



Photo: Train tracks at Greenwood Road, Hunton area, Henrico County

Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory



NOTES

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

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

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

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

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

AGENDA

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
Tuesday, June 11, 2024, 9:00 a.m.
Zoom Meeting**

If you wish to participate in this meeting virtually, please register via Zoom at the following link:
https://planrva-org.zoom.us/webinar/register/WN_I10mRBXnQSCE2r4MyN8GvQ

- 1. Welcome and Introductions**
(Vidunas)
- 2. Roll Call & Certification of a Quorum**
(Scott)
- 3. Consideration of Amendments to the Meeting Agenda**
(Vidunas)
- 4. Approval of May 14, 2024, TAC Meeting Minutes** – page 4
(Vidunas)
Action requested: approval of minutes as presented (voice vote).
- 5. Open Public Comment Period**
(Vidunas /5 minutes)
- 6. TAC Chairman’s Report**
(Vidunas /10 minutes)
- 7. Transportation Alternatives (TA) Funding Request - #FLT Rt. 1 (Gettings - Dwight) SW/Bike Project (UPC 118067)** - page 8
(Busching/10 minutes)
Action Item.
- 8. FY24 - FY27 Transportation Improvement Program Amendment – Multimodal Improvements on S. Laburnum Ave. Over I-64 Henrico (UPC T29562)** - page 11
(Heller/10 minutes)
Action Item.
- 9. FY24 - FY27 Transportation Improvement Program Amendment – Henrico County Community Charging Network (T29563)** - page 15
(Ramos/10 minutes)
Action Item.
- 10. FY24 - FY27 Transportation Improvement Program Amendment – Maintenance/Admin Facility Expansion (GRTC050)** - page 19
(Ramos/10 minutes)

Action Item.

- 11. SMART SCALE Round 6 – Local/Agency Project Endorsements** - page 23

(Busching/10 minutes)

Action Item.

- 12. SMART SCALE Round 6 – RRTPO Projects** - page 49

(Busching/10 minutes)

Action Item.

- 13. Transportation Agency Updates**

(10 minutes)

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

- 14. [PlanRVA Newsletter: The Better Together Connector \(linked\)](#)**

Information item.

- 15. TAC Member Comments**

(Vidunas /5 minutes)

- 16. Next Meeting: Tuesday, July 9, 2024, at 9:00 a.m.**

(Vidunas)

- 17. Adjournment**

(Vidunas)

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC)
PlanRVA James River Boardroom,
424 Hull Street, Suite 300, Richmond, VA 23224 and via Zoom
May 14, 2024 - 9:00 a.m.**

MEMBERS and ALTERNATES (A) PRESENT:

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

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

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

1. Welcome and Introductions

Chair Vidunas opened the meeting at 9:02 a.m. and welcomed attendees.

2. Roll Call & Certification of a Quorum

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

3. Consideration of Amendments to the Meeting Agenda

There were no requested amendments to the agenda.

4. Approval of April 9, 2024, Meeting Minutes

On motion by Sarah Rhodes, seconded by John O'Keefe, the members of the RRTPO Technical Advisory Committee voted to approve the meeting minutes as presented (voice vote).

5. Open Public Comment Period

There were no requests to address the committee.

6. TAC Chairman's Report

Chair Vidunas reminded everyone that the Transportation Forum is this Friday at Main Street Station.

7. FY24 - FY27 Transportation Improvement Program Amendment – Atlee Station Road Widening, Phase 2 (UPC 115195)

Myles Busching, RRTPO Secretary, presented this request and reported that the amendment was requested by VDOT. It has been reviewed by staff and found consistent with the requirements for RRTPO approval.

On motion by Barbara Smith, seconded by Joe Vidunas, the members of the RRTPO Technical Advisory Committee voted to approve the meeting minutes as presented (roll call vote; see below).

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

8. FY24 - FY27 Transportation Improvement Program Amendment - Transforming Rail in Virginia / VPRA (UPC 124309)

Mr. Busching presented this request and reported that the amendment will update the planned obligations and estimated cost for the State-Sponsored Amtrak Service/Transforming Rail in Virginia Initiative project (UPC 124309). This project is already included in the TIP as of November 2023. The CMAQ funding on this project was expected to be flexed to FTA and administered through DRPT. The project cost and planned obligations were split across MPOs based on stops served.

Committee members had questions and Mr. Busching clarified that are a handful of projects in the STIP that encompass areas larger than this region. Sarah Rhodes clarified that this is a large, unique statewide project.

On motion by Dironna Moore Clarke, seconded by Barbara Smith, the members of the RRTPO Technical Advisory Committee voted to approve the meeting minutes as presented (roll call vote; see below).

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

Amy Inman joined the meeting at 9:20 a.m.

9. Regional Funding Framework Revisions

Mr. Busing reported that there have been concerns expressed regarding:

- Time commitment
- Existing project priority and cost overruns
- Not funding regional priorities
- Reduced funding options for bike/ped
- Project readiness
- Coordination and timing

Mr. Busching shared results of the preliminary review that was conducted by staff. The plan is to gain consensus to conduct an in-depth review and potentially develop an update to the program framework.

Members volunteered to be part of the review group: Austin Goyne, Sharon Smidler, Dironna Moore Clarke and Sarah Rhodes.

10. Climate Pollution Reduction Grant (CPRG) Update

Nicole Keller, PlanRVA, presented this update to the committee. She provided an overview of the grant and the deliverables for the next four years.

She explained that there is a real need to align the long-range transportation plan with the CPRG. The presented two models/options for TAC to participate and work to align the plans to best achieve the 2050 targets.

Committee members had questions and Ms. Keller explained that part of the plan development includes analysis of who is authorized to initiate the recommended measures.

TAC members shared their preferences on the two options for participation. There was a consensus to opt for Model 1 – Updates at some TAC meetings. Corey Robinson, GRTC, volunteered to be part of the transportation workgroup.

11. Transportation Agency Updates

a. DRPT

Tiffany Dubinsky provided an update on upcoming DRPT events:

- May 16 – Public hearing for FY25 six-year plan.
- May 29 - Open house to celebrate the career and retirement for DRPT's executive director.

b. GRTC

Corey Robinson provided this update. He reported on GRTC's new employees, route extensions and realignment, Link microtransit launches and recent ridership statistics.

c. RideFinders

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

- Attended the following employer events- Lunch and Learn at DEQ and Office of Attorney General Benefits Fair.
- Participated in Southampton Elementary School's Career Day and attended ChamberRVA's Inside Peak on Richmond Downtown Development.
- Continued assisting GRTC with Microtransit outreach in Ashland and Clover Dale zones.
- Hosted RideFinders Advisory Board on April 23rd and provided organizational updates.
- RideFinders has been selected by the Association for Commuter Transportation to participate in a new TDM accreditation pilot program.

d. VDOT

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

10. [PlanRVA Newsletter: The Better Together Connector \(linked\)](#)

This was an information item.

11. TAC Member Comments

Dironna Moore Clarke holding its Spring Speed Symposium tonight at Main Street Station.

12. Next Meeting

Chair Vidunas noted the next meeting will be held on June 11, 2024.

13. Adjournment

Chair Vidunas adjourned the meeting at 10:02 a.m.

ACTION ITEM June 11, 2024

TO Technical Advisory Committee

SUBJECT Transportation Alternatives (TA) Funding Request - #FLT Rt. 1
(Gettings - Dwight) SW/Bike project (UPC 118067)

BRIEF:

Selecting and prioritizing projects for funding is one of the primary roles of the RRTPO in developing the regional transportation system. Projects selected by the TPO to receive funding are included in the Six-Year Improvement Program (SYIP) for adoption by the Commonwealth Transportation Board (CTB). The RRTPO has received a request for additional Transportation Alternatives (TA) funding for the #FLT Rt. 1 (Gettings - Dwight) SW/Bike project (UPC 118067), a segment of the Fall Line. VDOT has confirmed the RRTPO has sufficient previous funding in balance entry for this request.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should review the proposed award of TA funds to address the deficit on this Fall Line project and recommend approval.

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.

Request Overview: The proposed request seeks to fund a \$184,332 deficit on the #FLT Rt. 1 (Gettings - Dwight) SW/Bike project. Per the regional funding framework, projects are eligible to request additional funding outside of the usual cycle for the construction phase. This project is ready to advertise, pending resolution of the deficit. The reason for the increase to the estimate involves redesign and construction costs associated with increasing the trail and buffer width to the desired typical section for the Fall Line trail.

The table below shows the proposed approach to funding the deficit. The proposed solution would cover the entire deficit with federal Transportation Alternatives (TA) funding. Chesterfield already has an additional \$93,140 in local money on the project beyond the currently required match, and a portion of this money would serve as the match for the additional TA funds. VDOT has confirmed that the RRTPO has previous TA funds in balance entry to cover this request.

