



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



### NOTES

This meeting is open to the public. Members of the public are invited to attend virtually. Please alert the RRTPO at [RRTPO@PlanRVA.org](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.

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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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# AGENDA

## RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE

Wednesday, August 8, 2023, 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\\_439oE-sqQnOSEDPEyePMcg](https://planrva-org.zoom.us/webinar/register/WN_439oE-sqQnOSEDPEyePMcg)

1. **Welcome and Introductions**  
(Vidunas)
2. **Statement Regarding Virtual Meetings**  
(Parsons)
3. **Roll Call & Certification of a Quorum**  
(Firestone)
4. **Consideration of Amendments to the Meeting Agenda**  
(Vidunas)
5. **Approval of June 13, 2023, TAC Meeting Minutes** – page 4  
(Vidunas)  
**Action requested: approval of minutes as presented (voice vote).**
6. **Open Public Comment Period**  
(Vidunas/5 minutes)
7. **TAC Chairman's Report**  
(Vidunas/10 minutes)
8. **Carbon Reduction Program (CRP) Guidelines** – page 12  
(Busching/10 minutes)  
**Action requested: Provide a recommendation to adopt updates to the Regional Funding Framework to include the Carbon Reduction Program (CRP) as presented (roll call vote).**
9. **Transportation Alternatives (TA) Project Endorsements** – page 20  
(Busching/10 minutes)  
**Action requested: Provide a recommendation to endorse FY25 – FY26 Transportation Alternatives applications as presented (roll call vote).**
10. **TAP Project Deficit – Bon Air Pedestrian Improvements (UPC 113439)** – page 27  
(Busching/10 minutes)  
**Action requested: Consider a recommendation to support additional funding for the project as presented (roll call vote).**

11. **CMAQ Project Deficit - RTE 1 - INTERSECTION IMPROVEMENTS AT HOPKINS RD & HARWOOD ST (UPC 15955)** – page 29  
*(Busching/10 minutes)*  
**Action requested: Provide a recommendation to approve additional funding for the project as presented (roll call vote).**
12. **Urban Boundary Smoothing** – page 32  
*(Parsons/Aryal/10 minutes)*  
**Action requested: Provide a recommendation to approve the proposed Smoothed Urban Area Boundary (UAB) as presented. (roll call vote)**
13. **FY21 – FY24 Transportation Improvement Program (TIP) - Illustrative Projects** – page 49 *(Busching/10 minutes)*  
**Information item: Future-oriented projects that are not included in the constrained LRTP but are recognized priorities for the region.**
14. **Transportation Agency Updates**  
*(10 minutes)*
  - a. **DRPT** – Dubinsky
  - b. **GRTC** – Torres
  - c. **RideFinders** – O’Keeffe
  - d. **VDOT** – Rhodes
15. **Future Meeting Topics** – page 56  
*(Vidunas/5 minutes)*
16. **TAC Member Comments**  
*(Vidunas/5 minutes)*
17. **Next Meeting: Tuesday, September 12, 2023, 9:00 a.m.**  
*(Vidunas)*
18. **Adjournment**  
*(Vidunas)*

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE (TAC)**

**ZOOM MEETING MINUTES**

**June 13, 2023, 9:00 a.m.**

**MEMBERS and ALTERNATES (A) PRESENT:**

<b>Town of Ashland</b>		<b>Charles City County</b>		<b>Chesterfield County</b>	
Nora D. Amos	X	Gary Mitchell	X	Barbara K. Smith	
Vacant (A)		Rhonda Russell (A)		Chessa Walker (A)	X
<b>Goochland County</b>		<b>Hanover County</b>		<b>Henrico County</b>	
Austin Goyne	X	Joseph E. Vidunas, FY23 Vice Chair	X	Sharon Smidler, FY23 Chair	X
Thomas M. Coleman (A)		J. Michael Flagg (A)		Todd Eure (A)	
<b>New Kent County</b>		<b>Powhatan County</b>		<b>City of Richmond</b>	
Amy Inman	X	Bret Schardein		Dironna Moore Clarke	X
Kelli Le Duc (A)		Vacant (A)		Vacant (A)	
<b>Capital Region Airport Commission</b>		<b>DRPT</b>		<b>GRTC</b>	
John B. Rutledge		Tiffany T. Dubinsky	X	Sam Sink	
		Daniel Wagner (A)		Corey Robinson (A)	X
				Patricia Robinson (A)	X
<b>PlanRVA</b>		<b>RideFinders</b>		<b>RMTA</b>	
Chet Parsons	X	Von S. Tisdale		Theresa Simmons	
Sulabh Aryal (A)	X	John O'Keeffe (A)	X		
<b>VDOT</b>					
Sarah Rhodes	X				
Nicole Mueller (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 of 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**

The Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC) Chair, Sharon Smidler, presided and called the June 13, 2023, TAC meeting to order at 9:02 a.m.

## **2. Statement Regarding Virtual Meetings**

This statement was provided to members virtually.

## **3. Roll Call & Certification of a Quorum**

Janice Firestone, Program Manager, took attendance by roll call and certified that a quorum was present.

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

There were no requested changes to the agenda.

## **5. Approval of May 9, 2023, Meeting Minutes**

On motion by Gary Mitchell, seconded by John O'Keefe, the RRTPO Technical Advisory Committee approved the meeting minutes as presented (voice vote).

## **6. Open Public Comment Period**

There were no requests to address the committee.

## **7. TAC Chairman's Report**

Chair Smidler did not have a formal report but expressed her appreciation for her time as Chair of the committee.

## **8. Memorandum of Understanding for the Sub-allocation of Federal Transit Administration Grants to the Richmond Urbanized Area, State of Virginia**

Chet Parsons provided a background and explanation of this item. Ron Svejksky, Tri-Cities MPO, described the comments his organization had and indicated support of the MOU.

Austin Goyne joined the meeting at 9:19 a.m.

Committee members shared comments on ensuring the agreement is ready due to the technical nature of it. Tiffany Dubinsky explained that DRPT gave technical guidance but did not take a more active role in the agreement because it is a regional agreement.

Charles Koonce and Ms. Poindexter, Petersburg Area Transit (PAT), noted that there is no formula to determine what amount of funds each organization will receive. The work done to determine a formula was explained. Adrienne Torres, GRTC, explained that the formula is based on methodology and GRTC relied on PlanRVA staff to research and set examples for formulas.

Chair Smidler suggested not taking action on the MOU today; having the matter just be a discussion item.

Amy Inman made a motion, seconded by Gary Mitchell, to table the matter; no further action will be taken unless GRTC and PAT come back with an agreement on the split, at which time TAC can review and offer comments. There was discussion about the funds not being accessible since 2020 so the matter needs resolution as soon as possible. There was also discussion about the appropriate role of TAC. Dironna Moore Clarke offered a friendly amendment to the motion to state that the Tri-Cities TPO and PAT should come up with a suggestion and reach an agreement with GRTC prior to it coming back to this TAC. Ms. Inman and Mr. Mitchell agreed to the amended motion. The motion was approved.

<b>Jurisdiction/Agency</b>	<b>Member</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>
<b>Town of Ashland</b>	Nora D. Amos		X		
<b>Charles City County</b>	Gary Mitchell	X			
<b>Chesterfield County</b>	Chessa Walker	X			
<b>Goochland County</b>	Austin Goyne	X			
<b>Hanover County</b>	Joseph E. Vidunas	X			
<b>Henrico County</b>	Sharon Smidler	X			
<b>New Kent County</b>	Amy Inman	X			
<b>Powhatan County</b>	Bret Schardein				X
<b>City of Richmond</b>	Dironna Moore	X			
	Clarke				
<b>Capital Region Airport Commission</b>	John B. Rutledge				X
<b>DRPT</b>	Tiffany Dubinsky			X	
<b>GRTC Transit System</b>	Patricia Robinson		X		
<b>PlanRVA</b>	Chet Parsons			X	
<b>RideFinders</b>	John O’Keeffe (A)			X	
<b>RIC Metropolitan Transp. Authority</b>	Theresa Simmons				X
<b>VDOT</b>				X	
<b>Totals</b>		7	2	4	3

## 9. FY21 – FY24 TIP Amendment: VDOT Request - #SMART18 - Richmond-Henrico Turnpike - South Segment

Mr. Busching presented an overview of the request. Chair Smidler provided an update on the progress of the project from Henrico County’s standpoint.

Chessa Walker left the meeting at 9:58 a.m.

On motion by Joseph Vidunas, seconded by Austin Goyne, the RRTPO Technical Advisory Committee voted to recommend RRTPO Policy Board approval of the following resolution (roll call vote):

**Resolved**, that the Richmond Regional Transportation Planning Organization (RRTPO) amends the #SMART18 - Richmond-Henrico Turnpike - South Segment project (UPC 111716) as follows:

- Update project estimate from \$18,642,000 to \$29,678,850.
- Move \$165,826 (STP/STBG) from FFY23 to FFY22, add \$92,100 (AC-STP/STBG) FFY23 PE, add \$92,100 (ACC- STP/STBG) FFY24 (PE phase).
- Release \$4,484,000 (AC-Other) FFY21, add \$2,756,642 (STP/STBG), release \$1,866,522 (ACC-STP/STBG) FFY22, add \$1,732,358 (AC-STP/STBG) FFY23, add \$1,732,358 (ACC-STP/STBG) FFY24 (RW phase).
- Release \$12,513,000 (AC-Other) FFY23 (CN phase).



<b>Jurisdiction/Agency</b>	<b>Member</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>
<b>Town of Ashland</b>	Nora D. Amos	X			
<b>Charles City County</b>	Gary Mitchell	X			
<b>Chesterfield County</b>	Chessa Walker				X
<b>Goochland County</b>	Austin Goyne	X			
<b>Hanover County</b>	Joseph E. Vidunas	X			
	Sharon Smidler	X			
<b>Henrico County</b>					
<b>New Kent County</b>	Amy Inman	X			
<b>Powhatan County</b>	Bret Schardein				X
<b>City of Richmond</b>	Dironna Moore	X			
	Clarke				
<b>Capital Region Airport Commission</b>	John B. Rutledge				X
<b>DRPT</b>	Tiffany Dubinsky	X			
<b>GRTC Transit System</b>	Patricia Robinson	X			
<b>PlanRVA</b>	Chet Parsons	X			
<b>RideFinders</b>	John O'Keeffe (A)	X			
<b>RIC Metropolitan Transp. Authority</b>	Theresa Simmons				X
<b>VDOT</b>	Sarah Rhodes	X			
<b>Totals</b>		12	0	0	4

#### **10. FY21 – FY24 TIP Amendment: City of Richmond Request – Main Street Station Improvements**

Mr. Busching provided an explanation of the request and offered to answer any questions.

On motion by Dironna Moore Clark, seconded by Gary Mitchell, the RRTPO Technical Advisory Committee voted to recommend RRTPO Policy Board approval of the following resolution (roll call vote):

**Resolved**, that the Richmond Regional Transportation Planning Organization (RRTPO) amends the FY21 – FY24 Transportation Improvement Program (TIP) to add the COR001 – Main Street Station Improvements project.

Further Resolved, that this project is exempt from transportation conformity determination pursuant to 40 CFR § 93.126 under the following exemption:

- Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).

