



Photo: Train in City of Richmond

Richmond Regional Transportation Planning Organization (RRTPO) Policy Board



NOTES

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

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

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

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

Powered By:



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

AGENDA

RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION POLICY BOARD

Thursday, September 5, 2024, 9:30 a.m.

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

If you wish to participate in this meeting virtually, please register via Zoom at the following link:

https://planrva-org.zoom.us/webinar/register/WN_Tin69sBuSESnoC5I_QFxLQ

Call to Order (*Newbille*)

Pledge of Allegiance (*Newbille*)

Welcome and Introductions (*Newbille*)

Certification of a Quorum (*Scott*)

A. ADMINISTRATION

1. Confirmation of Member Participation from a Remote Location

(*as needed*) (*Newbille*)

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

2. Consideration of Amendments to the Meeting Agenda

(*Newbille*)

3. RRTPO Chair's Report

(*Newbille/10 minutes*)

4. Open Public Comment Period

(*Newbille/5 minutes*)

5. Approval of RRTPO Policy Board Meeting Minutes – July 11, 2024 – page 5

(*Newbille*)

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

6. RRTPO Secretary's Report

(*Shickle/10 minutes*)

a. Port of Virginia Tour

Discussion item.

b. FY25 Meeting Schedule

Action requested: motion to cancel the October 3, 2024, RRTPO Executive Committee meeting due to the scheduled Port of Virginia tour.

c. Work Status Reports – Fourth Quarter FY24 and FY24 Annual Report (to be distributed at meeting).

Action requested: motion to accept the work status reports as presented.

B. NEW BUSINESS

1. 2050 Long Range Transportation Plan: Scope of Work, Schedule and Advisory Working Group – page 15

(Aryal/10 minutes)

Action requested: motion to adopt the 2050 Long-Range Transportation Plan (LRTP) general scope of work and schedule and to authorize staff to establish the LRTP Advisory Working Group to provide input and oversight in the development of the plan (voice vote).

2. Pathways to the Future (P2F) – Scenario Planning Process Adoption – page 22

(Aryal/10 minutes)

Action requested: motion to adopt the *Pathways to the Future (P2F)* - scenario planning process.

3. FY24 - FY27 Transportation Improvement Program Amendment – FY25 FTA 5310 Projects - page 42

(Ramos /5 minutes)

Action requested: motion to approve the proposed TIP amendments as requested by DRPT.

4. FY24-FY27 Transportation Improvement Program (TIP) - Richmond Safe Streets 4 All Traffic Safety and Operations (T29775) – page 49

(Ramos /5 minutes)

Action requested: motion to approve the proposed TIP amendments as requested by Richmond.

5. FY24-FY27 Transportation Improvement Program (TIP) - Maintenance: Traffic and Safety Operations Grouping – page 54

(Heller /5 minutes)

Action requested: motion to approve the proposed TIP amendments as requested.

6. FY24-FY27 Transportation Improvement Program (TIP) - Arthur Ashe Blvd. Bridge Replacement over CSX Railroad (UPC T29776) – page 59

(Heller /5 minutes)

Action requested: motion to approve the proposed TIP amendments as requested.

7. CMAQ Funding Request - Rte 1 - Intersection Improvements at Hopkins Rd & Harwood St (UPC 15955) – page 63

(Busching/10 minutes)

Action requested: motion to approve the request for additional funding for the Rte 1 Intersection Improvements at Hopkins Rd & Harwood St (UPC 15955) project as requested.

8. **Functional Classification Update** – page 68
(Busching/10 minutes)

Action requested: motion to approve the proposed updates to the roadway functional classifications. (voice vote).