	Previous	New/Proposed	Delta
Estimate	\$ 668,140	\$ 852,332	\$ 184,192
Total Allocations	\$ 668,140	\$ 852,332	\$ 184,192
Transportation Alternatives (TA) - Federal	\$ 460,000	\$ 644,192	\$ 184,192
Transportation Alternatives (TA) - Match	\$ 115,000	\$ 161,048	\$ 46,048
Local/No Post	\$ 93,140	\$ 47,092	\$ (46,048)

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.

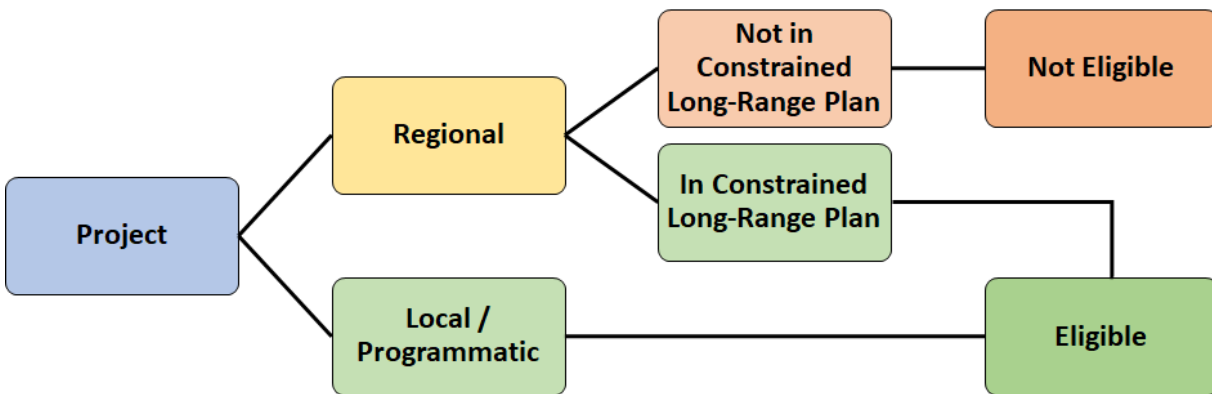


Figure 1: ConnectRVA 2045 Consistency Workflow

All sections of the Fall Line are regional and included in the constrained plan. The financial plan also envisions regional TPO funds being used to advance regional projects. This proposal is consistent with the long-range transportation plan.



Item 7.

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

ACTION ITEM June 11, 2024

TO Technical Advisory Committee

SUBJECT FY24 – FY27 Transportation Improvement Program (TIP) – Multimodal Improvements on S. Laburnum Ave. Over I-64 Henrico (UPC T29562)

BRIEF:

Henrico County submitted a request to amend the Transportation Improvement Program (TIP) to add the Multimodal Improvements on S. Laburnum Avenue Over I-64 (UPC T29562) project. This new project is estimated to cost \$12,611,366 with \$6,300,000 in funding coming through the Reconnecting Communities & Neighborhoods Program. The remaining balance will be paid for with local funding.

RECOMMENDED ACTION:

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

DISCUSSION:

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

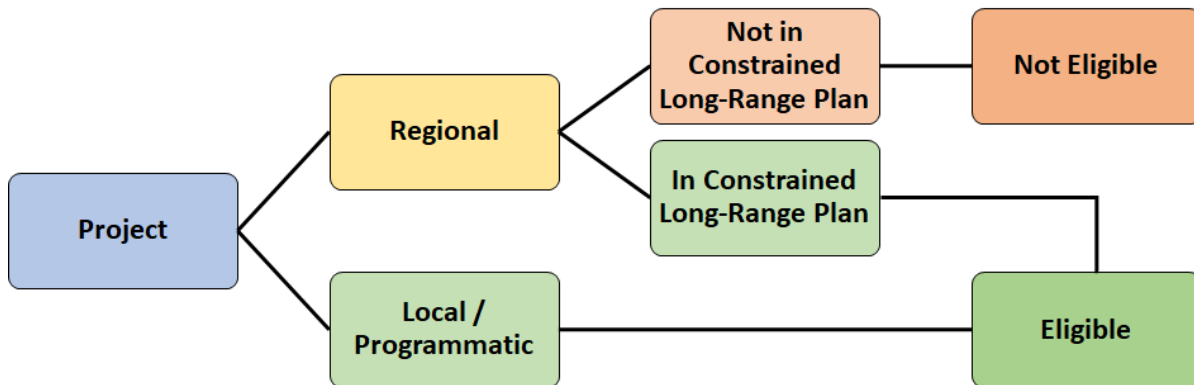
For other funding programs, the RRTPO does not have authority to select projects but is responsible for adding projects to the Transportation Improvement Program (TIP). Based on federal regulations and RRTPO policy, all projects proposed to be added to the TIP are screened for consistency with the regional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

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

Project Overview: With a successful bid for the Reconnecting Communities FY23 Award, Henrico County was awarded \$6,300,000 to make multimodal improvements on S. Laburnum Ave. over I-64. Laburnum Avenue offers some ability to cross I-64, but a lack of pedestrian or bicycle infrastructure makes the crossing a

safety concern. This project will be used to improve safety and provide better access to places of interest south of I-64.

ConnectRVA 2045 Consistency: ConnectRVA 2045 establishes categories of projects which are regional in nature and must be included in the constrained long-range plan (CLRP) prior to inclusion in the TIP. Conversely, other project types are considered either local or programmatic in nature and can advance without being specifically listed. The project types under each category can be reviewed in Chapter 5 of ConnectRVA 2045. This project is considered local/programmatic in nature due to it being a pedestrian/bicycle improvement and proximity to the existing right-of-way. Figure 1 graphically shows the consistency review process.



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 from Air Quality Conformity due to it providing bicycle and pedestrian facilities.

Fiscal Constraint: The amendment of the TIP is triggered by the addition of funds for this newly created project. \$6,300,000 will be provided through RCN award, and the remaining balance of \$6,311,366 will be funded by local funding.

Federal Fund Source Descriptions:

RCN – Reconnecting Communities & Neighborhoods Program - Provides funds dedicated to reconnecting communities, cut off from opportunity and burdened by past transportation infrastructure decisions. The program funds removing,

retrofitting, or mitigating transportation facilities like highways or rail lines that create barriers to mobility, access, or economic development.

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

ATTACHMENTS:

- A. Draft TIP Project Block

Attachment A – Draft TIP Block

UPC NO	T295562	SCOPE	Facilities for Pedestrians and Bicycles			
SYSTEM	Secondary	JURISDICTION	Henrico County	OVERSIGHT	NFO	
PROJECT	MULTIMODAL IMPROVEMENTS ON S. LABURNUM AVE. OVER I-64			ADMIN BY	Locally	
DESCRIPTION	FROM: THORNHURST STREET TO: GAY AVENUE					
PROGRAM NOTE	TIP AMD – add \$1,703,335 (AC-Other) FFY24					
ROUTE/STREET	S. LABURNUM AVENUE (9999)			TOTAL COST	\$12,611,366	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE AC	Federal - AC Other	\$0	\$1,703,335	\$0	\$0	\$0

ACTION ITEM June 11, 2024

TO Technical Advisory Committee

SUBJECT FY24 – FY27 Transportation Improvement Program (TIP) –
Henrico County Community Charging Network (T29563)

BRIEF:

Henrico submitted a request to amend the Transportation Improvement Program (TIP) to add the Henrico County Community Charging Network (UPC T29563). Henrico was awarded a \$1,452,800 Charging and Fueling Infrastructure (CFI) grant. With match, this \$1,816,000 project will provide charging infrastructure at seven public facilities around the county. This amendment will add the project to the TIP and allow the county to move forward with a project agreement.

RECOMMENDED ACTION:

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

DISCUSSION:

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

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

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

Project Overview: This grant will allow Henrico County to build up to 38 EV charging ports at seven publicly accessible community facilities such as libraries, government centers, parks, and recreation sites. Funds also will be used to establish a process for identifying and planning future phases of EV infrastructure development.

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.

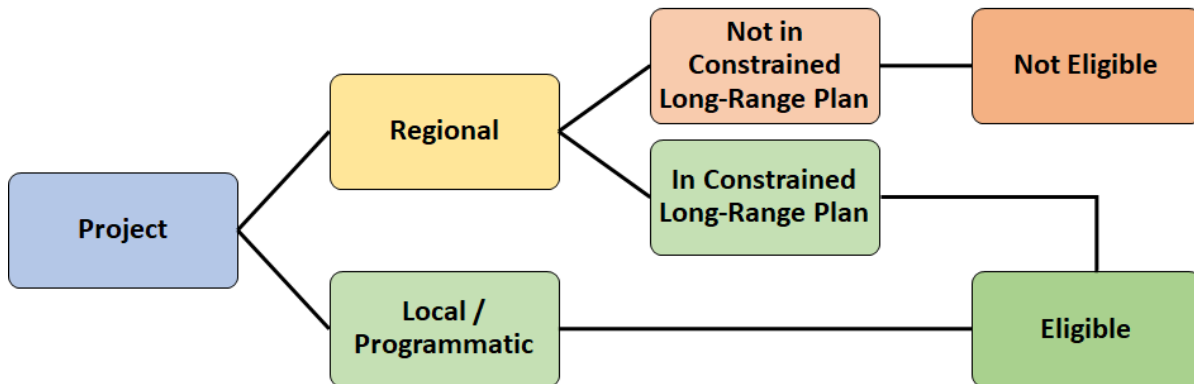


Figure 1: ConnectRVA 2045 Consistency Workflow

This project is considered local/programmatic, and the CFI funding program was not included in the financial plan for ConnectRVA 2045. This project is consistent with the long-range transportation plan.