<b>Jurisdiction/Agency</b>	<b>Member</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>
<b>Town of Ashland</b>	Nora D. Amos	X			
<b>Charles City County</b>	Gary Mitchell	X			
<b>Chesterfield County</b>	Chessa Walker				
<b>Goochland County</b>	Austin Goyne	X			X
<b>Hanover County</b>	Joseph E. Vidunas	X			
	Sharon Smidler	X			
<b>Henrico County</b>					
<b>New Kent County</b>	Amy Inman	X			
<b>Powhatan County</b>	Bret Schardein				X

<b>Jurisdiction/Agency</b>	<b>Member</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>
<b>City of Richmond</b>	Dironna Moore	X			
	Clarke				
<b>Capital Region Airport Commission</b>	John B. Rutledge				X
<b>Jurisdiction/Agency</b>	<b>Member</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>
<b>DRPT</b>	Tiffany Dubinsky	X			
<b>GRTC Transit System</b>	Patricia Robinson	X			
<b>PlanRVA</b>	Chet Parsons	X			
<b>RideFinders</b>	John O’Keeffe (A)	X			
<b>RIC Metropolitan Transp. Authority</b>	Theresa Simmons				X
<b>VDOT</b>	Sarah Rhodes	X			
<b>Totals</b>		12	0	0	4

# 11. **FY21 – FY24 TIP Amendment: City of Richmond Request – North-South Bus Rapid Transit Line**

Mr. Busching provided an explanation of the request and offered to answer any questions.

On motion by Dironna Moore Clarke, seconded by Amy Inman, the RRTPO Technical Advisory Committee voted to recommend RRTPO Policy Board approval of the following resolution (roll call vote):

**Resolved**, that the Richmond Regional Transportation Planning Organization (RRTPO) amends the FY21 – FY24 Transportation Improvement Program (TIP) to add the COR002 - North South Bus Rapid Transit Line project.

**Further Resolved**, that this project is exempt from transportation conformity determination pursuant to 40 CFR § 93.126 under the following exemptions:

- Safety - Traffic control devices and operating assistance other than signalization projects
- Mass Transit - Construction or renovation of power, signal, and communications systems

<b>Jurisdiction/Agency</b>	<b>Member</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>
<b>Town of Ashland</b>	Nora D. Amos	X			
<b>Charles City County</b>	Gary Mitchell	X			
<b>Chesterfield County</b>	Chessa Walker				X
<b>Goochland County</b>	Austin Goyne				X
<b>Hanover County</b>	Joseph E. Vidunas	X			
	Sharon Smidler	X			
<b>Henrico County</b>					
<b>New Kent County</b>	Amy Inman	X			
<b>Powhatan County</b>	Bret Schardein				X
<b>City of Richmond</b>	Dironna Moore	X			
	Clarke				
<b>Capital Region Airport Commission</b>	John B. Rutledge				X
<b>DRPT</b>	Tiffany Dubinsky	X			
<b>GRTC Transit System</b>	Patricia Robinson	X			
<b>PlanRVA</b>	Chet Parsons	X			



<b>Jurisdiction/Agency</b>	<b>Member</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>
<b>RideFinders</b>	John O’Keeffe (A)	X			
<b>RIC Metropolitan Transp. Authority</b>	Theresa Simmons				X
<b>VDOT</b>	Sarah Rhodes	X			
<b>Totals</b>		12	0	0	4

## 12. West Broad Street BRT Corridor Analysis

Dan Motta, PlanRVA, gave a presentation on the analysis that was done. He reported that the Glenside Drive,

Committee members shared comments on how parking will be addressed. It was suggested that this be made a formal part of the plan. It was also suggested that the plan look into the importance of connections and timed transfers.

On motion of Amy Inman, seconded by Austin Goyne, the RRTPO Technical Advisory Committee voted to recommend RRTPO Policy Board approval of the plan (roll call vote):

<b>Jurisdiction/Agency</b>	<b>Member</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>
<b>Town of Ashland</b>	Nora D. Amos	X			
<b>Charles City County</b>	Gary Mitchell	X			
<b>Chesterfield County</b>	Chessa Walker				X
<b>Goochland County</b>	Austin Goyne	X			
<b>Hanover County</b>	Joseph E. Vidunas	X			
	Sharon Smidler	X			
<b>Henrico County</b>					
<b>New Kent County</b>	Amy Inman	X			
<b>Powhatan County</b>	Bret Schardein				X
<b>City of Richmond</b>	Dironna Moore	X			
	Clarke				
<b>Capital Region Airport Commission</b>	John B. Rutledge				X
<b>DRPT</b>	Tiffany Dubinsky	X			
<b>GRTC Transit System</b>	Patricia Robinson	X			
<b>PlanRVA</b>	Chet Parsons	X			
<b>RideFinders</b>	John O’Keeffe (A)	X			
<b>RIC Metropolitan Transp. Authority</b>	Theresa Simmons				X
<b>VDOT</b>	Sarah Rhodes	X			
<b>Totals</b>		12	0	0	4

## 13. SMART SCALE Debrief

Sarah Rhodes, VDOT, provided an overview of the latest round of Smart Scale and recommendations for the next round. The presentation is posted with the [meeting documents](#). Ms. Rhodes reported that more updates will be given to the committee in the coming months.

Austin Goyne left the meeting at 10:28 a.m.

Chessa Walker rejoined the meeting at approximately 10:40 a.m.

### SMART SCALE Technical Review – Application Quality - Working Recommendations

- Revising Application Limits
- Streamlining Project Readiness
- Revise Estimate Approach
- Connect Project Selection to Locality Performance

### SMART SCALE Round 6 Next Steps

- SMART SCALE Technical Review Feedback
- Leveraging review
- VTrans Update
- Reapply Review
- Pre-Scoping Module

Committee members complimented Ms. Rhodes on the presentation.

## **14. Election of FY24 TAC Officers**

Chair Smidler recapped the recommended members for committee leadership based on the current rotation.

On motion of Dironna Moore Clarke, seconded by Nora Amos, the RRTPO Technical Advisory Committee voted to recommend RRTPO Policy Board approval of the following resolution elect Joseph Vidunas as FY24 Chair and Gary Mitchell as FY24 Vice Chair (roll call vote):

<b>Jurisdiction/Agency</b>	<b>Member</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>
<b>Town of Ashland</b>	Nora D. Amos	X			
<b>Charles City County</b>	Gary Mitchell	X			
<b>Chesterfield County</b>	Chessa Walker	X			
<b>Goochland County</b>	Austin Goyne				X
<b>Hanover County</b>	Joseph E. Vidunas	X			
	Sharon Smidler	X			
<b>Henrico County</b>					
<b>New Kent County</b>	Amy Inman	X			
<b>Powhatan County</b>	Bret Schardein				X
<b>City of Richmond</b>	Dironna Moore Clarke	X			
<b>Capital Region Airport Commission</b>	John B. Rutledge				X
<b>DRPT</b>	Tiffany Dubinsky	X			
<b>GRTC Transit System</b>	Patricia Robinson	X			
<b>PlanRVA</b>	Chet Parsons	X			
<b>RideFinders</b>	John O’Keeffe (A)	X			
<b>RIC Metropolitan Transp. Authority</b>	Theresa Simmons				X
<b>VDOT</b>	Sarah Rhodes	X			
<b>Totals</b>		12	0	0	4

## **16. Transportation Agency Updates**

### **a. DRPT**

Tiffany Dubinsky provided an update on recent and upcoming DRPT activities. The update is posted with the [meeting documents](#).

### **b. GRTC**

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

### **c. RideFinders**

John O'Keeffe provided an update on recent and upcoming RideFinders activities.

### **d. VDOT**

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

## **17. Future Meeting Topics**

Chair Smidler noted the future meeting topics were in the meeting agenda packet.

## **18. TAC Member Comments**

There were no member comments.

## **19. Next Meeting**

Chair Smidler noted the next meeting will be held on July 11, 2023.

## **20. Adjournment**

Chair Smidler adjourned the meeting at 10:54 a.m.

## TAC AGENDA 08/08/23; ITEM #8.

### CARBON REDUCTION PROGRAM (CRP) GUIDELINES

#### Richmond Regional Transportation Planning Organization

**REQUESTED ACTION:** Review and provide a recommendation to the Policy Board on the proposed guidance for incorporating the Carbon Reduction Program (CRP) into the Regional Funding Framework.

**BACKGROUND:** The Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA), established a new funding program dedicated to projects which reduce on-road emissions of carbon dioxide (CO<sub>2</sub>) known as the Carbon Reduction Program (CRP). The eligible project types are similar to the existing Congestion Mitigation and Air Quality (CMAQ) program, but eligible sponsors include the entire MPO area, not just the former 8-hour Ozone Maintenance Area. This means that Goochland, New Kent, and Powhatan are eligible for the new program.

As part of the CRP program, VDOT is required to develop a statewide Carbon Reduction Strategy in consultation with the MPOs. The strategy, when finalized, will include an inventory of current emission and sources, and identify projects and strategies eligible for CRP funding. MPO project selections are expected to be consistent with the statewide strategy.

Based on the most recently adopted Six-Year Improvement Program, the RRTPO share of the CRP funding is expected to average around \$2.3M per year. The table below shows the projected funding for the next six years.

	<b>FY24</b>	<b>FY25</b>	<b>FY26</b>	<b>FY27</b>	<b>FY28</b>	<b>FY29</b>
CRP - Federal	1,762,585	1,797,837	1,833,794	1,870,470	1,907,879	1,946,037
CRP - Soft Match	440,646	449,459	458,448	467,617	476,970	486,509
<b>Total</b>	<b>2,203,231</b>	<b>2,247,296</b>	<b>2,292,242</b>	<b>2,338,087</b>	<b>2,384,849</b>	<b>2,432,546</b>

**RECOMMENDED POLICY:** Staff recommend incorporating the CRP funding into the Regional Funding Framework using the same approach as CMAQ funds. All candidate projects will be evaluated using the same scoring methodology regardless of whether the project will receive STBG, CMAQ, or CRP funds. For improvements that are potentially eligible for CRP funds, the project will also need to demonstrate a reduction of Carbon Dioxide (CO<sub>2</sub>) emissions. This reduction will be calculated using either the [CMAQ Emissions Calculator Toolkit](#) and/or the GHG mobile emission

modeling being refined as part of the RRTPO's scenario planning pilot, [Pathways to the Future](#), as appropriate based on the project type. This approach ensures consistent project prioritization with ConnectRVA 2045, the long-range transportation plan, while still ensuring the primary CRP goals are being met.

To simplify the addition or renaming of any programs in the future, staff are also recommending using "Flexible Regional Funding" throughout the document to refer to the funding process for STBG, CMAQ, and CRP funds. This approach accommodates the addition or removal of programs in the future and reduces the updates required for any program name changes.

**TAC REQUESTED ACTION:** The following resolution is presented for TAC consideration and recommendation to the RRTPO policy board:

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

#### Attachment

- A. Draft Regional Funding Framework (key excerpts)

## Overview

The Richmond Regional Transportation Planning Organization (RRTPO) administers four regional transportation funding programs:

- Congestion Mitigation and Air Quality (CMAQ) program
- Carbon Reduction Program (CRP)
- Surface Transportation Block Grant (STBG) program
- Transportation Alternatives (TA) Set-Aside program

These federally funded transportation programs are designed to empower communities to cooperatively determine the future of transportation in a region. Although the federal funds are provided to and administered by the State, the project selection and allocation decisions of how to expend the funds are performed by locally elected officials coming together as a regional council known as a metropolitan planning organization or transportation planning organization.

Each year, the member localities and regional transportation partners engage in a competitive process where projects are submitted for funds from these programs. Together, the RRTPO members assess the merit and regional value of each before determining final allocations.

### Congestion Mitigation and Air Quality (CMAQ)

The Congestion Mitigation and Air Quality program provides federal funding for transportation projects and programs that help improve air quality and reduce traffic congestion. The program was established by the Intermodal Surface Transportation Efficiency Act of 1991 and continues to fund projects located in areas that don't currently – or previously didn't – meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter.

