Rt. 1/Ashcake Sidewalk	Ashland	\$135,806
C Gillies Creek Greenway Phase IV	Richmond	\$1,489,974
Forest Hill Ave Sidewalk, Phase II	Chesterfield	\$642,981
Brook Road Improvements - Azalea Ave to Brook Run Shopping	Henrico	\$2,050,981
Glenside and Horsepen Safety Improvements	Henrico	\$1,904,238
A2 Richmond Signal System - Smart City Traffic Signal Controllers	Richmond	\$7,266,535
Beach Road/Riverway Road Roundabout	Chesterfield	\$6,450,181

**FINALLY RESOLVED**, that the RRTPO policy board directs staff to coordinate the allocations and transfers plan with VDOT to achieve the approved funding levels and report back on the final allocations plans.

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This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held March 7, 2024.

WITNESS:

BY:

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Janice Scott  
Board Relations Manager  
PlanRVA

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Myles Busching  
Secretary  
Richmond Regional Transportation  
Planning Organization

## **CVTA AGENCY UPDATE**

### **RRTPO Policy Board Meeting - March 2024**

**This report provides a summary of recent and upcoming activity of the Authority, Finance Committee, TAC and Fall Line Working Groups. Detailed information, including meeting videos and agendas for upcoming meetings can be found on the [CVTA meeting webpage](#).**

#### **CVTA Regional Projects Cycle**

The Technical Advisory Committee (TAC) met on February 16 and used guidance received from the Finance Committee as its foundation for discussion. At the meeting, CVTA staff assisted TAC in adding the following to the staff recommended funding scenario:

- An additional year of paygo funding for FY 2031, which would provide \$60.2 million in additional projected funding.
- Absorption of \$20.2 million that had been set aside by staff to cover a three month working capital reserve discussed in item 2 above. This action is not expected to impact the ability of the CVTA to issue debt.

Inclusion of those two additional funding streams yields a paygo funding pot of \$232.25 million for consideration in Round 3, rather than the proposed \$151 million presented in the original staff scenario.

Outcomes of TAC (2/16/24): The adopted [Regional Framework](#) establishes the process that CVTA should follow in adhering to the enabling legislation for the CVTA and in considering project applications for regional funding. Using the framework, CVTA staff developed a recommended funding scenario for consideration by the authority.

Understanding that the framework may not capture all the complex components of the decision-making process, the Finance Committee and TAC have made additional recommendations to guide the ultimate decision of the full Authority, utilizing the revised paygo projection of \$232.25 million. It is the right and duty of the Authority to make an informed decision that best addresses the needs and desires of the region.

#### **Upcoming Meetings:**

##### **Authority Meeting/Public Hearing - February 23, 2024:**

The Authority will:

- Consider the advice of the Finance Committee in what to consider when making funding decisions.
- Review and consider the recommendations for project funding developed by the TAC.
- Consider the public review process, including receiving and considering feedback submitted in writing prior to the meeting.

**Fall Line Working Group** – March 6, 2024 - 9:00 a.m.

**CVTA TAC** – March 11, 2024 – 1:00 p.m.

**Finance Committee** – March 13, 2024 – 9:00 a.m.

**Authority Meeting** – March 29, 2024 – 9:00 a.m.

## PlanRVA AGENCY UPDATE RRTPO Policy Board Meeting - March 2024

This report provides a summary of recent and upcoming activity of the Commission and its committees. Detailed information, including meeting videos and agendas for upcoming meetings can be found on the [PlanRVA meeting webpage](#).

### **Commission Welcomes 13 New Members!**

- Mr. Chris Bast, Henrico County Citizen Representative
  - *Mr. Bast was appointed to the Public Outreach & Engagement Committee.*
- Mr. [Roscoe Cooper](#), [Henrico County Board of Supervisors](#), Fairfield District
- Ms. [Susan Dibble](#), [Hanover County Board of Supervisors](#), South Anna District
- Mr. [Bill Donati](#), [Powhatan County Board of Supervisors](#), District 1
- Rev. Milton Hathaway, [New Kent County Planning Commission](#)
  - *Rev. Hathaway was appointed to the Public Outreach & Engagement Committee.*
- Mr. William M. Mackey, [Henrico County Planning Commission](#)
  - *Mr. Mackey was appointed to the Public Outreach & Engagement Committee.*
- Ms. Amy Pearson, [New Kent County Board of Supervisors](#), District 3
- Mr. Frank Petroski, [Chesterfield County Planning Commission](#)
  - *Mr. Petroski was appointed to the Public Outreach & Engagement Committee.*
- Mr. [Jody Rogish](#), [Henrico County Board of Supervisors](#), Tuckahoe District
- Mr. [Dan Schmitt](#), [Henrico County Board of Supervisors](#), Brooklyn District
- Ms. [Jessica Schneider](#), [Chesterfield County Board of Supervisors](#), Clover Hill District
  - *Ms. Schneider was appointed to the Public Outreach & Engagement*
- Ms. Jordan Stewart, [New Kent County Board of Supervisors](#), District 5
  - *Ms. Stewart was appointed to the Audit, Finance and Facilities Committee.*
- Ms. [Misty Whitehead](#), [Henrico County Board of Supervisors](#), Three Chopt District

### **Orientation Held**

PlanRVA held an orientation session for new members at its February 8, 2024, meeting. The orientation was open to new and current members of the Commission as well as members of the Richmond Regional Transportation Policy Board and the Central Virginia Transportation Authority.

The meeting, including the orientation, can be viewed on the [PlanRVA YouTube Channel](#).



### **Upcoming Meetings**

- **Public Outreach & Engagement Committee – March 28, 2024 – 9:00 a.m.**
- **Commission & Executive Committee – April 11, 2024 – 8:30 a.m.**
- **Audit, Finance & Facilities Committee – April 16, 2024 – 9:30 a.m.**