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. While this project is inside the predefined area it is exempt under the transportation enhancement activities exemption.

Fiscal Constraint: Henrico was awarded \$1,452,800 by the federal government for a CFI grant. The county will provide a 20% match for a total cost of \$1,816,000.

Federal Fund Source Descriptions:

CFI – The Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) is a competitive grant program to strategically deploy publicly accessible electric vehicle charging infrastructure as well as hydrogen, propane, and natural gas fueling infrastructure along designated Alternative Fuel Corridors or in other publicly accessible locations. Priority is given to projects that expand access to EV charging and alternative fueling infrastructure within rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces.

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

ATTACHMENTS:

- A. Draft TIP Project Block

Attachment A – Draft TIP Block

UPC NO	T29563	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Henrico County	OVERSIGHT	NFO	
PROJECT	HENRICO COUNTY COMMUNITY CHARGING NETWORK			ADMIN BY	Locally	
DESCRIPTION	FROM: VARIOUS TO: VARIOUS					
PROGRAM NOTE	TIP AMD - ad \$363,200 (AC-Other) FFY24 PE phase; add \$1,452,800 (AC-Other) FFY25 CN phase					
ROUTE/STREET	COUNTY WIDE (MULTIPLE LOCATIONS) (9999)			TOTAL COST	\$1,816,000	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE AC	Federal - AC OTHER	\$0	\$363,200	\$0	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$0	\$1,452,800	\$0	\$0

ACTION ITEM June 11, 2024

TO Technical Advisory Committee

SUBJECT FY24 – FY27 Transportation Improvement Program (TIP) –
Maintenance/Admin Facility Expansion GRTC050

BRIEF:

GRTC submitted a request to add a new project to the TIP. The project was in the previous FY21 - FY24 TIP, but the funds were never obligated. This project supports expansion of the GRTC maintenance and administration facilities.

RECOMMENDED ACTION:

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

DISCUSSION:

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

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

The proposed amendment requested by GRTC 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:

In 2016 GRTC acquired the parcel at 325 East Belt Boulevard, the property adjacent to GRTC Headquarters. The purchase was made to secure the property for future expansion of the headquarters parking lot and/or future expansion of administrative office space. GRTC is working to complete an Environmental Assessment, remediation plan, remediation, and demolition of the existing improvements on the property. The current condition of the property poses a

potential public safety and public health risk to both GRTC staff and the surrounding community.

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. Transit operations, including administrative and maintenance facilities, are considered local/programmatic and consistent with ConnectRVA 2045.

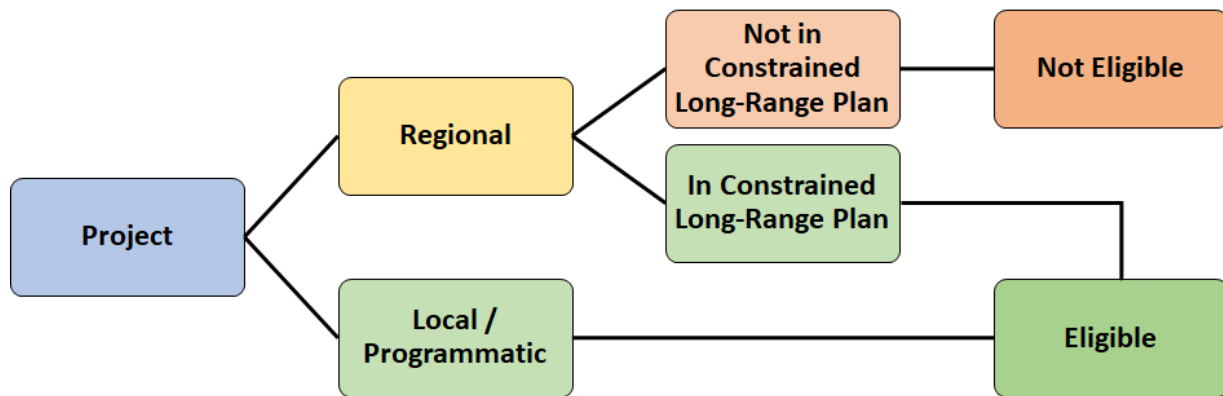


Figure 1: ConnectRVA 2045 Consistency Workflow

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. This project is in the predefined area and has previously been determined not to be regionally significant for air quality.

Fiscal Constraint: This project is already funded via FTA 5307, state, and local funds. The proposed obligations are consistent with funding allocated in the six-year improvement program.

Federal Fund Source Descriptions:

FTA 5307 - The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas. An urbanized area is an area that has been defined and designated by the U.S.

Department of Commerce, Bureau of the Census as an 'Urban Area' with a population of 50,000 or more.

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

ATTACHMENTS:

- A. Draft TIP Project Block

Draft TIP Project Block

STIP ID	GRTC050	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company			
PROJECT	Maintenance/Admin Facility Expansion			ADMIN BY	GRTC	
MPO NOTES	TIP AMD: Add new project			TOTAL	\$1,190,200	
	FUND SOURCE	FY24	FY25	FY26	FY27	
	Federal - FTA 5307	\$952,152	\$0	\$0	\$0	
	State	\$0	\$0	\$0	\$0	
	Local	\$238,048	\$0	\$0	\$0	

ACTION ITEM June 11, 2024

TO Technical Advisory Committee

SUBJECT Smart SCALE Round 6 –
Localities and Agency Project Endorsements

BRIEF:

SMART SCALE is a funding method that utilizes available funds by using specific criteria to prioritize projects based on specific criteria to maximize the benefits of infrastructure improvements. This program requires projects either need to be included in the constrained long-range plan (CLRP) or have a specific endorsement from the Metropolitan Planning Organization MPO. Localities submit projects and then MPO staff then select relevant projects and then submit them for TAC approval.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should review and recommend endorsement of the locality and agency projects for SMART SCALE Round 6.

DISCUSSION:

SMART SCALE is a process that helps Virginia meet its most critical transportation needs using limited tax dollars. It evaluates 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. The anticipated benefits are calculated, and the projects are scored and ranked. This information is used by the Commonwealth Transportation Board to help guide and inform their project selection decisions.

To support local and regional planning efforts and consistency with the CLRP, a resolution of support from the MPO is needed for all projects within the MPO study area that are not included in or consistent with the adopted CLRP. This requirement applies to projects submitted by localities and transit agencies.

In addition to the consistency requirements, an MPO resolution of support is also required for all locality sponsored projects on Corridors of Statewide Significance (COSS). Table 2.2 from the Smart Scale Technical Guide, which summaries the requirements for MPO support, is reproduced below.

Table 2.2 Eligibility to Submit Projects

Project Facility Type	Regional Entity (MPOs, PDCs)	Locality (Counties, Cities, and Towns)	Public Transit Agencies
Corridor of Statewide Significance	Yes	Yes, with a resolution of support from relevant regional entity	Yes, with resolution of support from relevant regional entity*
Regional Network	Yes	Yes, with a resolution of support from relevant MPO*	Yes, with resolution of support from relevant regional entity*
Urban Development Area	No	Yes, with a resolution of support from relevant MPO*	No
Safety	No	Yes, with a resolution of support from relevant MPO*	No

* Projects within established MPO study areas that are not identified in or consistent with the regionally adopted Constrained Long-Range Plan (CLRP) must include a resolution of support from the respective MPO Policy Board.

Projects Overview: As project screening had not been completed at the time this staff report was prepared, the draft resolution included all pre-applications submitted in the region. Staff has reviewed each project using the LRTP to determine consistency with the regional plan. In the draft resolution, each project is identified as regionally significant and in the constrained plan, Local/ Programmatic consistent with the plan, or regionally significant and not in the constrained plan. In a few cases where staff did not have sufficient detail, the project was marked as unclear with a note about the potential LRTP project identifier. The staff review is attached to this report.

Regionally significant projects that are not in the constrained plan may require an LRTP amendment if the project is selected for funding to ensure consistency between the LRTP and the TIP. Endorsing these projects is a commitment to taking these necessary steps in the future, if needed.

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. A summary of the consistency review is included in the tables under Attachment A.