Portions of the Richmond region were previously nonattainment areas, but now the region's air quality complies with the NAAQS. Through the RRTPO's Ozone Advance agreement with the Virginia Department of Environmental Quality (DEQ) the RRTPO continues to qualify for CMAQ funds. The federal government provides CMAQ funds to the Commonwealth of Virginia, which voluntarily sub-allocates a portion for projects and programs selected by regional metropolitan planning organizations. Find out more information about the Congestion Mitigation and Air Quality program from [the FHWA fact sheet here](#).

### Carbon Reduction Program (CRP)

The Carbon Reduction Program provides federal funding for transportation projects and programs that reduce emissions of carbon dioxide (CO<sub>2</sub>) from on-road highway sources. This program was established as part of the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). Regional CRP



funds are sub-allocated to metropolitan planning organizations within the State. Find out more information about the Carbon Reduction Program from [the FHWA fact sheet here](#).

### Surface Transportation Block Grant (STBG)

The Surface Transportation Block Grant program provides states and regions with flexible federal funding that may be used for a wide variety of roadway and transit projects. Regional STBG funds are automatically sub-allocated to regional planning organizations within the State. The wide variety of STBG investments in the Richmond Region support passenger and freight movement along the region's surface transportation systems. The funds can be used to preserve and improve the conditions and performance on highways, bridges, tunnels, pedestrian facilities, bicycle infrastructure, and transit capital projects. Find out more information about the Surface Transportation Block Grant program from [the FHWA fact sheet here](#).

### Transportation Alternatives (TA) Set-Aside

The Transportation Alternatives Set-Aside provides funding for non-motorized transportation, including pedestrian facilities, bicycle facilities, recreational trails, safe routes to school, and infrastructure projects for improving non-driver access to public transportation.

TA Set-Aside is an allocation set-aside within the Surface Transportation Block Grant funding allocation. This is no longer an independent program as it has been in the past. Starting Fiscal Year 2018, Virginia's TA Set-Aside application cycle has moved to a biannual cycle. Find out more information about the Transportation Alternatives program from [the FHWA fact sheet here](#)

## Project Selection Process

The process for obtaining regional funding for transportation projects is competitive as regional needs surpass the available funding. To ensure a fair and transparent process, the RRTPO has adopted a four-step project selection process. A general description of each step is included below. A calendar of the project selection process will be published each cycle with the call for projects.

### Project Submissions

#### Flexible Regional Funding

The flexible regional funding program covers CMAQ, CRP, and STBG funding. In the month before the application window, staff will present the project selection schedule to the RRTPO Technical Advisory Committee (TAC) as well as any changes to the application process from the previous year. Applicants are expected to prioritize the applications they submit. Beginning in 2021, there will be a limit on the number of applications for new projects allowed per sponsor, as shown in the table below:

*Table 1: Application Limit by Sponsor Type*

Sponsor	Total Applications
Large Locality (population $\geq$ 100,000)	10
Small Locality (population $<$ 100,000)	3
Non-locality Member Agency	3

A call for projects, including a calendar for the selection process and a guide to required supplemental data for applications, will be posted to the RRTPO website. The RRTPO will provide an electronic application on the RRTPO website, and all applications must be submitted using this application. All applications and supplemental materials are due by the application deadline. All applications for projects which lead to construction must provide an estimate using the latest Virginia Department of Transportation (VDOT) [Cost Estimate Workbook \(CEWB\)](#). Applications which do not include the required CEWB will still be scored but will not be eligible for additional funding for any cost overruns (see the “Cost Overruns” section for more information).

#### TA Set-Aside

The TA Set-Aside application process is administered by VDOT via the Smart Portal. The RRTPO still has a role in the application process as all projects within the TPO planning area are required to have a resolution of endorsement from the TPO. All project sponsors must submit a project description (including termini), total cost estimate, and request amount to the TPO at least 2.5 months ahead of the submission deadline.

TPO staff will provide a reminder to TAC before the deadline and indicate the preferred method of submission. All requests are provided to TAC for recommendation and the policy board for approval prior to the submission deadline.

## Project Screening

### Flexible Regional Funding

#### *Preliminary Screening*

All projects requesting flexible regional funding will be screened to ensure that the project is eligible for funding and ready to proceed. Project screening will include:

- Eligibility under federal regulations
- Consistency with the Long-Range Transportation Plan (see Appendix I for more details)
  - If the project is regional, the project must be included in the constrained long-range plan
  - If the project is local, the project must be consistent with LRTP goals
- Project scope is well-defined
- Project schedule is defined and has been reviewed by VDOT Richmond District if leading to construction (**NOTE:** VDOT *concurrence* with the proposed schedule is required if VDOT will administer the project; concurrence is not required if project is intended to be locally administered.)
- Project cost is reasonable and has been reviewed by VDOT Richmond District if leading to construction (**NOTE:** VDOT *concurrence* with the proposed estimate is required if VDOT will administer the project; concurrence is not required if project is intended to be locally administered.)
- Submission includes all required supplemental data

#### *Project Presentations*

In addition to the project screening, project sponsors will have the opportunity to present their new project applications to the scoring team consisting of RRTPO staff as designated by the Director of Transportation. The project sponsor will have 10 minutes to present the project followed by questions from the scoring team. This presentation is the opportunity to explain the project in more detail and clarify any questions from the scoring team which may impact the scoring. Presentations are scheduled during the application period.

### TA Set-Aside

Screening for TA Set-Aside projects is completed by VDOT's Local Assistance Division consistent with their adopted guidelines.

## Project Scoring and Prioritization

### Flexible Regional Funding

All projects are scored using a data-driven process first adopted as part of the ConnectRVA 2045 plan. This regional scoring methodology is described in more detail in the follow sections. All flexible regional funding applications are scored using the same methodology. Projects awarded CMAQ and CRP funds must additionally be able to demonstrate a reduction in emissions of ozone precursors (VOC and NOx) and carbon dioxide (CO<sub>2</sub>) emissions, respectively.

## TA Set-Aside

All TA Set-Aside projects undergo two rounds of scoring. First, VDOT evaluates the projects using a statewide scoring process. The TPO then evaluate the projects for equity impacts and consistency with the regional bicycle and pedestrian plan. The scoring process is described in more detail in following sections.

## Project Selection

Projects are prioritized and programmed based on the project scores. For CMAQ/CRP/STBG funds, a draft program is produced to show years of allocations prior to adoption.

## Flexible Regional Funding

Staff will provide the scored flexible regional funding projects to TAC along with a draft allocations table. The draft program will follow the allocation process described later in these guidelines with projects generally prioritized based on their score. TAC will review the recommended new selections and provide a recommendation to the policy board.

After TAC has made a recommendation, a public comment page with a story map showing all projects and the recommended selections will be provided on the RRTPO website. This comment page will remain open for a period consistent with the Public Engagement Plan. All comments will be provided to the policy board before they take a final vote on the project selections and allocations.

## TA Set-Aside

Staff will provide the scored TA Set-Aside projects to TAC ranked in order of score. Considering the CTB member selections (if available), staff will recommend projects for funding in rank order until there is insufficient funding available to fully fund the next project. TAC will review the recommended selections and make a recommendation to the policy board.

After TAC has made a recommendation, a public comment page with a story map showing all projects and the recommended selections will be provided on the RRTPO website. This comment page will remain open for period consistent with the Public Engagement Plan. All comments will be provided to the policy board before they take a final vote on the project selection.

## Carbon Reduction Program

### What projects are eligible for CRP funding?

The Carbon Reduction Program is dedicated to reducing the contribution to climate change of surface transportation by reducing carbon dioxide emissions. Projects or programs submitted for CRP funding must be located in [the TPO planning area](#).

To be eligible for CRP funding, the primary criteria is that a project must reduce emissions of carbon dioxide (CO<sub>2</sub>). Projects are also expected to be consistent with the Commonwealth's Carbon Reduction Strategy when adopted. In general, new capacity projects are not eligible for CRP funding. New projects are only eligible to receive funding for future project phases which have not started. For more information about project eligibility, [see 23 USC 175\(c\)](#) for the full list of eligible project types and restrictions.

### What jurisdictions or agencies are eligible for CRP funding?

All RRTPO member jurisdictions and agencies, as defined in [the RRTPO bylaws](#), are eligible to apply for CRP funding. This includes non-voting members. As noted above, the projects must be located within the TPO planning area.

### How are CRP projects scored and prioritized?

Scoring follows the regional prioritization methodology first developed for the ConnectRVA 2045 long-range transportation plan. This methodology is described in more detail in the Surface Transportation Block Grant Program section below. In addition to the general scoring methodology, all CRP projects must demonstrate positive reduction in CO<sub>2</sub> emissions.

Projects that do not demonstrate a reduction in carbon dioxide emissions will be eliminated from consideration for CRP funding, regardless of the overall score.

## **TAC AGENDA 08/08/23; ITEM #9.**

### **TRANSPORTATION ALTERNATIVES (TA) PROJECT ENDORSEMENTS**

#### **Richmond Regional Transportation Planning Organization**

**REQUESTED ACTION:** Review the list of candidate projects and provide a recommendation to the policy board regarding endorsement of the applications.

**BACKGROUND:** 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 TA application process is administered by VDOT through the Smart Portal. The deadline for preapplications was June 30, 2023. For the final application, each project within the RRTPO study area must include a resolution of endorsement from the RRTPO. For more information on the application process and requirements, see the VDOT Local Assistance Division web page.

To ensure the resolution of endorsement is approved before the October 2 application deadline, RRTPO staff requested that all project sponsors submit the proposed project information by July 21, 2023.

**PROJECTS SUBMITTED:** Projects were submitted by Chesterfield, Hanover, and Henrico counties and the City of Richmond for endorsement. In total, 19 projects were submitted as pre-applications. To ensure flexibility for localities during the final prioritization process, staff have included all the pre-applications in the resolution of endorsement.

Attachment A includes a summary of each project. Staff reviewed each project for consistency with ConnectRVA 2045, the long-range transportation plan, and BikePedRVA 2045. The results of this analysis and staff recommendation on endorsements are included in the table. As a reminder, projects are required to be consistent with ConnectRVA 2045 for endorsement. The general review workflow can be found in the [Regional Funding Framework – Appendix I](#).