C. AGENCY AND COMMITTEE REPORTS

1. Agency Updates

(15 minutes)

- a. **CVTA** – Parsons – page 72
- b. **PlanRVA** – Shickle – page 73
- c. **GRTC** – Adams
- d. **RMTA** – Dean
- e. **DRPT** – Dubinsky
- f. **VDOT** – Totten
- g. **FHWA** – Rucker

D. OTHER BUSINESS

1. RRTPO Member Comments

(Newbille/5 minutes)

- 2. Next Meeting – October 3, 2024, 8:00 a.m., Port of Virginia Tour.**

E. ADJOURNMENT

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
POLICY BOARD MEETING MINUTES
PlanRVA James River Boardroom and via Zoom
Thursday, July 11, 2024 - 9:30 a.m.**

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

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

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

Call to Order

The Richmond Regional Transportation Planning Organization (RRTPO) Policy Board Chair, Cynthia Newbille, called the RRTPO Policy Board meeting to order at 9:31 a.m.

Pledge of Allegiance

The Pledge of Allegiance was led by Chair Newbille

Welcome and Introductions

Chair Newbille welcomed all attendees.

Certification of a Quorum

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

A. ADMINISTRATION

1. Confirmation of Member Participation from a Remote Location

There were no members participating remotely.

2. Consideration of Amendments to the Meeting Agenda

There were no requested amendments to the agenda.

3. RRTPO Chair's Report

Chair Newbille reported that plans are underway to partner with the Port of Virginia to have a tour of the Port of Virginia in October. More information will be shared under the Secretary's report.

4. Open Public Comment Period

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

5. Approval of Previous Meeting Minutes

a. Minutes – May 9, 2024

b. Minutes – June 13, 2024

On motion by Jessica Schneider, seconded by Sean Davis, the members of the RRTPO Policy Board voted to approve the May 9, 2024, and June 13, 2024 meeting minutes as presented (voice vote).

6. RRTPO Secretary's Report

a. Port of Virginia Tour

Martha Shickle, Secretary, reported on the plans for a tour of the Port of Virginia facilities in Hampton Roads and Richmond. The proposed agenda will include travel to/from Hampton Roads with greetings from Mr. Edwards as well as a staff presentation from the Port personnel.

Staff is coordinating with the Port to develop background material for attendees. Transportation and lunch will be provided.

The tentative date is October 3, 2024, in lieu of the regular RRTPO Policy Board meeting. The date will be confirmed as soon as possible, pending confirmation that Stephen Edwards, CEO, is able to join us in Hampton Roads.

All members and alternates of the RRTPO Policy Board, Technical Advisory Committee, and Community Transportation Advisory Committee will be invited. Members of the Commission and CVTA who do not serve on the Policy Board will be invited as well as a limited number of locality representatives identified by the CAOs/Administrators.

Staff will be arranging transportation and logistics for the trip, and additional details will be available in August. In the meantime, members are asked to check their calendars and provide feedback on interest and availability to assist with preliminary arrangements. Members will be asked to formally RSVP/register in August to confirm attendance. Due to the security provisions for entering port facilities, attendees will need to take the arranged transportation (chartered bus).

b. FY25 RRTPO Meeting Schedule

Ms. Shickle gave an overview of the proposed schedule.

On motion by John Moyer, seconded by Jody Rogish, the members of the RRTPO Policy Board voted to approve the FY25 meeting schedule as presented (voice vote).

c. Member Profile Forms

Ms. Shickle explained that the forms are important for staff to determine which communications members prefer to receive and how they wish to receive those.

B. NEW BUSINESS

1. SMART SCALE Round 6 - Localities and Agency Project Endorsement

Myles Busching, Director of Transportation, presented the request for endorsement of the Smart Scale Round 6 Localities and Agency Project Endorsements. To support local and regional planning efforts and consistency with the CLRP, a resolution of support from the MPO is needed for all projects within the MPO study area that are not included in or consistent with the adopted CLRP. This requirement applies to projects submitted by localities and transit agencies.

In addition to the consistency requirements, an MPO resolution of support is also required for all locality sponsored projects on Corridors of Statewide Significance (COSS). Staff has reviewed each project using the LRTP to determine consistency with the regional plan. In the draft resolution, each project is identified as regionally significant and in the constrained plan, Local/ Programmatic consistent with the plan, or regionally significant and not in the constrained plan. In a few cases where staff did not have sufficient detail, the project was marked as unclear with a note about the potential LRTP project identifier.