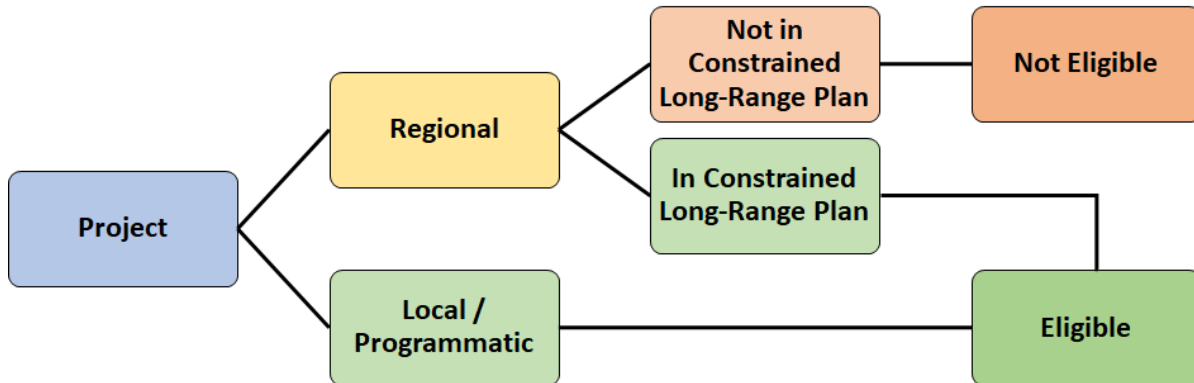


Figure 1: ConnectRVA 2045 Consistency Workflow

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

ATTACHMENTS:

- A. Project List

Project List

PROJECT	DESCRIPTION	CONNECTRVA CATEGORY	ID
Rt. 1 and Ashcake Intersection	The Route 1 and Ashcake Road signal and pedestrian improvements provide a pedestrian connection from the intersection to the proposed (VDOT Proj. 001-116-286) Route 1 widening improvements north of Ashcake Road. The project proposes high visibility crosswalks and pedestrian push buttons on all legs of the intersection and ADA curb ramps on all corners.	Local or Programmatic	
I-95 and Route 54 Interchange	This project consists of converting the existing interchange of I-95 and Route 54 (England Street/E Patrick Henry), Exit 92A, to a diverging diamond interchange. The improvements include retrofitting the existing bridge, two new signals at the proposed crossovers along Route 54, and ramp improvements.	Regional	FHW-169
Courthouse Rd at Dakins Dr R-Cut and Bike/Ped Improvements	Convert intersection to an R-Cut by installing directional island at Dakins/Central Baptist Church X-over on Courthouse Road, constructing SB channelized left turn lane & bump out for u-turns approximately 500' south of Dakins Drive and bump out for u-turns on SW corner of Courthouse Road/Lucks Lane. Project will include sidewalk on the east side of Courthouse Road from Dakins Drive to Lucks Lane and shared use path on the west side of Courthouse Road from Lucks Lane to Central Baptist Church. Project will include installation of pedestrian signal at Courthouse Road/Lucks Lane intersection to facilitate the crossing of the south and west legs of Courthouse Road and Lucks Lane. Project includes ADA-accessible crossings at roads and entrances. Project includes intersection lighting for the Courthouse Road/Lucks Lane intersection.	Local or Programmatic	

<p>Rivers Bend Boulevard/Kingston Avenue Roundabout</p>	<p>Construction of a hybrid 2x1 roundabout at the intersection of Rivers Bend Boulevard and Kingston Avenue to mitigate pattern of angle crashes. Provide pedestrian accommodations (crosswalks, ADA-accessible ramps, refuge islands) to cross all four legs of the roundabout. Construct sidewalk (5 foot) on all four quadrants of the intersection and tie into existing sidewalk on southwest corner of intersection. Construct sidewalk along north side of Rivers Bend Boulevard from northeast quadrant of Rivers Bend Boulevard/Kingston Avenue intersection to Liverpool Lane (430 ft).</p>	<p>Local or Programmatic</p>	
<p>Belmont Road/Cogbill Road - Roundabout</p>	<p>Construct a single-lane roundabout at the intersection of Belmont Road and Cogbill Road to mitigate pattern of angle crashes. Provide pedestrian accommodations (crosswalks, ADA-accessible ramps, refuge islands) to cross all four legs of the roundabout and construct sidewalk (5-foot) / shared use path (10-foot) on all four quadrants of the intersection.</p> <p>Construct a 10-foot shared-use path from a point 0.16 miles south along the east side of Belmont Rd to the intersection of Belmont Rd/Cogbill Rd. Construct a 10-foot shared-use path from a point 0.07 miles east along the north side of Cogbill Rd to the intersection of Belmont Rd/Cogbill Rd. This project constructs a phased improvement of a future bike/pedestrian network between Stratton Park, Cogbill Park, and Pocahontas State Park as shown on the County's Bikeways and Trail Plan (see attached). This project, in addition to future phases, will ultimately provide adjacent communities access to three parks.</p>	<p>Local or Programmatic</p>	

<p>#FLT Rt 1 (Walmsley Blvd-Falling Ck Ave) SW/Bike/Transit</p>	<p>Construct multiuse trail along east side and sidewalk along west side of Route 1 between Walmsley Boulevard and Falling Creek Avenue; provide transit stop enhancements within the project limits. The project includes the installation of ornamental, pedestrian-scale street lights to enhance safety and security for those using the trail/sidewalk after dark.</p>	<p>Local or Programmatic</p>	<p>FAT-10</p>
<p>#FLT Rt 1 (Elliham Ave - Dwight Ave) SW/Bike/Transit</p>	<p>Construct a multiuse trail (section of the Fall Line Trail) along east side of Route 1 between Elliham Avenue and Myron Avenue; construct sidewalk along west side of Route 1 between 0.04 mile north of Alcott Road to DSCR entrance (opposite Dwight Avenue); provide transit stop enhancement to bus stop south of Elliham Avenue, northbound. The project includes the installation of ornamental, pedestrian-scale streetlights to enhance safety and security for those using the trail/sidewalk after dark.</p>	<p>Local or Programmatic</p>	<p>FAT-7</p>
<p>Salem Church Road/Kingsland Road Roundabout</p>	<p>Construct a single-lane roundabout at the intersection of Kingsland Rd and Salem Church Rd to mitigate pattern of angle crashes. Provide pedestrian accommodations (crosswalks, ADA-accessible ramps, refuge islands) to cross all four legs of the roundabout. Construct sidewalk (5 foot) / shared use path (10 foot) on all four quadrants of the intersection to tie into proposed shared use path and sidewalk to be constructed by others.</p>	<p>Local or Programmatic</p>	

<p>Chester Rd/Hamlin Creek Pkwy Roundabout & Old Ln Imprvts</p>	<p>Construct a 2x1 hybrid roundabout at the intersection of Chester Road and Hamlin Creek Parkway to improve operations and safety at the intersection. Construct access management improvements at the intersection of Chester Road and Old Lane to restrict left-out movements from Old Lane onto Chester Road. Provide pedestrian accommodations (crosswalks, ADA accessible ramps, refuge islands) to cross all four legs of the roundabout and construct sidewalk (5 foot) / shared use path (10 foot) on all four quadrants of the intersection. Construct shared use path along the east side of Chester Road from Old Lane to Hamlin Creek Parkway (500 ft). Construct shared use path along the east side of Chester Road from Hamlin Creek Parkway to 400 feet south. Construct sidewalk along the west side of Chester Road from Old Lane to Hamlin Creek Parkway (500 ft).</p>	<p>Local or Programmatic</p>	
<p>Rt 60 (Old Otterdale Rd-Woolridge Rd) Corridor Enhancements</p>	<p>On Rt 60: Construct a SUP along the south side and missing sections of SW from Old Otterdale Rd to Woolridge Rd. Narrow travel lanes to 11'. Add raised median between Mt. Pisgah Dr and Old Otterdale Rd. Install six mid-block ped crossings (X-walks, ramps, RRFBs or PHBs): Winterfield X-ing, Charter Colony Mall, Village Mill Dr, Sycamore Sq Dr, Salisbury Dr, east of Mt Pisgah. Add ped signals to existing signals. Project includes streetscaping and pedestrian-scale lighting.</p>	<p>Local or Programmatic</p>	
<p>Courthouse Rd at Cherylann Rd R-Cut & Bike/Ped Improvements</p>	<p>Convert T-intersection to R-Cut by installing directional island at Cherylann Road crossover on Courthouse Rd, constructing u-turn bump out near 750 Courthouse Road. Project will include sidewalk on the east side of Courthouse Road from Kewbridge Court to Lucks Lane & shared use path on the west side of Courthouse Road from Harvest Way to Lucks Lane. Project will include installation of lighting & pedestrian signal at Courthouse Road/Lucks Lane intersection for crossing north leg of Courthouse Road. Project includes ADA-accessible crossings.</p>	<p>Local or Programmatic</p>	