**TAC REQUESTED ACTION:** The following resolution is presented for TAC consideration and recommendation to the RRTPO policy board:

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

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



### Chesterfield County

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

### Hanover County

- Rt 301/Hanover Courthouse Sidewalk

### Henrico County

- Messer Road Trail Connector
- Nuckols Trail, Phase 2

### City of Richmond

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

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

### Attachment

- A. ConnectRVA 2045 and BikePedRVA 2045 Consistency Review

Project Title	Description	Sponsor	ConnectRVA 2045 Classification	Regional Category	CLRP ID (if regional)	BikePedRVA 2045 Classification	Note
Forest Hill (Choctaw Anwell) Sidewalk	This proposed project would start at the two GRTC bus stops at Anwell Drive where a pedestrian crossing and two bus stop landing pads (in coordination with the GRTC) will be installed. A concrete sidewalk will continue northwest along the south side of Forest Hill Avenue. At the corner of the Bon Air Baptist Church property, at the Wyndham Drive intersection, the sidewalk would transition to an asphalt sidewalk. The proposed sidewalk will weave around the established landscaping and large trees, behind the concrete drainage ditch, connecting up to the existing sidewalk at Choctaw Road.	Chesterfield County	Local or Programmatic			Local Network	
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 County	Local or Programmatic			Not Shown	
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 County	Local or Programmatic			Not Shown	
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 County	Local or Programmatic			Not Shown	
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 County	Local or Programmatic			Not Shown	

Project Title	Description	Sponsor	ConnectRVA 2045 Classification	Regional Category	CLRP ID (if regional)	BikePedRVA 2045 Classification	Note
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 County	Local or Programmatic			Not Shown	
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 County	Local or Programmatic			Local Network	
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 County	Regional	4A. Projects on separated facilities with dedicated right- of-way	FAT-28	Local Network	
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 City	Local or Programmatic			Not Shown	

Project Title	Description	Sponsor	ConnectRVA 2045 Classification	Regional Category	CLRP ID (if regional)	BikePedRVA 2045 Classification	Note
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 City	Local or Programmatic			Not Shown	
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 City	Local or Programmatic			Local Network	Project reduces capacity on RTC model network roadway, but is a safety improvement on a PSAP priority corridor. Safety improvements are considered programmatic.
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 City	Local or Programmatic			Not Shown	
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 City	Local or Programmatic			Not Shown	

Project Title	Description	Sponsor	ConnectRVA 2045 Classification	Regional Category	CLRP ID (if regional)	BikePedRVA 2045 Classification	Note
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 City	Local or Programmatic			Not Shown	
C Downtown Core Protected Bike Lanes	This project constructs significant infrastructure upgrades to the City's Downtown Protected Bike Lanes, adding more robust and permanent physical barriers to the separated two-way "cycletrack" bike lanes on 1st Street, 2nd Street, 3rd Street, Franklin Street, and Byrd Street. These facilities were constructed via a "quick-build" approach utilizing pavement markings and flexible delineators to create protected bike lanes in the core of downtown Richmond. This project is part of a proposed braided downtown network to the Fall Line Trail, and this project will serve to upgrade the bike lanes to reflect the physically separated design envisioned in VDOT's study for the Fall Line Trail as it passes through Richmond's central business district by adding permanent concrete buffers in place of many of the existing flex-posts, enhancing intersection, alley, and driveway designs to reduce bike/vehicle conflicts, and to reduce the potential for vehicle encroachments into the bike lanes.	Richmond City	Local or Programmatic			Local Network	
E Gillies Creek Greenway Phase IV	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 (currently in advertisement for construction). 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. The northern terminus of this phase of the Greenway provide improved multi-modal access to Oakwood Cemetery, as well as the historic East End Cemetery and Evergreen Cemetery, burial place of Maggie Walker.	Richmond City	Local or Programmatic			Spur Network	

Project Title	Description	Sponsor	ConnectRVA 2045 Classification	Regional Category	CLRP ID (if regional)	BikePedRVA 2045 Classification	Note
F Scott's Addition Greenway	This project will extend a shared use path / greenway with sidewalk along Patton Avenue from Mactavish Avenue to Roseneath Road. In the existing condition, the Scotts Addition neighborhood is high density area with mixed transit oriented development uses but lacks pedestrian and bike infrastructure and has a limited number of exits from the neighborhood with heavy traffic volumes. The Scotts Addition Greenway will ultimately provide a safe pedestrian and bike connection with the Scotts Addition neighborhood to transit stations, museums, and neighboring areas. Additionally, extending this network will build a more complete grid system in the Scotts Addition neighborhood.	Richmond City	Local or Programmatic			Local Network	
H Forest Hill Ave Crossing Improvements	This project reduces crossing distances along this urban arterial for people that walk and role utilizing traffic calming measures on Forest Hill Avenue at Taylor Avenue, 48th Street, and Westover Hills Boulevard. The intersection treatments will resolve vehicle conflicts and minimize exposure to people that walk . This project is supported by by the James River Park System Master Plan which recognizes the importance of providing safe bicycle and pedestrian access along, and across Forest Hill Avenue as the park system is proximate to this arterial, and Forest Hill Park fronts this roadway. The project will also be complemented by the extension of the bike lanes to the west as part of upcoming maintenance projects in the coming year, as well as construction of the Westover Hills Blvd separated bike lanes just to the west which have been designed and is anticipated to go to construction within a year.	Richmond City	Local or Programmatic			Not Shown	
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 City	Local or Programmatic			Not Shown	



## TAC AGENDA 08/08/22; ITEM #10.

### Bon Air Pedestrian Improvements (UPC 113439) Additional Funding Request

#### Richmond Regional Transportation Planning Organization

**REQUESTED ACTION:** Review the requested additional funding transfer to the Bon Air Pedestrian Improvements (UPC 113439) project and provide a recommendation to the RRTPO policy board.

**PROJECT BACKGROUND:** This is a Transportation Alternatives (TA) project first awarded funding in FY19. The project involves construction of the following improvements: signing and marking a neighborhood byway via Western Road, Lancraft Lane, and Bullington Road; constructing a trail at the Bon Air Library between Bullington Road and Rattlesnake Road; constructing a sidewalk on Pulliam Street between Rattlesnake Road and Polk Street and on Polk Street from Pulliam Street to McRae Road; and constructing an off-road trail from Bon Air Elementary School to McRae Road at Kenwin Road (a modification of the original alignment to Quaker Lane, requested during public involvement). This project has increased significantly in cost from \$1,180,000 when selected to \$2,380,000 currently per the project sponsor.

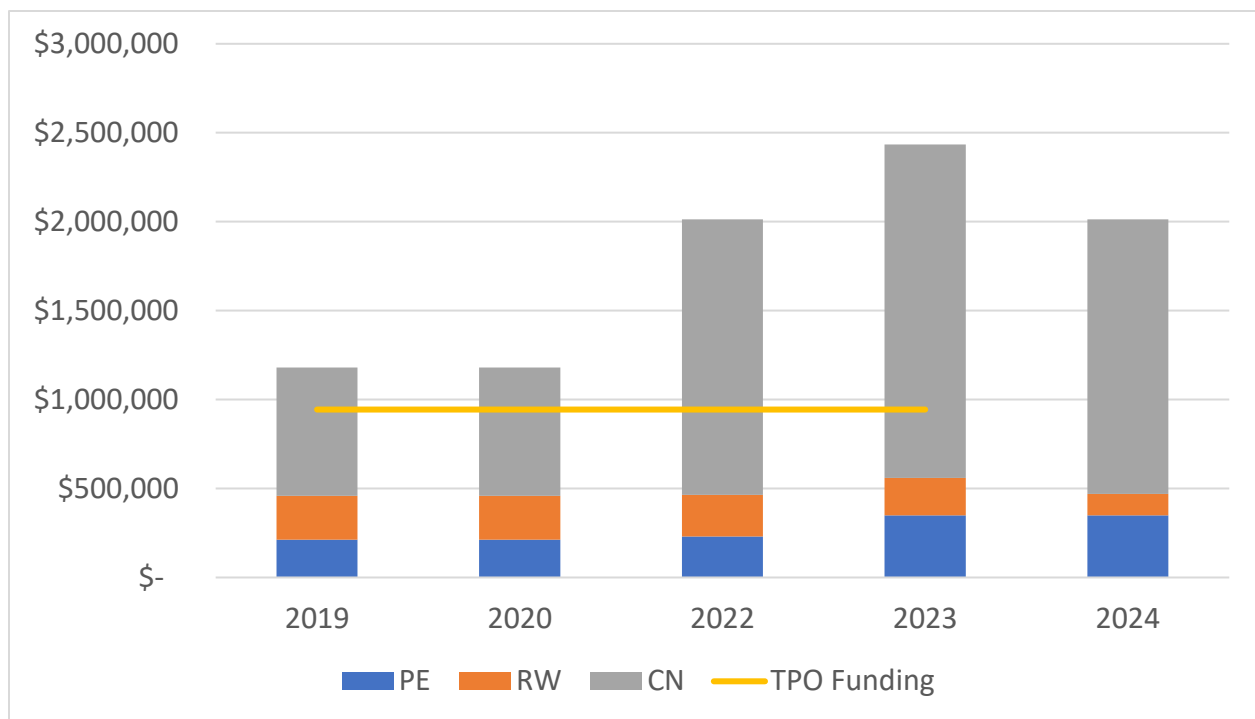


Figure 1: Project Cost Estimates and TPO Allocated Funding

**POLICY FRAMEWORK:** The Regional Funding Framework has a [section on cost overruns](#) that covers RRTPO policy. This section includes several policies which apply to this request:

1. "All other active projects are initially eligible to request additional funding to cover cost overruns but may become ineligible as described in the "Funding Swaps" and "Project Development and Reporting" sections."

*As a TA project, progress reporting is handled through VDOT. This project has met all requirements to maintain eligibility.*

2. "...requests outside the normal application window are only accepted for the construction phase where construction costs are over budget."

*This project was first awarded funding in Fiscal Year 2019. The project has progressed through engineering and is ready to start construction later this summer. The county plans to advertise the project for construction bids on August 4, 2023, and receive bids on September 6, 2023. This off-cycle request supports the cost increases for the construction phase.*

3. "In general, cost overruns should be addressed through other funding sources available to the locality."

*Chesterfield County has committed to covering the deficit to advance this project but is seeking additional TPO support given the impact of national inflationary environment.*

Overall, staff believe this request generally meets the intent of the Regional Funding Framework policies around eligibility for additional funding and timing of the request.

**FEASIBILITY ANALYSIS:** Staff reviewed the request against available funding in the regional balance entry and other available funding programs for feasibility. While TA funding appears to be unavailable, funding from other TPO allocated programs could be used to support the project. Staff review suggests that using CMAQ or Carbon Reduction Program (CRP) funds would have no impact on those overall funding programs as both have current or previous year funding that can be moved to address TPO priorities.

The current gap between original allocations and latest estimate is \$1,200,000. Based on the Regional Funding Framework, TAC could approve up to 10% additional funding for the project, or \$94,400. Additional funding beyond that will require policy board approval.

**TAC REQUESTED ACTION:** TAC is requested to review the request and provide a recommendation to the policy board on whether to fund some or all of the project deficit and from which TPO-directed funding program.

## TAC AGENDA 08/08/22; ITEM #11.

### Rte 1 - Intersection Improvements at Hopkins Rd & Harwood St (UPC 15955) Additional Funding Request

#### Richmond Regional Transportation Planning Organization

**REQUESTED ACTION:** Review the requested additional funding transfer to the Rte 1 - Intersection Improvements at Hopkins Rd & Harwood St (UPC 15955) project and provide a recommendation to the RRTPO policy board.

**PROJECT BACKGROUND:** This project is a legacy project located in the City of Richmond and administered by the Virginia Department of Transportation (VDOT). Originally a major widening, the project was rescoped in 2018 to more limited intersection improvements, reducing the estimate significantly. Given trends in inflation, the project has seen recent increases which exceed available funding. VDOT, on behalf and with the concurrence of the City of Richmond, is requesting **\$1,587,314 in additional CMAQ** funding to cover the deficit and advance the project.

This project was initially scheduled to advertise for construction bids January 2023; however, it was impacted by the trend of increased construction costs being experiencing statewide. The resulting estimate at that time reflected a \$1.7M deficit and the project has yet to move forward to advertising due to a lack of funding to cover the deficit. The project scope cannot be further reduced to adjust to inflation. The project can move forward to advertising as soon as the funding deficit is addressed.