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

WHEREAS, SMART SCALE is the process that helps Virginia meet its most critical transportation needs using limited tax dollars through a competitive funding program; and

WHEREAS, the SMART SCALE program requires the RRTPO to endorse all applications on Corridors of Statewide Significance (CoSS) or projects not included or consistent with ConnectRVA 2045, the regional long-range transportation plan; and

WHEREAS, the RRTPO has historically endorsed all locality and agency pre-applications to provide flexibility to member agencies in selecting final applications; and

WHEREAS, the Technical Advisory Committee (TAC) recommends approval of this resolution of endorsement;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board supports the following projects as applications for SMART SCALE Round 6:

- 11742 - Rt. 1 and Ashcake Intersection (Ashland Town)
- 11792 - I-95 and Route 54 Interchange (Ashland Town)
- 11452 - Courthouse Rd at Dakins Dr R-Cut and Bike/Ped Improvements (Chesterfield County)
- 11476 - Rivers Bend Boulevard/Kingston Avenue Roundabout (Chesterfield County)
- 11500 - Belmont Road/Cogbill Road - Roundabout (Chesterfield County)
- 11522 - #FLT Rt 1 (Walmsley Blvd-Falling Ck Ave) SW/Bike/Transit (Chesterfield County)
- 11542 - Salem Church Road/Kingsland Road Roundabout (Chesterfield County)
- 11544 - Chester Rd/Hamlin Creek Pkwy Roundabout & Old Ln Imprvts (Chesterfield County)
- 11572 - Rt 60 (Old Otterdale Rd-Woolridge Rd) Corridor Enhancements (Chesterfield County)
- 11676 - Courthouse Rd at Cherylann Rd R-Cut & Bike/Ped Improvements (Chesterfield County)
- 11595 - Route 250 at Route 288 Interchange Improvements (Goochland County)
- 11596 - Rte 288 - New SB Auxiliary Lane South of U.S. 250 (Goochland County)
- 11597 - Route 288 Southbound Hard Shoulder Running Lane (Goochland County)
- 11598 - Fairground Rd/Maidens Rd Roundabout (Goochland County)
- 11599 - Fairground Rd/Hawktown Rd Left Turn Lane (Goochland County)
- 11437 - A Arts District BRT Station ADA Access / Safety Streetscape (Greater Richmond Transit Company (GRTC))
- 11438 - B Downtown Richmond VA Transit Hub (Greater Richmond Transit Company (GRTC))