Route 250 at Route 288 Interchange Improvements	This project includes widening eastbound off ramps from Rt 288 to West Broad St to provide added capacity and to allow free flow of traffic from Rt 288 onto Broad St. Includes widening on Broad Street from Wilkes Ridge Parkway to Bon Secours Parkway. Sidewalk improvements along Broad. Traffic Signal modifications at 250/288 NB off, 250/288 SB off, 250/Wilkes Ridge, and 250/Bon secours. It is important to note that this project is in Phase I of the FHWA accepted Build Package for the Short Pump Area Interchange Access Report.	Regional	FHW-163
Rte 288 - New SB Auxiliary Lane South of U.S. 250	Construct new southbound auxiliary lane on Rte 288, approximately 1.4 miles in length, between southbound exit ramp from Rte. 250 (Broad Street Road) and southbound entrance ramp onto Rte. 740 (Tuckahoe Creek Parkway).	Regional	FHW-159
Route 288 Southbound Hard Shoulder Running Lane	The project would reconstruct the shoulder on southbound Route 288 between the on-ramp of West Creek Parkway and the off-ramp of Route 711 to provide an 11-foot hard running shoulder lane to be employed during PM peak travel hours. Installation of gantries with signage detailing usage and ITS improvements within the Route 288 corridor are included. The project also includes construction of emergency pull-offs for disabled vehicles while the hard shoulder running lane is in operation.	Regional	FHW-161
Fairground Rd/Maidens Rd Roundabout	Install a single lane roundabout at the intersection of Fairground Rd and Maidens Rd in Goochland Courthouse Village.	Local or Programmatic	
Fairground Rd/Hawktown Rd Left Turn Lane	Intersection improvements at Fairground Rd and Hawktown Rd to include an eastbound left turn lane from Fairground Rd onto Hawktown Rd.	Local or Programmatic	

<p>A Arts District BRT Station ADA Access / Safety Streetscape</p>	<p>This project will provide sidewalk (2,500 linear feet), 25 new accessible curb ramps for people with disabilities to high frequency transit stops, high-visibility crosswalks, and essential transit infrastructure within the GRTC transfer streets of</p> <p style="text-align: center;">Leigh Street: Brook Rd-1st St; Clay Street: Henry St-Monroe St; Marshall Street: Henry St-2nd St; Broad Street: Henry St-Madison St; Henry Street and 1st Street: Clay St-Broad St; Monroe Street: Brook Rd-Clay St; Jefferson Street and 2nd Street: Marshall St-Broad St; and Brook Road and Adams Street: Leigh St to Marshall St.</p> <p>Improvements are critical to the historic Jackson Ward, where the built environment predates 1991 ADA law and pedestrian routes and transit stops are not navigable for persons with disabilities in a GRTC high transfer zone. This project will complete missing ADA accessible links for high use transfers between local transit stops and Pulse BRT stations. Project scope is based on an extensive 2021 ADA audit.</p>	<p>Local or Programmatic</p>	
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<p>B Downtown Richmond VA Transit Hub</p>	<p>This project will provide a permanent Transit Hub facility in Downtown Richmond located between 8th St and 10th St to the east and west and between Leigh St and Clay St to the north and south, serving as a regional transfer service with extension of the Pulse BRT into Henrico County and Chesterfield County. Improvements are critical to the transit system, which in absence of a main transfer station currently has two major transfer areas for local routes using on street right-of-way and sprawling several City blocks due to current right-of-way use, existing street design, pedestrian safety, lighting, and routing efficiency. Between the two transfer sprawl areas, upwards of 7,500 connections and/or final destinations are made per weekday. The facility will include retail, residential, commuter parking, and on-site amenities and will provide a sheltered place for riders making connections. The facility will include 10 bus bays and facilities for driver break and layover needs.</p>	<p>Regional</p>	<p>FTR-901</p>
<p>C Chamberlayne Avenue North-South BRT Phase II</p>	<p>This project will provide dedicated bus rapid transit (BRT) lanes and associated transit and multimodal corridor improvements along the 2.5-mile stretch of Chamberlayne Avenue from Azalea Avenue to Lombardy Street as part of the new North-South BRT line to increase access to reliable and high-frequency transit service. This project will include BRT stations, roadway and traffic signal improvements to accommodate the dedicated BRT lanes, including transit signal priority, sidewalk, access management, and streetscape, and bicycle, pedestrian, and transit access improvements and crossing accommodations at six signalized intersections and 34 transit stops.</p>	<p>Regional</p>	<p>FTR-5</p>

<p>Pulse Ext West</p>	<p>This project includes the design, right-of-way acquisition, and construction of the extension of GRTC’s Pulse Bus Rapid Transit route from the current terminus at Willow Lawn to the intersection of Parham Road and West Broad Street. This project will include approximately of 1.25 miles of dedicated shared bus and bike lanes in each direction (50% of alignment), and signal modifications and communication. This project will construct eight (8) BRT stations with level boarding along West Broad Street, including a new westbound station at Willow Lawn, 3 station pairs near Libbie Avenue, Glenside Drive, and Wistar, and a new terminus at N Parham Road. This project will also construct a park-and-ride lot, adding a key component of the original Broad Street BRT project scope, and will include five (5) 60-foot articulated vehicles.</p>	<p>Regional</p>	<p>FPR-8; FTR-6</p>
<p>Roundabout at Intersection of Atlee Road and Barnfield Lane</p>	<p>Improve safety and traffic operations by constructing a roundabout at the intersection of Atlee Road and Barnfield Lane. This would be a hybrid roundabout, including two circulating lanes along Atlee Road and one circulating lane along Barnfield Lane. Pedestrian facilities for all approaches of the intersection would also be installed.</p>	<p>Local or Programmatic</p>	
<p>Park and Ride on US 301 Corridor</p>	<p>The proposed improvement includes constructing a park and ride lot in the southeast corner of Chamberlayne Road/Times Dispatch Boulevard intersection. This would include a right-in/right-out restricted access from Times Dispatch Boulevard for vehicles and a sidewalk access from Chamberlayne Road for pedestrians.</p>	<p>Local or Programmatic</p>	

<p>Operational and Bike/Ped Improvements on US Route Corridor</p>	<p>This project proposed several improvements to the signalized intersections along US Route 301 (Chamberlayne Road) Corridor between I-295 and Atlee Road. The improvements are targeted to address capacity, safety and bike/pedestrian VTRans needs along the corridors. The proposed improvements are anticipated to improve traffic operations at the intersections as well as along Chamberlayne Road corridor, improve pedestrian accommodations and improve vehicular/pedestrian safety. The improvements will include the following intersections:</p> <ul style="list-style-type: none"> - Cudlipp Avenue / Lockwood Boulevard - Leon Lane / Times Dispatch Boulevard - Atlee Station Road - Atlee Road 	<p>Local or Programmatic</p>	
<p>Atlee Road Shared Use Path (SUP)</p>	<p>Upgrade the existing sidewalk to a shared-use path (SUP) along the eastbound side of Atlee Road from US Route 301 (Chamberlayne Road) to the railroad overpass just east of Atlee Station Road. This project will also connect gaps in the existing sidewalk. These changes will improve pedestrian safety by providing connectivity and accessibility for pedestrians and bicyclists along the corridor.</p>	<p>Local or Programmatic</p>	

<p>E. Parham Road Improvements - I-95 to Cleveland St</p>	<p>The project will add one through lane (three total) westbound on Parham Road from the Wal-Mart Shopping Center signal to Cleveland Street; The new through lane will become a right-turn lane between Hungary Rd. and Cleveland St. New crosswalks across north, south, east approaches w/ 6' wide medians for pedestrian refuge and pedestrian signals at the Parham Rd. & Brook Road intersection. New sidewalk on both sides of Parham Road between Brook Road and Wal-Mart Shopping Center will be installed. A crosswalk and pedestrian signal equipment will be installed for a west leg crossing. New sidewalk on east side of Brook Road south of Parham Road to tie into existing sidewalk network; Provide new sidewalk on the north side of Parham Road and Hungary Road to tie into the proposed Fall Line Trail; Provide new pedestrian curb ramps on west side of Brook Road at Concord Avenue; Provide new traffic signal poles with luminaires for improved pedestrian safety.</p>	<p>Regional</p>	<p>FHW-119</p>
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<p>Glenside Drive and Horsepen Road Safety Improvements</p>	<p>The project will install sidewalk to fill in network gaps along on both sides of Horespen Rd. and Glenside Dr. from Three Chopt Rd. 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 parrallel right-turn lane. Crosswalks will be installed at the Horsepen Rd. and Three Chopt Rd. intersection and the signal will be modified for the geometric changes and 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 improvement will be made on Glenside Dr. at Furman Ave. and Eaton Rd.</p>	<p>Local or Programmatic</p>	<p>FHW-30</p>
<p>Parham Road Ped Improvements - Holly Hill to Three Chopt</p>	<p>This project will fill in sidewalk along both sides of N. Parham Road from Quioccasin Road to Three Chopt Road. Other improvements include removal of slip lanes at Quioccasin Rd and N. Parham intersection, and installation of pedestrian at-grade crossings at the signalized intersection within the project limits. The pedestrian improvements at the signalized intersection will include ADA ramps, push buttons and pedestrian signal heads. The existing median on Eastridge Road (East/West) will be extended, and the intersection of Eastridge Road (East/West) and Eastridge Road (North/South) to be modified to a right-in/right-out configuration.</p>	<p>Local or Programmatic</p>	