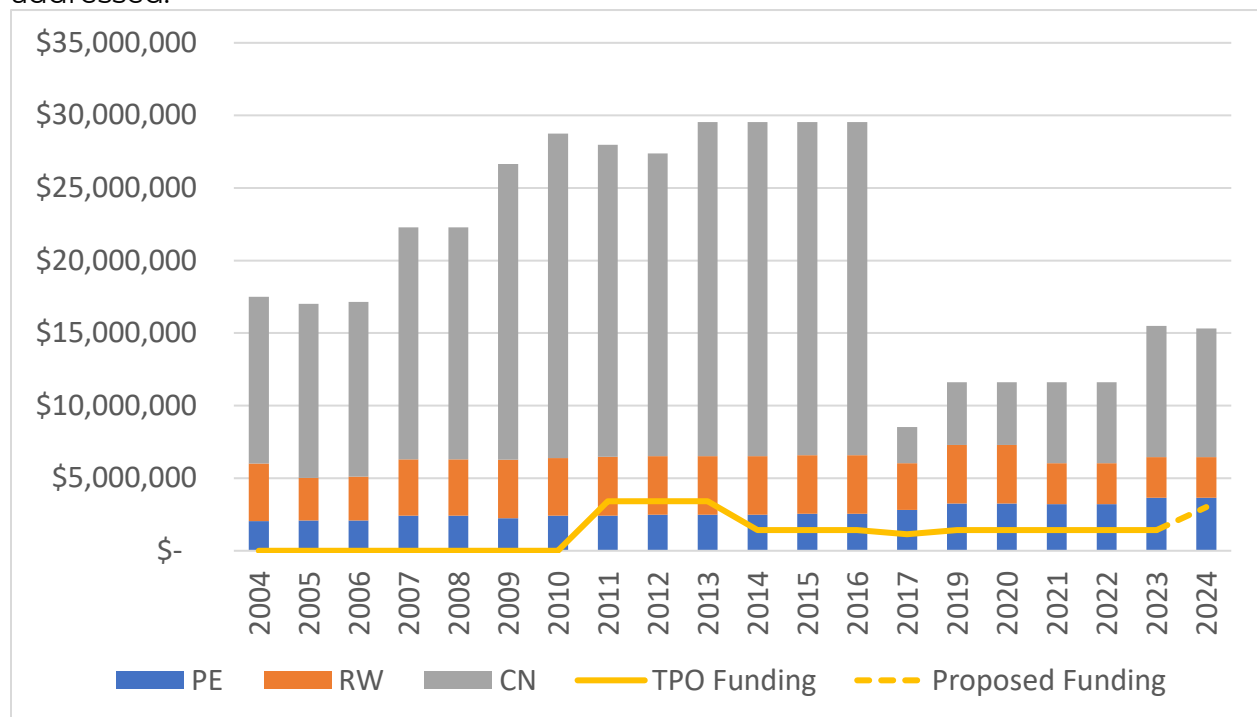


Figure 1: Project Cost Estimates and TPO Allocated Funding

**POLICY FRAMEWORK:** The Regional Funding Framework has a [section on cost overruns](#) that covers RRTPO policy. This section includes several policies which apply to this request:

1. "All other active projects are initially eligible to request additional funding to cover cost overruns but may become ineligible as described in the "Funding Swaps" and "Project Development and Reporting" sections."

*This project was not submitted for the July 2022 progress report window as required. Staff have discussed this with VDOT and City of Richmond staff and understand there was a breakdown in communication as to who is responsible for the progress report. The January 2023 updates (as part of the cost estimating review process) and July 2023 progress report were both completed.*

2. "...requests outside the normal application window are only accepted for the construction phase where construction costs are over budget."

*This project was ready for construction in January, but a budget deficit was identified that prevented advertising. This deficit was driven by inflationary pressures on construction costs. With the completion of the FY24 – FY29 Six-Year Improvement Program (SYIP), VDOT has updated the cost estimate to account for recent trends in inflation and updated unit costs. The deficit is directly related to the construction phase and the project is ready to proceed to advertisement as soon as the deficit is addressed.*

3. "In general, cost overruns should be addressed through other funding sources available to the locality."

*VDOT and the City of Richmond are coordinating on a Utilities Betterment Agreement. This reflects a commitment from the City Council to contribute \$2.1M for utility betterments and covers approximately 56% of the current deficit. This is the first request to the RRTPO for additional funding on this project since it was rescope in 2018.*

Overall, staff believe this request meets the intent of the Regional Funding Framework policies around eligibility for additional funding and timing of the request.

This project has been allocated \$1,422,259 in RRTPO-directed CMAQ funding. The request for \$1,587,314 in additional funding would bring the total RRTPO funding on the project to \$3,009,573. This is an increase of 111% and requires [policy board approval](#). Per the regional funding framework, TAC is authorized to approve additional funding up to \$142,225, or 10% of current allocations.

**FEASIBILITY ANALYSIS:** Staff reviewed the request against available funding in the regional balance entry (UPC 70719) and other projects that have been completed or

cancelled with a remaining balance. Staff have identified a donor project with sufficient balance to cover the request.

The I-64 Express Barge Service Expansion (UPC 115815) project was originally intended to allow the Port of Virginia to purchase another barge to serve the Richmond Marine Terminal via the James River, increasing use of the Marine Highway (M-64) as an alternative to trucking along I-64. During COVID, the Port was able to acquire a barge through other means, eliminating the need for the CMAQ project.

This project has a total of \$2,342,442 in previous funding. A small portion of that funding is currently being transferred to other projects, leaving \$2,110,700 available for transfer. If the Policy Board approves the additional funding as requested, using this project as a donor would have no impact on other projects in the RRTPO's program and would keep the reserves intact for any requests later in the fiscal year.

**STAFF RECOMMENDATION:** Staff acknowledge that this request will significantly increase the RRTPO contribution to this project and that the RRTPO will be covering a disproportionate share of the overrun. Staff also recognize that this is an opportunity to complete one of the remaining legacy projects, a priority reflected in policy board action on Commerce Rd (15958), Jahnke Rd (19035), and Rte 360 Widening (13551) this spring. As there will be no net impact to the overall CMAQ program, staff recommend approval of this request with the transfer proposed above.

**TAC REQUESTED ACTION:** The following resolution is presented for TAC consideration and recommendation to the RRTPO policy board:

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

## **TAC AGENDA 8/8/23; ITEM #12.**

### **Smoothed Urban Area Boundary (UAB)**

#### **Richmond Regional Transportation Planning Organization**

**REQUESTED ACTION:** The RRTPO TAC is requested to review the proposed Smoothed Urban Area Boundary (UAB) and provide a recommendation for the RRTPO Policy Board.

**BACKGROUND:** The Census Bureau delineates the Census Urban Area Boundary (UZA) after each decennial census by applying specified criteria. For the 2020 Census, an urban area comprised a densely settled core of census blocks and encompassed at least 2,000 housing units or had a population of at least 5,000. The UZA boundaries can be very irregular. Irregular boundaries may cause roads to switch between rural and urban status many times along their length. Adjusting or 'smoothing' the boundaries creates more consistent urban/rural road segment classifications.

This process of "fixing or smoothing the UZA boundary" is a cooperative process where VDOT, MPOs and the localities work together and adjust the UZA outward. The recommended Smoothed Urban Area Boundary (UAB) is submitted to Federal Highway Administration (FHWA) for approval. The UAB is defined as an area that determines the official urban designation for a road. Once approved, it is used to declare a road "urban" within the federal Highway Performance Monitoring System (HPMS).

VDOT conducted a review following the 2020 Census and proposed areas ([online map link](#)) where the Urban Area could be "smoothed" for the Richmond UZA. Based on VDOT's email dated June 6, 2023, RRTPO staff provided a memo to update TAC members on June 20, 2023. The TAC members were asked to review the proposed UAB boundary and provide any specific recommended changes.

Based on the changes suggested by the TAC members, the VDOT proposed UAB boundary was slightly adjusted.

A map showing the recommended UAB boundary will be sent to TAC before the TAC meeting. The map was still under development at the time of agenda posting.

**STAFF RECOMMENDATION:** RRTPO staff concur with the proposed Smoothed Urban Area Boundary (UAB) as developed in coordination with member localities.

**TAC ACTION REQUESTED:** The RRTPO TAC is requested to review the proposed Smoothed Urban Area Boundary (UAB) and provide a recommendation to approve the boundary update as presented.

SA/CP



## VDOT Urban Smoothing 2020 – Frequently Asked Questions

### 1. Can you define “urban area”?

**Urban Area (Census definition)** - A statistical geographic entity consisting of a densely settled core created from census blocks and contiguous qualifying territory that together have at least 2,000 housing units or 5,000 persons. ([87 FR 16706](#))

**Urban Area (FHWA definition)** - Any urban place as designated by the Census Bureau having a population of 5,000 or more.

**Urbanized Area (FHWA definition)** - Any urban place as designated by the Census Bureau having a population of 50,000 or more.

**Adjusted Urban Area (FHWA definition)** - A Census-defined urban area with a population of 5,000 or more where the boundaries have been adjusted to include additional territory to reflect urban areas more accurately for planning purposes.

**Adjusted Urbanized Area (FHWA definition)** - A Census-defined urban area with a population of 50,000 or more where the boundaries have been adjusted to include additional territory to reflect urban areas more accurately for planning purposes.

Source:

<https://www.fhwa.dot.gov/planning/census issues/urbanized areas and mpo tma/faq/page 01.cfm>

**Transportation Management Area (FHWA definition)** - An urbanized area with a population over 200,000, as defined by the Census Bureau and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation. ([23 CFR 450.104](#))

Source:

<https://www.fhwa.dot.gov/planning/census issues/urbanized areas and mpo tma/faq/page 01.cfm>

### 2. If an area with a population less than 5,000 qualifies as urban because it contains at least 2,000 housing units, can States adjust the urban area boundary?

No. FHWA only considered areas with population greater than or equal to 5,000 urban. Per 23 U.S.C. 101(a)(35), only the boundaries of an urban area with a population of 5,000 or more can be adjusted.

Source:

<https://www.fhwa.dot.gov/planning/census issues/urbanized areas and mpo tma/faq/page 07.cfm>

### 3. If a census area was smoothed in the past and is no longer considered urban in 2020 as defined by FHWA, can we keep the old, smoothed area?

No. All areas under 5,000 population will no longer be considered urban once the new

## VDOT Urban Smoothing 2020 – Frequently Asked Questions

smoothed boundary has been approved by FHWA.

### **4. What rules does the smoothing process follow?**

Boundaries should encompass existing development and any known developing areas. This process is not used to model future estimated growth of urban areas.

Boundaries should encompass the entire Census Bureau urban area.

Boundaries should be contiguous.

Boundaries should be simple, without major irregularities.

Boundaries are encouraged to follow municipal boundaries or other physical features when possible.

Boundaries should include areas with urban characteristics, such as airports, industrial areas, transportation terminals, major activity centers, etc.

Additional recommendations regarding the adjustment of the urban area boundaries include:

- Adjusted urban area boundaries should be defined so that confusion or ambiguity is minimized. For example, a boundary should not be drawn in the middle of a divided highway. The divided highway should be either completely in or completely out of the urban area boundary.
- In instances where a roadway defines the boundary between two urban areas, the roadway should be clearly assigned to the urban area it primarily serves. If the roadway serves each urban area equally, a business rule should be developed that assigns the roadway appropriately.
- If access-controlled roadways are used to define the adjusted urban area boundary, all ramps and interchanges should be either included or excluded unless census block geometry hinders this.

Source:

[https://www.fhwa.dot.gov/planning/processes/statewide/related/highway\\_functional\\_classifications/section06.cfm#Toc336873030](https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section06.cfm#Toc336873030)

### **5. How do Smoothed Urban Areas affect functional classification?**

Based on FHWA guidelines, urban areas are defined as populated places with populations of 5,000 or higher. VDOT has worked with district planners and MPOs to develop a smoothed urban area boundary for each census-defined urban area. FHWA will review and approve these adjusted boundaries. This boundary, once approved, will become the official Urban Area Boundary for purposes of functional classification.