- 11439 - C Chamberlayne Avenue North-South BRT Phase II (Greater Richmond Transit Company (GRTC))
- 11687 - Roundabout at Intersection of Atlee Road and Barnfield Lane (Hanover County)
- 11688 - Park and Ride on US 301 Corridor (Hanover County)
- 11689 - Operational and Bike/Ped Improvements on US Route Corridor (Hanover County)
- 11503 - E. Parham Road Improvements - I-95 to Cleveland St (Henrico County)
- 11504 - Glenside Drive and Horsepen Road Safety Improvements (Henrico County)
- 11505 - Parham Road Ped Improvements - Holly Hill to Three Chopt (Henrico County)
- 11506 - Williamsburg Rd Improvements - Randall Av to Charles City Rd (Henrico County)
- 11507 - W Broad St and Parham Rd Intersection Improvements (Henrico County)
- 11508 - Mechanicsville Tpke (Rte 360) SUP - Laburnum Ave to City (Henrico County)
- 11545 - Nine Mile Rd Improvements - Gordons Ln to Dabbs House Rd (Henrico County)
- 11652 - Springfield Road Improvements (Henrico County)
- 11653 - Brook Road Improvements – Azalea Ave to Brook Run Shping Ctr (Henrico County)
- 11656 - W Broad St & Glenside Dr Intersection Improvements (Henrico County)
- 11470 - I64 Exit 211 Interchange Improvement Project (New Kent County)
- 11509 - Route 360/I-64 Interchange Improvements (PlanRVA Richmond Regional Planning District Commission)
- 11590 - Busy Street Extended (PlanRVA Richmond Regional Planning District Commission)
- 11673 - Rt 288 SB (Powhite Pkwy - Route 360) CD Road Extension (PlanRVA Richmond Regional Planning District Commission)
- 11761 - U.S. Route 60 at State Route 13/603 RCUT (Powhatan County)
- 11762 - U.S. Route 60 at Red Lane Road: Continuous Green-T (Powhatan County)
- 11763 - Dorset Road, Batterson Road & Route 60 RCUT (Powhatan County)
- 11764 - New Dorset Road & Route 60 RCUT (Powhatan County)
- 11427 - A Commerce Road Phase II Fall Line Trail (Richmond City)
- 11428 - B Port of Virginia Interchange / Commerce Road Streetscape (Richmond City)
- 11429 - C Forest Hill Avenue Phase II Improvements (Richmond City)
- 11430 - D Arts District BRT Station ADA Access / Safety Streetscape (Richmond City)
- 11432 - E Norfolk Street Bridge Connection (Richmond City)
- 11433 - H Arthur Ashe / Hermitage / Westwood / Brookland Roundabout (Richmond City)
- 11434 - I Cowardin Avenue at Semmes Avenue Protected Intersection (Richmond City)
- 11435 - J Hull Street / Clopton Street / Midlothian Roundabout (Richmond City)
- 11436 - K N-S BRT Midlothian at Belt Boulevard Roundabouts (Richmond City)

- 11498 - G US Route 360 Mechanicsville Tpk Roundabouts & Streetscape (Richmond City)

2. SMART SCALE Round 6 – RRTPO Projects

Mr. Busching reported that the RRTPO is eligible to submit up to 12 pre-applications and 10 full applications this round. The RRTPO initially approved 10 projects as pre-applications for this round. Two (2) projects were subsequently withdrawn by the local sponsor or determined to not qualify for the updated program eligibility criteria. The preliminary descriptions and titles of the remaining eight projects which are requested to advance to full applications were summarized,

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

WHEREAS, SMART SCALE is the process that helps Virginia meet its most critical transportation needs using limited tax dollars through a competitive funding program; and

WHEREAS, the SMART SCALE program requires submitting agencies to demonstrate support for an application through approval of a resolution adopted in a public meeting; and

WHEREAS, the RRTPO submitted eight (8) projects as preapplications which are eligible to advance to full applications; and

WHEREAS, the Technical Advisory Committee (TAC) recommends submission of all eight (8) of the eligible projects;

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

- 11440 - A Walmsley Boulevard Bridge and Extension (Richmond Regional Transportation Planning Organization)
- 11441 - B Belt Boulevard (SR161) North-South BRT / Streetscape (Richmond Regional Transportation Planning Organization)
- 11591 - Route 360 (Woodlake - Otterdale) Widening (Richmond Regional Transportation Planning Organization)
- 11592 - Huguenot Rd (Robious - Cranbeck) Capacity & Safety Improvement (Richmond Regional Transportation Planning Organization)
- 11456 - I-95/Route 10 Interchange Improvement, Phase II (Richmond Regional Transportation Planning Organization)
- 11665 - Gaskins Road Interchange @ I-64 (North Quad & Aux Lanes) (Richmond Regional Transportation Planning Organization)
- 11666 - Gaskins Road Interchange @ I-64 (Southern Quad) (Richmond Regional Transportation Planning Organization)
- 11667 - Short Pump Area Improvements (Richmond Regional Transportation Planning Organization)

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

Kerry Ramos presented this request and explained that the proposed amendment requested by GRTC has been reviewed by staff and found consistent with the requirements for RRTPO approval.