<p>Williamsburg Rd Improvements - Randall Av to Charles City Rd</p>	<p>This project will construct a five (5) foot wide sidewalk along both sides of Williamsburg Road from Randall Avenue to Robin Grey Lane. Project will include ADA ramps and upgrades to two GRTC bus stops. Pedestrian signal-heads, pushbuttons, and crosswalks will be added at the signalized intersection of Eanes Lane. Pedestrian lighting at the existing signalized intersections will be evaluated during the design phase. The left-turn lanes along Williamsburg Rd. at Eanes Ln. will be extended for additional storage.</p>	<p>Local or Programmatic</p>	
<p>W Broad St and Parham Rd Intersection Improvements</p>	<p>Modify the intersection of W Broad Street and N Parham Road to act as a quadrant intersection using Skipwith Road. The project includes elimination of the NB left turn lane and median nose modifications at W Broad St and Parham Road, extension of left turn lanes at Parham Road and Skipwith Road, and median turn lane restrictions on Broad Street between Skipwith Road and Carousel Lane. The project also includes sidewalk on Parham Road between W Broad St and Skipwith Road.</p>	<p>Regional</p>	<p>FHW- 123</p>
<p>Mechanicsville Tpke (Rte 360) SUP - Laburnum Ave to City</p>	<p>The project will provide an approximately 1.52-mile shared use path along the east side of US Route 360 (Mechanicsville Turnpike) between Laburnum Avenue and the Henrico County / City of Richmond limits. The proposed path will be a 10' wide asphalt path with a 4' buffer. Signalized pedestrian crossings will be provided at the existing traffic signals at E. Laburnum Avenue, Byron Street, Dill Road, Harvie Road, Watts Lane, and Bloom Lane.</p>	<p>Local or Programmatic</p>	

<p>Nine Mile Rd Improvements - Gordons Ln to Dabbs House Rd</p>	<p>This project will provide pedestrian accommodations and improve safety by providing access management improvements, signal modifications to accommodate the proposed improvements, and ped access and crossing accommodations at 2 signalized intersections along Nine Mile Road from Gordons Lane to Dabbs House Road. The pedestrian improvements include a 5' sidewalk along the south side of the corridor from Gordons Lane and Dabbs House Road.</p>	<p>Local or Programmatic</p>	
<p>Springfield Road Improvements</p>	<p>This project proposes intersection and roadway improvements and bicycle/pedestrian accommodations on Springfield Road (State Route 157) between Staples Mill Rd (US Route 33) and Francistown Road. This project will add two approach lanes on eastbound Springfield Road (SR 157) at the intersection with Staples Mill Road (US 33). The proposed configuration will be dual lefts, a through lane, and a dedicated right turn lane. The existing shoulder/roadside ditch will be upgraded to curb and gutter with drainage improvements along Springfield Road within the project limits. Approximately 1,500 linear feet of 10-foot wide shared-use path will be constructed along Springfield Road on the north side between Staples Mill Road and Francistown Road which will increase pedestrian connectivity.</p>	<p>Local or Programmatic</p>	

<p>Brook Road Improvements – Azalea Ave to Brook Run Shping Ctr</p>	<p>This project proposes intersection and roadway improvements and bicycle/pedestrian accommodations on Brook Road between Brook Road Plaza entrance and Azalea Avenue. This project includes converting the existing left turn onto the I-95 ramp to a restricted crossing U-turn movement at the existing unsignalized intersection with S Wilmer Avenue and converting the existing free flow right-turn from I-95 northbound to N Wilmer Avenue to a signal-controlled dual right movement. This project also includes improving the typical section of Brook Road for the 0.5 mil stretch between Brook Road and Azalea Avenue by providing a 10-foot-wide shared-use path along the east side of Brook Road between the Brook Run Plaza Entrance and N Wilmer Ave and a 5-foot-wide bike lanes on northbound and southbound Brook Road between N Wilmer Avenue and Azalea.</p>	<p>Local or Programmatic</p>	
<p>W Broad St & Glenside Dr Intersection Improvements</p>	<p>The proposed project will provide additional turn lanes and through lanes at the intersection of W. Broad Street at Glenside Drive. The improvements on the southbound approach include reconfiguration of the existing left turn lane into a third thru lane, accommodated through re-purposing one northbound lane, median modifications, and shifting the left turn lane. The improvements on the northbound approach include the reconfiguration of the existing northbound shared through-left lane into a second dedicated left-turn and a second dedicated through lane, accommodated through widening to the outside. Sidewalks will be installed along the west side of Glenside Drive from the development entrance to Paragon Place. The project will also provide a new ADA bus shelter (with amenities) at GRTC stop #429.</p>	<p>Regional</p>	<p>FHW-122</p>

<p>164 Exit 211 Interchange Improvement Project</p>	<p>The proposed interchange configuration consists of constructing a new two-lane bridge, adjacent to the existing bridge, to carry Route 106 traffic over I-64 to facilitate the construction of a proposed Diverging Diamond Interchange. I-64 ramps will be widened and realigned to add capacity and tie into the Route 106 improvements. New signals will be placed along Route 106 at the I-64 ramp intersections. An emergency signal will also be constructed along Route 106 at the existing New Kent Fire Station entrance. This project will support significant commercial and distribution center development that is currently under construction and is expected to generate more than 4.5-miles of back-up onto I-64 in the absence of significant interchange improvements.</p>	<p>Regional</p>	<p>Amd #3</p>
<p>Route 360/I-64 Interchange Improvements</p>	<p>This project will realign the I-64 WB off-ramp at US360 to the unsignalized intersection with the WB on-ramp. A new traffic signal is proposed at the intersection of US 360 and I-64 ramps. The project also includes pedestrian improvements including a 5' sidewalk on both sides of US 360 through the project limits, pedestrian signals, and ADA ramps at the signalized intersections.</p>	<p>Regional</p>	<p>N/A</p>
<p>Busy Street Extended</p>	<p>Extend existing Busy St to Grove Rd. Install signal on Courthouse Rd at Busy St with dual northbound left turn lanes and receiving lane on Busy St. Add second northbound left turn lane to Murray Olds Rd (dual lefts with combined thru/right). Add sidewalk on south side of Busy St and east side of Courthouse Rd. Add shared-use path on west side of Courthouse Road. Add two bus stop landing and amenities pads with sidewalk connections to adjacent commercial entrances on Route 60.</p>	<p>Local or Programmatic</p>	

<p>Rt 288 SB C-D Road with Genito Road Off-Ramp</p>	<p>Extend 2-lane Rt 288 SB C-D road approx 2,030' S of Genito Rd. Typical section will consist of 2 lanes on C-D road & 2 lanes on mainline Rt 288. The right-most C-D lane will merge, reducing the typical section to 3 lanes on Rt 288 S of Genito Rd. The 3-lane section continues approx 2,870' S with the right-most lane tying into the downstream "Rt 288 SB to Rt 360 WB Ramp" project, UPC 111467, creating a continuous aux. lane to Rt 360. Construct SB off-ramp from Rt 288 SB C-D road to Genito WB.</p>	<p>Regional</p>	<p>FHW-168</p>
<p>Rt 288 SB Auxiliary Lane</p>	<p>Extend 2-lane Rt 288 SB C-D road (no barrier wall) approx 2,030' S of Genito Rd. Typical section will consist of 2 lanes on C-D road & 2 lanes on mainline Rt 288. The right-most C-D lane will merge, reducing the typical section to 3 lanes on Rt 288 S of Genito Rd. The 3-lane section continues approx 2,870' S with the right-most lane tying into the downstream "Rt 288 SB to Rt 360 WB Ramp" project, UPC 111467, creating a continuous auxiliary lane to Rt 360. Construct SB off-ramp from Rt 288 SB C-D road to Genito WB.</p>	<p>Regional</p>	<p>FHW-168</p>

<p>U.S. Route 60 at State Route 13/603 RCUT</p>	<p>This proposal (as recommended in a 2019 VDOT study) will construct an RCUT at the intersection of U.S. Route 60 (Anderson Highway) and State Route 13 (Old Buckingham Road), with related improvements at the intersection of U.S. Route 60 (Anderson Highway) and State Route 603 (Academy Road), including additional turn lanes. This will involve improvements at two intersections. At 13/60 there will be a new dedicated right turn acceleration lane from 13 north bound to 60 east bound, an RCUT at 13/60, an taper on east bound 60 onto 13 southbound, a full 200x200 turn lane/taper on 60 west bound turning to 13 south bound, removing pavement on the Maxey Center to the north of 13/60, a 200x200 turn lane on 60 west bound turning north into the Maxey Center. Then at 60/603 there will be an additional 200' turn lane on 60 east bound turning north onto 603, a merge lane on 603 north, and an additional left turn lane on 603 south turning onto 60 east. Signal modifications will also be required.</p>	<p>Regional</p>	<p>FHW-141</p>
<p>U.S. Route 60 at Red Lane Road: Continuous Green-T</p>	<p>The existing signalized intersection at U.S. Route 60 (Anderson Highway) and State Route 628 (Red Lane Road) would be reconfigured as a Continuous Green-T (CGT). The US 60 westbound left -turn lane will be removed. A protected acceleration lane would be added in the median of U.S. Route 60, accommodating vehicles turning onto eastbound U.S. Route 60. This proposal is an initial recommendation in the updated U.S. Route 60 Corridor Study (update currently underway by VDOT).</p>	<p>Local or Programmatic</p>	