### **6. About FC urban and rural: I thought the urban/rural designations were removed from the highway functional classification system. Is this true?**

No. Urban/rural designations are still critical elements of highway functional classification. What you are referring to are the functional classification data codes used in the new Highway

## VDOT Urban Smoothing 2020 – Frequently Asked Questions

Performance Monitoring System (HPMS) which have been normalized so that they only have one meaning (i.e., they indicate the functional classification of the roadway). A separate "urban/rural" field in HPMS delineates between urban and rural. When these two fields are combined, urban and rural functional classifications can be derived as they were in the past. For functional classification guidance see the FHWA Functional Classification Guidebook at [http://www.fhwa.dot.gov/planning/processes/statewide/related/functional\\_classification/](http://www.fhwa.dot.gov/planning/processes/statewide/related/functional_classification/).

Source: [http://azmag.gov/Portals/0/Documents/TIP\\_2012-12-04\\_Smoothed-Boundaries-for-Urban-Areas-2000-and-Draft-2010.pdf?ver=2017-04-06-111845-230](http://azmag.gov/Portals/0/Documents/TIP_2012-12-04_Smoothed-Boundaries-for-Urban-Areas-2000-and-Draft-2010.pdf?ver=2017-04-06-111845-230)

### 7. What FHWA programs are impacted by adjustments to urban area boundaries?

The following FHWA programs distinguish between urban and rural areas and are impacted by adjustments to urban area boundaries:

- **Highway Functional Classification:** The highway functional classification system distinguishes both by type of roadway facility and whether the facility is located in an urban or rural area. A specific type of roadway facility may have different design criteria depending on whether it is in a rural or urban area, but highway design criteria are not applied strictly according to an urban versus rural boundary designation. If a roadway facility is located within an adjusted urban area boundary, it will be classified as an urban facility, if not, it will be classified as a rural facility. See FHWA's [Highway Functional Classification Concepts, Criteria and Procedures](#) for more information.
- **HPMS Reporting:** FHWA's [Highway Performance Monitoring System](#) (HPMS) requests States to report annual highway statistics by highway functional classification, including urban versus rural. When an urban area boundary has been adjusted, the State must include it in the annual HPMS submittal. See FHWA's [HPMS Field Manual](#) for more information on reporting requirements.
- **Critical Freight Corridors:** The National Highway Freight Program (NHFP) ([23 U.S.C. 167](#)) uses the urbanized area (Over 50,000) definition in [23 U.S.C. 101\(a\)\(36\)](#), which includes adjusted urbanized areas, for the designation of critical rural freight corridors (CRFCs) and critical urban freight corridors (CUFCs):
  - [23 U.S.C. 167\(e\)](#) establishes criteria for designating CRFCs for public roads not within an urbanized area, and
  - [23 U.S.C. 167\(f\)](#) establishes criteria for designated CUFCs for public roads within an urbanized area.
- **CMAQ Traffic Congestion Performance Measures:** Per [23 CFR 490.105\(d\)\(2\)](#), State DOTs and MPOs shall establish a single urbanized area target that represents the performance of the transportation network in each applicable area for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program traffic congestion performance measures, as specified in [23 CFR 490.703](#). The boundaries of urbanized areas shall be identified based on the most recent Decennial Census, unless FHWA approves adjustments to the urbanized area and these adjustments are submitted to HPMS. ([23 CFR 490.103\(b\)](#))
- **Control of Outdoor Advertising:** The Outdoor Advertising Control Program ([23 U.S.C. 131](#)) uses the urban area definition in [23 U.S.C. 101\(a\)\(35\)](#), which includes adjusted

## VDOT Urban Smoothing 2020 – Frequently Asked Questions

urban areas, to specify the boundary between locations where signage can be placed beyond 660 feet and be intended to be read from the highway. See FHWA's [Outdoor Advertising Control](#) website for more information.

Source:

[https://www.fhwa.dot.gov/planning/census\\_issues/urbanized\\_areas\\_and\\_mpo\\_tma/faq/page07.cfm](https://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/faq/page07.cfm)

### **8. What is a Federal-aid highway?**

All highways on the Federal-aid highway systems and all other public roads not classified as local roads or rural minor collectors.

Source: <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-470>

### **9. Would FTA consider using these smoothed urban boundaries for the applicability of funding programs or compliance with National Transit Database reporting?**

No. For FTA's purposes, 49 U.S.C. Chapter 53 does not permit smoothed boundaries to be used in lieu of the raw Census-designated boundaries to determine differences in eligibility of funding programs.

Source: <https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-11/FTA-2020-Census-Frequently-Asked-Questions.pdf>

### **10. Does the MPA need to contain the entire adjusted urban area?**

At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (Over 50,000 people as defined by the Census Bureau) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan, per [23 CFR 450.312\(a\)\(1\)](#). If a separate urban area within the existing MPA in question has under 50,000 people, the MPA may not need to change to encompass that smoothed area.

Source:

[https://www.fhwa.dot.gov/planning/census\\_issues/urbanized\\_areas\\_and\\_mpo\\_tma/faq/page07.cfm](https://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/faq/page07.cfm)

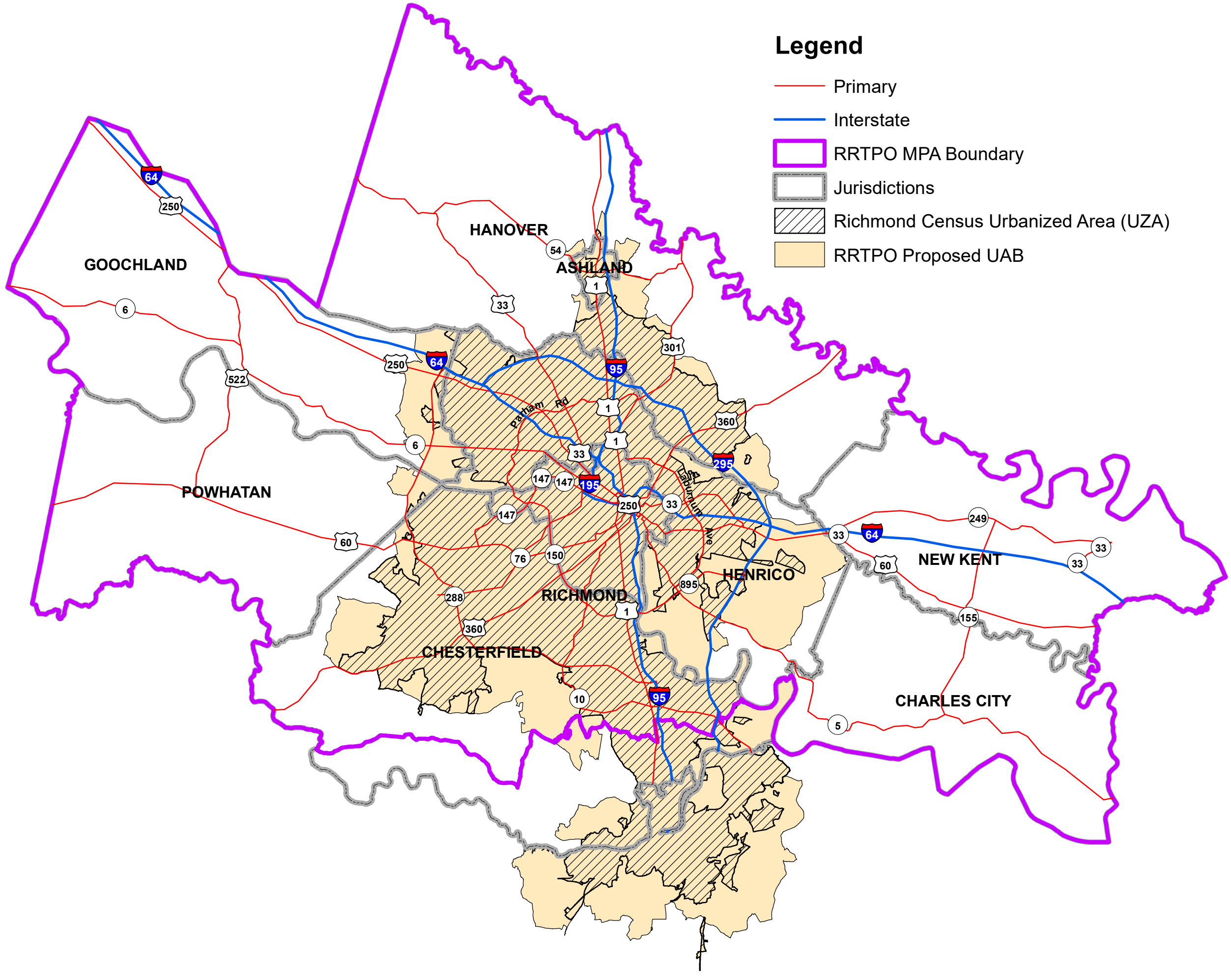
### **11. When will Smoothed Urban Areas become final?**

Any adjustments to urban area boundaries must be approved by the Governor(s) and FHWA Division Office(s). FHWA will consider all urban area boundaries final as of June 1, 2024 and will use the original 2020 Census boundaries for all urban areas that have not been adjusted. The 2024 HPMS data submission must conform to the approved urban area boundary as of April 15th and June 15th, 2024.

Source: <https://ctpp.transportation.org/wp-content/uploads/sites/57/2021/03/FHWA-Adjusted-Urban-Area-Boundaries-AUAB.pdf> (page 4)

### **12. Where can I find Urban Smoothing data?**

<https://vdot.maps.arcgis.com/home/item.html?id=33b55f08cb6f49fcae2a018961fd5e9c>



**Legend**

- Primary
- Interstate
- RRTPO MPA Boundary
- Jurisdictions
- Richmond Census Urbanized Area (UZA)
- RRTPO Proposed UAB