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

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

WHEREAS, GRTC has requested to add the Maintenance/Admin Facility Expansion (GRTC 050) project to the FY24 – FY27 Transportation Improvement Program (TIP); and

WHEREAS, this project was included in the FY21 – FY24 Transportation Improvement Program but the funds were not obligated; and

WHEREAS, this project has previously been determined to be exempt from regional air quality conformity assessment under 40 CFR § 93.126; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation Improvement Program (TIP) to include – Maintenance/Admin Facility Expansion (GRTC 050) as requested by GRTC.

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

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

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

WHEREAS, the Virginia Department of Transportation has requested a revision to the estimate and planned obligations for the Henrico County Community

Charging Network (UPC T29563) project in the FY24 – FY27 Transportation Improvement Program (TIP); and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation Improvement Program (TIP) to update the Henrico County Community Charging Network (UPC T29563) as requested by Henrico County.

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

Ansley Heller presented this request and explained that Henrico County submitted a request to amend the Transportation Improvement Program (TIP) to add a new project providing Multimodal Improvements on S. Laburnum Avenue Over I-64 (UPC T29562). This new project totals \$12,611,366, with \$1,703,335 coming available in FY24. The project was awarded \$6,300,000 in funding through the Reconnecting Communities & Neighborhoods Program. The remaining balance will be paid for with local funding.

On motion by Jody Rogish, seconded by Jessica Schneider, the members of the RRTPO Policy Board voted to adopt the following resolution:

WHEREAS, the Virginia Department of Transportation has requested a revision to the estimate and planned obligations for the Multimodal Improvements on S. Laburnum Ave. Over I-64 (UPC – T29562) project in the FY24 – FY27 Transportation Improvement Program (TIP); and

WHEREAS, this project is fully funded by Henrico County and a federal Reconnecting Neighborhoods and Communities grant; and,

WHEREAS, this project has been determined to be exempt from regional air quality conformity assessment under 40 CFR 93.126 as a bicycle and pedestrian facility; and,

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

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation Improvement Program (TIP) to update the Multimodal Improvements on S. Laburnum Ave. Over I-64 (UPC – T29562) as requested by Henrico County.

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

Mr. Busching presented this request and explained that The RRTPO has received a request for additional Transportation Alternatives (TA) funding for the #FLT Rt. 1 (Gettings - Dwight) SW/Bike project (UPC 118067), a segment of the Fall Line. VDOT has confirmed the RRTPO has sufficient previous funding in balance entry for this request.

The proposed request seeks to fund a \$184,192 deficit on the #FLT Rt. 1 (Gettings - Dwight) SW/Bike project. Per the regional funding framework, projects are eligible to request additional funding outside of the usual cycle for the construction phase. This project is ready to begin construction, pending resolution of the deficit. The reason for the increase to the estimate involves redesign and construction costs associated with increasing the trail and buffer width to the desired typical section for the Fall Line trail.

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

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

WHEREAS, the #FLT Rt. 1 (Gettings - Dwight) SW/Bike project (UPC 118067) has previously been awarded TA funding by the RRTPO; and

WHEREAS, the cost of the project has increased due to design changes to upgrade the project to include the Fall Line and the project now has a funding deficit; and

WHEREAS, the Technical Advisory Committee (TAC) has reviewed the request for additional funds and recommends approval;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves the award of an additional \$184,192 in Transportation Alternatives funding to the #FLT Rt. 1 (Gettings - Dwight) SW/Bike project (UPC 118067).

C. AGENCY AND COMMITTEE REPORTS

1. Transportation Agency Updates

- a. CVTA** – Chet Parsons, Executive Director, CVTA, provided this update which was included in the meeting agenda packet.
- b. PlanRVA** – Ms. Shickle provided this update which was included in the meeting agenda packet.
- c. GRTC** – Adrienne Torres reported on current and upcoming GRTC activity and noted the Sandston and Route 1 to Reynolds Community College were recently held.