<p>Dorset Road, Batterson Road & Route 60 RCUT</p>	<p>Convert intersection of Dorset Road and US 60 to a signalized restricted-crossing U-turn (RCUT) configuration with dual right-turn lanes at the northbound approach. Convert intersection of Batterson Road and US 60 to an unsignalized RCUT. The Batterson Road/US 60 intersection will also serve as the eastbound U-turn location for the Dorset Road/US 60 RCUT.</p>	<p>Regional</p>	<p>FHW-137</p>
<p>New Dorset Road & Route 60 RCUT</p>	<p>Re-alignment and additional lanes would be constructed between New Dorset Road at its intersection with Anderson Highway (Rt. 60) and Judes Ferry Road. This would create an RCUT, and build upon the improvements funded at the Rt. 60/Judes Ferry intersection as part of the 2018 SMART Scale project awarded there.</p>	<p>Regional</p>	<p>FHW-138</p>
<p>A Commerce Road Phase II Fall Line Trail</p>	<p>This project will improve the typical section of Commerce Road along the 2-mile stretch between Decatur Street and Bellemeade Road by providing two through lanes in each direction, a raised median, dedicated turn lanes, a 10' sidewalk with 5' buffer along the west side of the corridor, and a 10' shared-use path with 5' buffer (Fall Line Trail) along the east side of the corridor. The project will further improve multimodal safety and operations by providing access management improvements, signal modifications to accommodate the proposed improvements, and access improvements and crossing accommodations for people who walk, bike, roll, and use transit at five signalized intersections and three transit stops.</p>	<p>Regional</p>	<p>FAT-13</p>

<p>B Port of Virginia Interchange / Commerce Road Streetscape</p>	<p>This project will improve multimodal safety and operations along the 0.4-mile stretch of Commerce Road between Bells Access Road and Walmsley Boulevard by providing a 5' sidewalk with 4' buffer, new dedicated turn lanes, and pedestrian and transit access improvements and crossing accommodations at two existing intersections and three transit stops. This project will also improve multimodal safety and operations at the intersection of Commerce Road and Walmsley Boulevard/I-95 interchange at Exit 69 by providing a multilane roundabout, lane configuration improvements, and pedestrian access improvements and crossing accommodations. Project will improve access management by consolidating commercial entrances, removing 2 entrances in total, and by relocating an existing access point further from the intersection of Commerce Road and Walmsley Boulevard.</p>	<p>Regional</p>	<p>FHW-19</p>
<p>C Forest Hill Avenue Phase II Improvements</p>	<p>This project will improve multimodal safety and operations along the one mile stretch of Forest Hill Avenue from Powhite Parkway to Dorchester Road. The project will provide a raised median for access management where there is not one today, improved dedicated turn lanes, 5' sidewalk with 4' buffer typical section along the eastbound side of the corridor where there is none today, 5' bike lanes with 2' buffer in both directions, crossing accommodations at 3 intersections, bike, pedestrian, and transit access improvements at ten transit stops, and other streetscape features including lighting.</p>	<p>Local or Programmatic</p>	

<p>D Arts District BRT Station ADA Access / Safety Streetscape</p>	<p>This project will provide sidewalk (2,500 linear feet), 25 new accessible curb ramps for people with disabilities to high frequency transit stops, high-visibility crosswalks, and essential transit infrastructure within the GRTC transfer streets of Leigh Street: Brook Rd-1st St; Clay Street: Henry St-Monroe St; Marshall Street: Henry St-2nd St; Broad Street: Henry St-Madison St; Henry Street and 1st Street: Clay St-Broad St; Monroe Street: Brook Rd-Clay St; Jefferson Street and 2nd Street: Marshall St-Broad St; and Brook Road and Adams Street: Leigh St to Marshall St. Improvements are critical to the historic Jackson Ward, where the built environment predates 1991 ADA law and pedestrian routes and transit stops are not navigable for persons with disabilities in a GRTC high transfer zone. This project will complete missing ADA accessible links for high use transfers between local transit stops and Pulse BRT stations. Project scope is based on an extensive 2021 ADA audit.</p>	<p>Local or Programmatic</p>	
<p>E Norfolk Street Bridge Connection</p>	<p>This project will improve multimodal operations and safety by connecting the Scott's Addition neighborhood to Hamilton Street by providing new roadway construction to create a 700' continuous corridor extending Norfolk Street from Belleville Street to Hamilton Street. The proposed Norfolk Street connection includes construction of a new bridge over the CSX railroad. This project will also provide 6' sidewalks on both sides of the roadway and include crossing accommodations at the existing intersection of Norfolk Street and Belleville Street.</p>	<p>Local or Programmatic</p>	

<p>H Arthur Ashe / Hermitage / Westwood / Brookland Roundabout</p>	<p>This project will improve multimodal safety and operations by converting the existing five-legged traffic control signal at the intersection of Arthur Ashe Boulevard/ Hermitage Road/ Westwood Avenue/ Brookland Parkway to a modern roundabout with lane configuration improvements and pedestrian access improvements and crossing accommodations. This project includes a shared use path for the regional Fall Line Trail and provides access improvements to the \$2.4 Billion Diamond District development and the I-95/ I-64 overlap. Access and safety improvements for people who walk, bike, and ride transit will be improved for all ages and abilities.</p>	<p>Local or Programmatic</p>	
<p>I Cowardin Avenue at Semmes Avenue Protected Intersection</p>	<p>This project will improve the intersection of Cowardin Avenue and Semmes Avenue by implementing the protected intersection concept from the Route 60 (Semmes Avenue) Pipeline Study. Improvements which includes removing the southbound right-turn slip lane and adding a southbound right turn protected-overlap phase, removing one through lane per direction from US Route 60 and adding protected bicycle lanes on the north side of Semmes Avenue from 20th Street to 14th Street and on the south side of Semmes Avenue from just east of 20th Street to Cowardin Avenue. Access management will be improved by removal of the southbound right turn slip lane and closure of one existing driveway. Essential transit infrastructure improvements will be provided at four transit stops.</p>	<p>Local or Programmatic</p>	

<p>J Hull Street / Clopton Street / Midlothian Roundabout</p>	<p>This project will improve multimodal safety and operations at the five-legged intersection of Hull Street/Clopton Street/Midlothian Turnpike by converting the existing traffic signal to a peanut style roundabout that has a two-lane approach for eastbound and westbound Hull Street and single-lane approaches on the other three approaches of the intersection. On the north side of the roundabout, the outer circulating lane will exit at Midlothian Turnpike. This project will also provide sidewalk, pedestrian crossing accommodations, multimodal access improvements at three transit stops, and access management improvements by consolidating commercial entrances, removing four entrances in total. A transit only lane is planned for the eastbound Hull Street direction.</p>	<p>Regional</p>	<p>FHW-132</p>
<p>K N-S BRT Midlothian at Belt Boulevard Roundabouts</p>	<p>This project includes the installation of two multilane roundabouts: one at Westover Hills Boulevard and Midlothian Turnpike westbound ramps and one at Belt Boulevard, Old Midlothian Turnpike, and Midlothian Turnpike eastbound ramps. The project will provide a 5' sidewalk with 4' buffer along the east side of Belt Boulevard where there is none today, a 10' shared use path along the east and west sides of Belt Boulevard and Westover Hills Boulevard with an 8' buffer in the typical section where there is none today, crossing accommodations at the two intersections, and bike, ped and transit access improvements at two transit stops. This project will tie into the Belt Boulevard (SR161) BRT and Streetscape project to the south and connect to the James River Branch Trail to the north. This project is on the City's High Injury Street Network and will prepare the intersection for the future north-south BRT providing multimodal safety improvements for people who walk, bike, and ride transit.</p>	<p>Local or Programmatic</p>	

<p>G US Route 360 Mechanicsville Tpk Roundabouts & Streetscape</p>	<p>This project will improve 0.35-miles of Mechanicsville Turnpike (US360) between Fairfield Way and Whitcomb St / Cool Ln by providing one through lane in each direction, a shared center two-way left turn lane, 10' shared use path w/ 5' buffer along the east side, 5' sidewalk w/ 4' buffer along the west side, and 5' sidewalk w/ 4' buffer along Fairfield Way from Spotsylvania St to Rogers St and on Whitcomb St /Cool Ln from 50' west of and 100' east of US360. This project will provide a single lane roundabout at US360 and Fairfield Way and a two-lane roundabout at US360 and Whitcomb St /Cool Ln. Pedestrian access improvements and crossing accommodations will be provided at the two roundabouts and at a new pedestrian hybrid beacon near Redwood Ave with pedestrian refuge island. Essential transit infrastructure improvements will be provided at five transit stops. Access movement improvements include removing/consolidating seven entrances adjacent to the roundabouts to improve safety.</p>	<p>Local or Programmatic</p>	
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ACTION ITEM June 11, 2024

TO Technical Advisory Committee

SUBJECT SMART SCALE ROUND 6 – RRTPO Projects

BRIEF:

SMART SCALE is the project prioritization process to allocate funding to transportation projects, aiming to maximize benefits and efficiency in infrastructure investments. The TPO can submit a maximum of 10 projects, but only submitted 8 pre-applications. These pre-applications allow staff to review and determine if projects require endorsement to proceed.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should review the eight pre-applications and recommend them to the policy board as full applications.