# URBAN SMOOTHING OVERVIEW AND SUMMARY

| Charles Leaton & Ian Turner

June 22, 2023

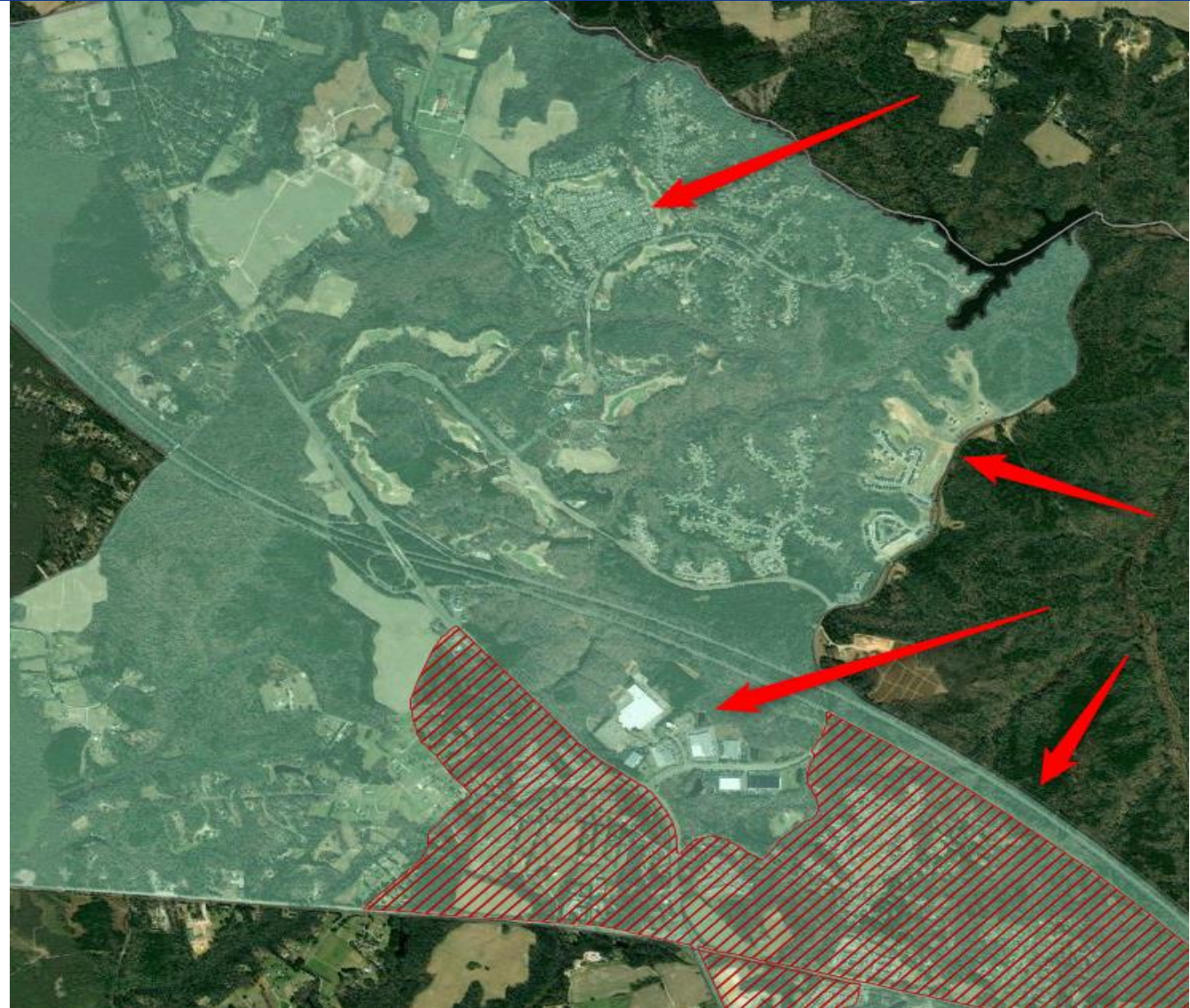
# Goals

- **Discuss smoothing process**
- **Overview of the smoothed area for 2020**
- **Understand**
  - Why smoothing
  - Smoothing process
  - Smoothing implications
  - Differences between smoothed areas and Censes areas
  - Growth of urban areas



# Why Smoothing

- 10-year estimation of urban growth
- Creates a better representation of the current and future urban areas in Virginia.
- New development captured
- Interstates along urban areas included
- High density population and housing units not captured by Census



# Smoothing Implications

- MPO boundary needs to encompass the smoothed urban area boundary.
  - Put in definition??
- More projects can be supported under Surface Transportation Block Grant Program (STBG)
- Clearer functional classification designation
- Highway Performance Monitoring System (HPMS) annual highway statistics reporting
- Designation of critical urban/rural freight corridors
- Road design e.g., Curb and Gutter, Interchange Access Control, etc.

# Smoothed Area for 2020

- 50 Urban Area Boundaries have been adjusted
- Areas under 5,000 population not adjusted under FHWA guidelines
  1. Orange
  2. Luray
  3. Tazewell
  4. Altavista
  5. Colonial Beach
  6. Chincoteague
  7. Hagerstown, MD

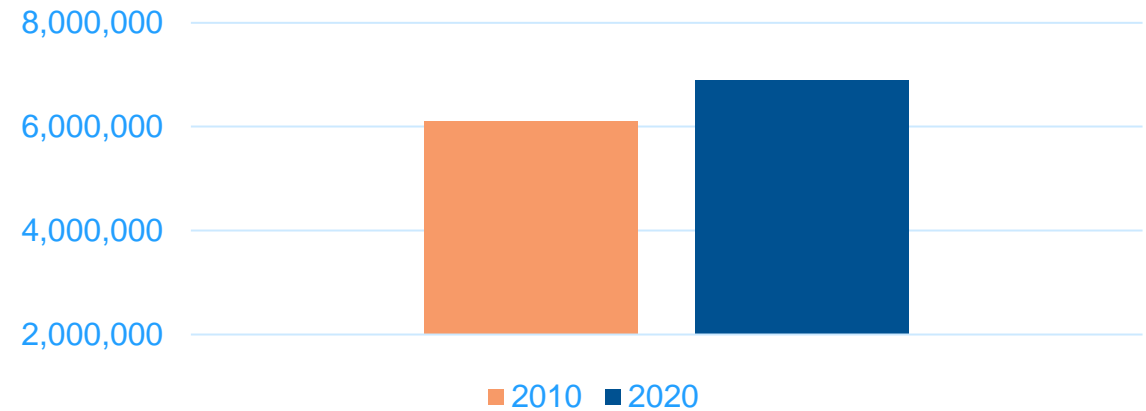
FHWA - "Per 23 U.S.C. 101(a)(35), only the boundaries of an urban area with a population of 5,000 or more can be adjusted."

Census - "An area will qualify as urban if it contains at least 2,000 housing units or has a population of at least 5,000."

# Smoothing Statistics

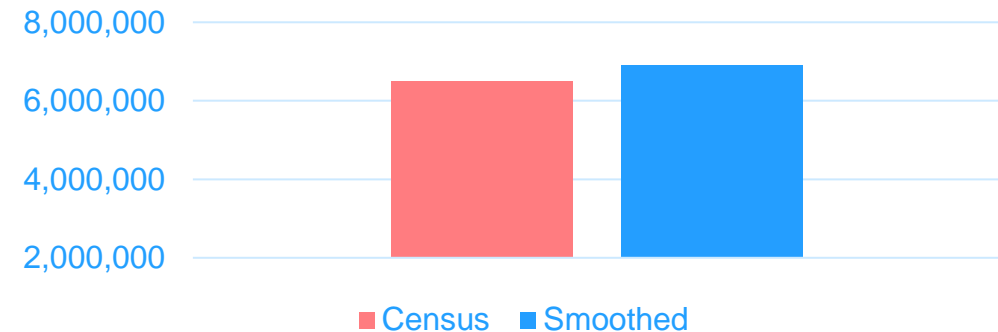
- ~13% increase in smoothed population
- 2010 – 6.1 million
- 2020 – 6.9 million in 2020

2020 Smoothed Population Compared to 2010  
Smoothed Population



- ~6% increase in population
- Census – 6.5 million
- Smoothed – 6.9 million

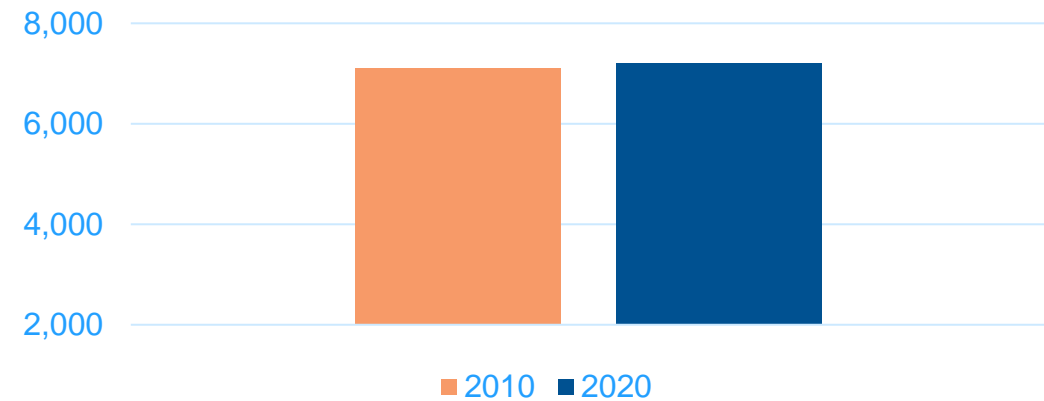
2020 Smoothed Area Population  
Compared to 2020 Census Area  
Population



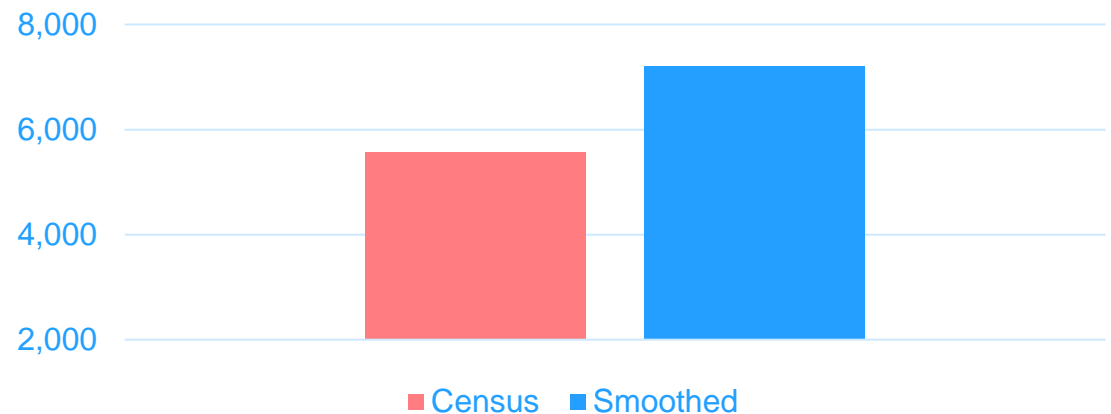
# Smoothing Statistics

- ~100 additional square miles of smoothed urban area in 2020 vs smoothed 2010
- ~ 1,600 square miles of smoothed urban area added to Census designated urban areas

Smoothed Area (Sq. Miles) Compared to 2010



Smoothed Area (Sq. Miles) Added to 2020 Census Areas



# FAQ

- **Where can I find Urban Smoothing data?**

- <https://vdot.maps.arcgis.com/home/item.html?id=33b55f08cb6f49fcae2a018961fd5e9c>

- **Does the MPA boundary need to change?**

- Yes, it must encompass the smoothed urban area based on Federal Planning Law.

“MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.”

- **Will we get more funding if the smoothed area is larger than the Census area?**

- No. All funding amounts will be based on Census designated urban areas.

- **What funding implications are there?**

- Federal-Aid eligibility for roadways within the smoothed urban area. Please check your specific programs to see what projects can be funded. Minor Collectors that fall within the smoothed area are eligible.

- **Any other questions?**

# Contact Us

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## **TAC AGENDA 08/08/23; ITEM #13.**

### **FY24 – FY27 Transportation Improvement Program (TIP) – Illustrative Project List**

#### **Richmond Regional Transportation Planning Organization**

**REQUESTED ACTION:** No action requested. TAC members are requested to review the proposed illustrative project list and provide revisions to staff for inclusion in the FY24 – FY27 Transportation Improvement Program (TIP) with the rollover in the fall.

**BACKGROUND:** The TIP is the region's collaborative list of transportation investments for a four-year period. Developing and maintaining the TIP is one of the core responsibilities of the RRTPO.

With the passage of the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), a record number of competitive, discretionary funding programs exist. The RRTPO and member agencies and localities have aggressively pursued these new federal funding opportunities.