DISCUSSION:

SMART SCALE is a process that helps Virginia meet its most critical transportation needs using limited tax dollars. It evaluates 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. The anticipated benefits are calculated, and the projects are scored and ranked. This information is used by the Commonwealth Transportation Board to help guide and inform their project selection decisions.

A total of 8 pre-applications were submitted by the RRTPO for Round 6. The TAC is tasked with reviewing these 8 submissions and recommending projects to the policy board for full consideration.

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. Each candidate project was screened against these criteria and advanced major regional priorities from the long-range plan.

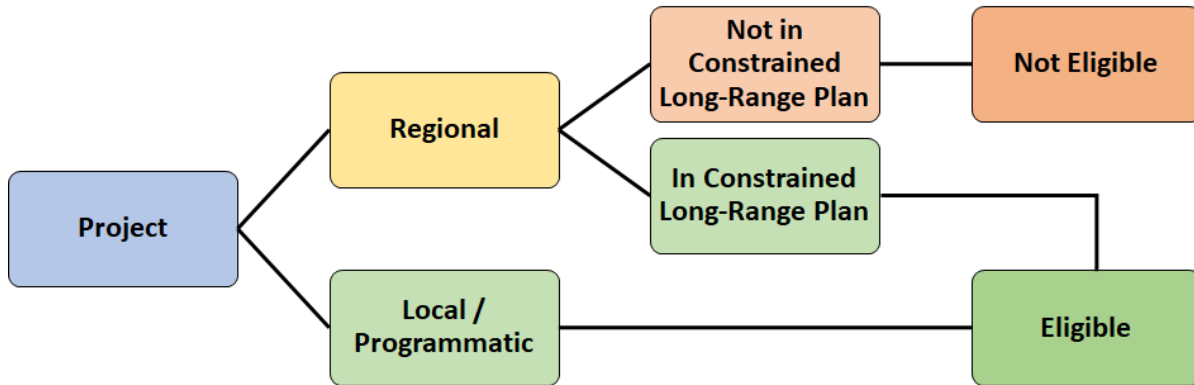


Figure 1: ConnectRVA 2045 Consistency Workflow

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

ATTACHMENTS:

- A. Project List

Attachment A – Project List

Project	Details	ConnectRVA Category	ID
<p>A Walmsley Boulevard Bridge and Extension</p>	<p>This project will improve multimodal safety and operations for Walmsley Boulevard, Commerce Road, Bells Road, and Richmond Highway by providing new roadway construction to create a 0.8-mile continuous corridor connecting Walmsley Boulevard from Commerce Road to Richmond Highway. The corridor will include 12' lanes in both directions of travel, raised median, dedicated turn lanes, a 10' shared use path with 7.5' buffer along the eastbound side, a 5' sidewalk with 4.5' buffer along the westbound side, and bike, ped and transit access improvements at two existing bus stops one one new bus stop to service a new park and ride lot. This project will provide a new 270 space park and ride lot.</p>	<p>Regional</p>	<p>FHW-180</p>
<p>B Belt Boulevard (SR161) North-South BRT / Streetscape</p>	<p>This project will improve the typical section of E. Belt Boulevard (Route 161) along the 0.6 mile stretch between Midlothian Turnpike and Hull Street Road by providing a raised median, dedicated turn lanes, two dedicated BRT transit only lanes, a 10' shared use path with 4' buffer typical section along the south side of the corridor, and a 5' sidewalk with 4' buffer typical section along the north side of the corridor. The project will further improve multimodal safety and operations by providing access management improvements, a Pedestrian Hybrid Beacon (PHB) with ADA accessible ramps, and bike, pedestrian, and transit access improvements at eight transit stops.</p>	<p>Regional</p>	<p>FTR-1</p>

Route 360 (Woodlake - Otterdale) Widening	Widen Rt 360 to six lanes from Cosby Rd to 300' west of Otterdale Rd as recommended by the VDOT Rt 360 Arterial Management Plan (refer to pgs 15 & 16 of attached report) with right turn lanes at Fox Club Pkwy, Otterdale Rd/Cosby Village Dr, and Hampton Park Dr. Construct pedestrian accommodations, crossings & signals along Rt. 360 and at Fox Club Pkwy/Hampton Park Dr and Woodlake Village Pkwy.	Regional	FHW-127
Huguenot Rd (Robious - Cranbeck) Capacity & Safety Improvment	Add one northbound through lane from south of Robious Road to the intersection with Cranbeck Road and one southbound through lane from east of Promenade Pkwy to south of Robious Road. Construct R-Cut intersection at Huguenot/Cranbeck intersection. Provide shared-use path on west side of Huguenot from Big Oak Ln to Robious Rd and along south side of Cranbeck Rd from Huguenot Rd to existing sidewalk (including crossing the railroad tracks). Extend sidewalk along north side of Robious Rd adjacent to mini storage. Provide pedestrian crossings at Cranbeck Rd, Polo Pkwy, and Robious Rd.	Regional	FHW-31 (Vision)

I-95/Route 10 Interchange
 Improvement, Phase II

Modify interchange to a partial cloverleaf interchange. Phase II improvements include: 1) Remove the weaving sections on I-95 and Route 10 by removing the NB I-95 to WB Route 10 and SB I-95 to EB Route 10 loop-ramps. 2) Signalize the SB and NB I-95 off-ramp intersections at Route 10. 3) Widen the SB off-ramp at the Route 10 intersection to provide 3 left-turn lanes to EB Route 10. 4) Widen the NB off-ramp at the Route 10 intersection to provide dual left-turn lanes to WB Route 10. 5) Construct 600' single lane driveway to the facility located in SW loop. 6) Add 1,380' SB I-95 acceleration lane with 300' taper. Add 1,320' NB I-95 acceleration lane with 300' taper. 7) Construct sidewalk (3400 ft) on the south side of Route 10 from entrance west of interchange, through interchange to Old Stage Rd. 8) Construct sidewalk (750 ft) on north side of Route 10 from Chestnut Hill Rd to Old Stage Rd. 9) Modify signal at Route 10 and Old Stage Rd to provide pedestrian crossing on the west leg.

Regional

FHW-
67

Gaskins Road Interchange @ I-64
 (North Quad & Aux Lanes)

This project will remove the I-64 off-ramp Interchange loop in the northeast quadrant at the I-64 and Gaskins Road Interchange and will realign and widen the existing I-64 northbound off-ramp to Gaskins Road eastbound to form a signalized intersection at Gaskins Road. The proposed signalized ramp will contain three (3) 12' left-turn lanes and one (1) 12' right-turn lane. This project will also include the construction of auxiliary lanes along I-64 northbound between the Gaskins Road Interchange and the Broad Street Interchange. This project will include the widening and realignment of the I-64 southbound on-ramp from Broad Street eastbound. This project will include the construction of a 12' through lane along Gaskins Road westbound from the I-64 northbound on-ramp and will tie into the third through lane west of the interchange.

Regional

FHW-
41

<p>Gaskins Road Interchange @ I-64 (Southern Quad)</p>	<p>This project will remove the I-64 off-ramp Interchange loop in the southwest quadrant at the I-64 and Gaskins Road Interchange and will realign and widen the existing I-64 southbound off-ramp to Gaskins Road westbound bound to form a signalized intersection at Gaskins Road. The proposed signalized ramp will contain two (2) 12' left-turn lanes and two (2) 12' right-turn lanes. This project will also include the construction of auxiliary lanes along I-64 southbound between the Gaskins Road Interchange and the Parham Road Interchange. This project will include the realignment of the I-64 southbound on-ramp from Gaskins Road eastbound. This project will also modify the existing Gaskins Road and Three Chopt Road intersection by modifying the eastbound right-turn lane to a shared through/right-turn lane and the existing traffic signal at that intersection will be modified to accept this change.</p>	<p>Regional</p>	<p>FHW-55</p>
<p>Short Pump Area Improvements</p>	<p>This project will improve safety and address traffic congestion with the Short Pump Area of Henrico County. The project includes the proposed new diverging diamond interchange at N Gayton Road and additional mainline improvements along I-64 and N Gayton Road; restriping the eastbound I-64 ramp diverge at I-295 to create one exit only lane and one choice lane; a new auxiliary lane on northbound I-295 between I-64 and Nuckols Road interchanges; converting the existing I-64 and US 250 interchange to a partial cloverleaf interchange with improvements along US 250; construction of an auxiliary lane on westbound I-64 between the US 250 and I-295 interchanges. Two improvements identified within the study, not included within this application, are being submitted by Goochland County. One improvement identified by the study, not included within this application, is currently under design (UPC 123583). NEPA is currently underway.</p>	<p>Regional</p>	<p>FHW-32</p>