During the application process, project sponsors have been confronted with questions asking about inclusion in the Long-Range Transportation Plan (LRTP) and TIP. An example of these requirements from the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program is included here:

*Applicants should coordinate with the relevant planning authority to ensure that the project will be included in the appropriate plan if required before an operating administration may obligate funds to the project. If the project is not included in the relevant planning documents when the RAISE application is submitted, applicants should include with their application a certification from the appropriate planning agency that actions are underway to include the project in the relevant planning document.*

As the approach to the STIP/TIP in Virginia is to only reflect funding that has already been allocated to projects ready for implementation, projects seeking funding are not included in the TIP. RRTPO has generally prepared a resolution of endorsement for each application to demonstrate support and a willingness to amend the TIP. VDOT also has a form to submit requests for support ([available here](#)) and includes language about supporting inclusion in the STIP if all other requirements have been met in the letters of support.

In response to locality requests to include partially funded candidate projects in the TIP, the RRTPO has reviewed alternative approaches with a goal of streamlining the TPO process and positioning the region's applications to be competitive. After extensive conversations with VDOT, staff propose including an illustrative project list in the TIP.

**ILLUSTRATIVE PROJECT LIST:** An illustrative project is defined in 23 CFR 450.104 as an additional transportation project that may be included in a financial plan for a

metropolitan transportation plan, TIP, or STIP **if reasonable additional resources were to become available** (emphasis added). These projects are not included in the constrained plan but are recognized priorities for the region. In practice, this means that the TIP can include a near-term vision list.

An illustrative project list can be added as a third category of projects in the TIP (after the ungrouped and grouped projects) with an introduction noting that the projects are not included in the constrained plan but would be added to the TIP if additional funding is provided. In effect, this approach is the same as the TPO providing a resolution of support but would allow for a standing list that could be used for multiple grant applications and would allow applicants to demonstrate inclusion in the TIP.

Revisions to illustrative projects are not considered amendments (as they do not impact fiscal constraint or air quality conformity) and can be accomplished quickly to reflect any changes between applications as needed (23 CFR 450.104). The format of the project entries is up to the RRTPO to determine consistent with federal requirements; VDOT does not have any guidance for illustrative projects.

Per 23 CFR 450.330, no Federal action may be taken on an illustrative project by FHWA or FTA until it is formally included in the financially constrained and conforming metropolitan transportation plan and TIP. A successful project will still need to be added to the constrained plan via the normal amendment process based on the project schedule and available funding.

**PROPOSED APPROACH:** Staff have developed an illustrative project list which consists of projects that the RRTPO has endorsed for discretionary funding since October 2020 (Federal fiscal year 2021). All projects have been reviewed for consistency with ConnectRVA 2045. As discretionary funding is outside of the constrained plan budget, this includes projects from the ConnectRVA 2045 vision list. The details provided are consistent with the information shown on individual project pages, but without any planned obligations. Project estimates are given as a range as costs are impacted by inflation and funding availability.

**TAC REQUESTED ACTION:** No action requested. TAC members are requested to review the proposed illustrative project list and provide revisions to staff for inclusion in the FY24 – FY27 Transportation Improvement Program (TIP) with the rollover in the fall.

#### Attachments

- A. Draft Illustrative Projects Section
- B. ConnectRVA 2045 Consistency Review

Project	Sponsor	Description	Year	Grant	Estimate	L RTP	L RTP ID	List
Vaughan Road Overpass	RRTPO	The Project, located in Ashland, Virginia (Hanover County), consists of an east/west two-track rail overpass at the Vaughan Road crossing (#860513W) to support improved safety, enhanced service, and higher speed rail between Richmond, Virginia and Washington, D.C.	2022	RCE	\$ 41,152,852	Yes	FRA-6	Vision
Garden City Trail and Pedestrian Bridge	Henrico		2022	RAISE	\$ 19,500,000	No		
Powwhite Parkway Extension, Phase II	Chesterfield		2023	RAISE	\$ 243,125,000	Yes	FHW-904 FHW-905	TB1 Vision
Route 150/Route 60 Interchange and Multi-modal Improvements	Chesterfield		2023	RAISE	\$ 24,444,160	Yes	FHW-154	TB3
I-95/Route 10 Phase II Interchange Improvement	Chesterfield	The county completed the interchange modification report in 2017 and built the first phase of the partial cloverleaf improvements in 2022. The I-95/Route 10, Phase II Interchange Improvement project is the last puzzle piece needed to provide safe and efficient facilities for traffic traveling through the I-95/Route 10 interchange. The project will complete the partial cloverleaf interchange and eliminate the dangerous weave areas on Route 10 and queues onto I-95 for safe and efficient freight and passenger traffic movement.	2023	MPDG		Yes	FHW-67	TB4
I-95/Willis Road Interchange Improvement	Chesterfield	The I-95/Willis Road interchange was constructed decades ago, in the 1950s, and is inadequate for existing traffic. The I-95/Willis Road Interchange Improvement project will construct a dumbbell interchange that will move traffic on and off I-95 more efficiently, reducing queues into I-95 mainlines; improving freight access to the industrial center; providing safe bike and ped accommodations on Willis Road. The county completed an interchange modification report in 2017 and is currently updating the report to reflect refinements realized during the development of 30% plans, currently underway.	2023	MPDG		Yes	FHW-72	TB4
Short Pump Area Improvements	Henrico	This project includes the construction of a new interchange at N. Gayton Road and Interstate 64, a reconstruction of the interchange at W. Broad Street and Interstate 64, improvements on W. Broad Street, and improvements on I-295 between Interstate 64 and Nuckols Road. The project also includes the construction of northbound and southbound auxiliary lanes on Route 288 and modifications to the intersection of Route 288 and W. Broad Street in Goochland County.	2023	MPDG		Yes	FHW-32 FHW-55 FHW-34 FHW-159 FHW-163	TB4 Vision TB2 TB2 TB1

Project	Sponsor	Description	Year	Grant	Estimate	LRTP	LRTP ID	List
Chesterfield County Mobility Resilience Framework	Chesterfield	This study will offer a comprehensive look at all roads, focusing on bridges/culverts, to determine vulnerabilities, establish priorities and develop an action plan for improvements. The investment of FY2023 PROTECT planning grant funds for Chesterfield's Mobility Resilience Framework would result in a prioritized plan to address infrastructure needs resulting from the impacts of climate change.	2023	PROTECT		No		

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

<b>MPO</b>	Richmond			
<b>UPC NO</b>		<b>SCOPE</b>	Reconstruction w/o Added Capacity	
<b>SYSTEM</b>	Interstate	<b>JURISDICTION</b>	Chesterfield	<b>OVERSIGHT</b>
<b>PROJECT</b>	I-95/Route 10 Phase II Interchange Improvements			<b>ADMIN BY</b>
<b>DESCRIPTION</b>				
<b>PROGRAM NOTE</b>	Illustrative Project Only			<b>LRTP ID</b> FHW-67
<b>ROUTE/STREET</b>	I-95 at VA-10			<b>ESTIMATE</b> \$ 48,786,841

<b>MPO</b>	Richmond			
<b>UPC NO</b>		<b>SCOPE</b>	Reconstruction w/o Added Capacity	
<b>SYSTEM</b>	Interstate	<b>JURISDICTION</b>	Chesterfield	<b>OVERSIGHT</b>
<b>PROJECT</b>	I-95/Willis Road Interchange Improvement			<b>ADMIN BY</b>
<b>DESCRIPTION</b>				
<b>PROGRAM NOTE</b>	Illustrative Project Only			<b>LRTP ID</b> FHW-72
<b>ROUTE/STREET</b>	I-95 at Willis Road			<b>ESTIMATE</b> \$135,638,008

<b>MPO</b>	Richmond			
<b>UPC NO</b>		<b>SCOPE</b>	Roadway, New Construction	
<b>SYSTEM</b>	Primary	<b>JURISDICTION</b>	Chesterfield	<b>OVERSIGHT</b>
<b>PROJECT</b>	Powhite Parkway Extension, Phase II			<b>ADMIN BY</b>
<b>DESCRIPTION</b>	From: Woolridge Road To: US-360			
<b>PROGRAM NOTE</b>	Illustrative Project Only			<b>LRTP ID</b> FHW-904 FHW-905
<b>ROUTE/STREET</b>	Powhite Parkway (VA-76)			<b>ESTIMATE</b> \$ 243,125,000

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

<b>MPO</b>	Richmond			
<b>UPC NO</b>		<b>SCOPE</b>	Roadway, New Construction	
<b>SYSTEM</b>	Interstate	<b>JURISDICTION</b>	Henrico	<b>OVERSIGHT</b>
<b>PROJECT</b>	Short Pump Area Improvements - N. Gayton Rd Interchange			<b>ADMIN BY</b>
<b>DESCRIPTION</b>				
<b>PROGRAM NOTE</b>	Illustrative Project Only			<b>LRTP ID</b> FHW-32
<b>ROUTE/STREET</b>	I-64 at N. Gayton Rd.			<b>ESTIMATE</b> \$121,608,000

<b>MPO</b>	Richmond			
<b>UPC NO</b>		<b>SCOPE</b>	Reconstruction w/o Added Capacity	
<b>SYSTEM</b>	Interstate	<b>JURISDICTION</b>	Henrico	<b>OVERSIGHT</b>
<b>PROJECT</b>	Short Pump Area Improvements - W. Broad St. Interchange			<b>ADMIN BY</b>
<b>DESCRIPTION</b>				
<b>PROGRAM NOTE</b>	Illustrative Project Only			<b>LRTP ID</b> FHW-55
<b>ROUTE/STREET</b>	I-64 at W. Broad St. (US-250)			<b>ESTIMATE</b> \$204,814,000

<b>MPO</b>	Richmond			
<b>UPC NO</b>		<b>SCOPE</b>	Reconstruction w/ Added Capacity	
<b>SYSTEM</b>	Interstate	<b>JURISDICTION</b>	Henrico	<b>OVERSIGHT</b>
<b>PROJECT</b>	Short Pump Area Improvements - I-295 Improvements			<b>ADMIN BY</b>
<b>DESCRIPTION</b>	From: I-64 To: Nuckols Rd			
<b>PROGRAM NOTE</b>	Illustrative Project Only			<b>LRTP ID</b> FHW-34
<b>ROUTE/STREET</b>	I-295			<b>ESTIMATE</b> \$ 25,602,000

<b>MPO</b>	Richmond			
<b>UPC NO</b>		<b>SCOPE</b>	Reconstruction w/ Added Capacity	
<b>SYSTEM</b>	Interstate	<b>JURISDICTION</b>	Goochland	<b>OVERSIGHT</b>
<b>PROJECT</b>	Short Pump Area Improvements - 288 SB Auxiliary Lane			<b>ADMIN BY</b>
<b>DESCRIPTION</b>	From: I-64 To: Tuckahoe Creek Parkway			
<b>PROGRAM NOTE</b>	Illustrative Project Only			<b>LRTP ID</b> FHW-159
<b>ROUTE/STREET</b>	VA-288			<b>ESTIMATE</b> \$ 22,350,000

<b>MPO</b>	Richmond			
<b>UPC NO</b>		<b>SCOPE</b>	Reconstruction w/ Added Capacity	
<b>SYSTEM</b>	Interstate	<b>JURISDICTION</b>	Goochland	<b>OVERSIGHT</b>
<b>PROJECT</b>	Short Pump Area Improvements - VA-288/W. Broad St. Interchange Improvements		<b>ADMIN BY</b>	
<b>DESCRIPTION</b>				
<b>PROGRAM NOTE</b>	Illustrative Project Only		<b>LRTP ID</b>	FHW-163
<b>ROUTE/STREET</b>	VA-288 at W. Broad St. (US-250)		<b>ESTIMATE</b>	\$ 6,272,000

## **TAC AGENDA 8/8/23**

### **TAC Future Meeting Topics\***

#### **Future Meeting Topics**

- DRPT – Virginia Statewide Rail Plan
- CVTA Project Prioritization Updates
- Transit Modernization Study Update

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