- d. **RMTA** – As there was no representative present from RMTA, this update was not given.
- e. **DRPT** – Tiffany Dubinsky reported on recent and upcoming DRPT activity and noted their 6-year improvement plan was recently approved. She also reported that Zach Trogdon has been named as Director of the agency.
- f. **VDOT** – Mark Riblett provided this update, which is posted on the [meeting webpage](#).
- g. **FWHA** – Ivan Rucker reported on the number of agencies and localities that have applied for and received funding from DOT programs. He encouraged everyone to continue seeking these funding opportunities.

D. OTHER BUSINESS

1. RRTPO Member Comments

Jody Rogish asked for a follow up on the discussion from the last meeting on highway 895. Ms. Shickle suggested adding an update on an upcoming agenda.

2. Next Meeting: September 5, 2024, 9:30 a.m., PlanRVA Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224 and via Zoom

E. ADJOURNMENT:

Chair Newbille adjourned the meeting at approximately 10:20 a.m.

ACTION ITEM

September 5, 2024

TO Policy Board

SUBJECT 2050 Long Range Transportation Plan: Scope of Work, Schedule and Advisory Working Group

BRIEF:

The Long-Range Transportation Plan (LRTP) is a significant decision tool and a dynamic living document that projects regionally significant transportation needs in the Richmond region over 20 years and beyond. The 2050 LRTP update is due by October 2026.

RECOMMENDED ACTION:

The Technical Advisory Committee recommends approval of the 2050 Long-Range Transportation Plan (LRTP) general scope of work and schedule and to establish the LRTP Advisory Working Group to provide input and oversight in the development of the 2050 LRTP. Attached as Attachment A is a draft resolution of approval for your review and consideration.

DISCUSSION:

Background

The Long-Range Transportation Plan (LRTP) is a significant decision tool and a dynamic living document that projects regionally significant transportation needs in the Richmond region over 20 years and beyond. The LRTP is also a fiscally constrained document that simultaneously develops a vision and goals for the region but also reflects the application of those programmatic transportation goals to project prioritization. In October 2021, the Richmond Regional Transportation Planning Organization (RRTPO) adopted its 2045 LRTP update - ConnectRVA 2045. The LRTP must be updated at least every five years to remain consistent with existing conditions, and to re-evaluate proposed plans, programs, and projects. The 2050 LRTP update is due by October 2026. The 2050 LRTP will identify transportation needs out to the year 2050 across all jurisdictions and will include all travel modes.

LRTP Advisory Working Group (LRTP-AWG)

The LRTP-AWG will spearhead the development of the LRTP with autonomy to make decisions guiding the process and outcomes. The LRTP-AWG would be composed of RRTPO TAC representatives (or designee) plus additional stakeholders. Overall, the LRTP-AWG will have locality representatives; regional and

state transportation partners; transportation and environmental advocates; and representatives from special interest groups (minority, people with disabilities, elderly, and youth) from the Richmond region. The LRTP-AWG will meet often over the planning timeframe with more frequent meetings around specific milestones. The LRTP-AWG is expected to have its kick-off meeting in mid-October.

General Scope of Work and Schedule

The general scope of work and schedule for the 2050 LRTP is added as an attachment.

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

ATTACHMENTS:

- A. Draft Resolution of Approval
- B. 2050 LRTP Update – General Scope of Work and Schedule



POLICY BOARD AGENDA 9/5/24; ITEM B.-1.

**2050 Long Range Transportation Plan: Scope of Work, Schedule and Advisory
Committee**

Richmond Regional Transportation Planning Organization

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

RESOLVED, that the Richmond Regional Transportation Planning Organization
(RRTPO) Policy Board approves the 2050 Long-Range Transportation Plan (LRTP)
scope of work and schedule as presented to serve as the general guidance to staff
and the LRTP Advisory Committee.

FURTHER RESOLVED, that RRTPO Policy Board approves the Long-Range
Transportation Plan (LRTP) Advisory Committee established for the purpose of
providing input and oversight in the development of the 2050 Long-Range
Transportation Plan.

This is to certify that the Richmond Regional Transportation Planning Organization
Policy Board approved the above resolution at its meeting held September 5, 2024.

WITNESS:

BY:

Janice Scott
Board Relations Manager
PlanRVA

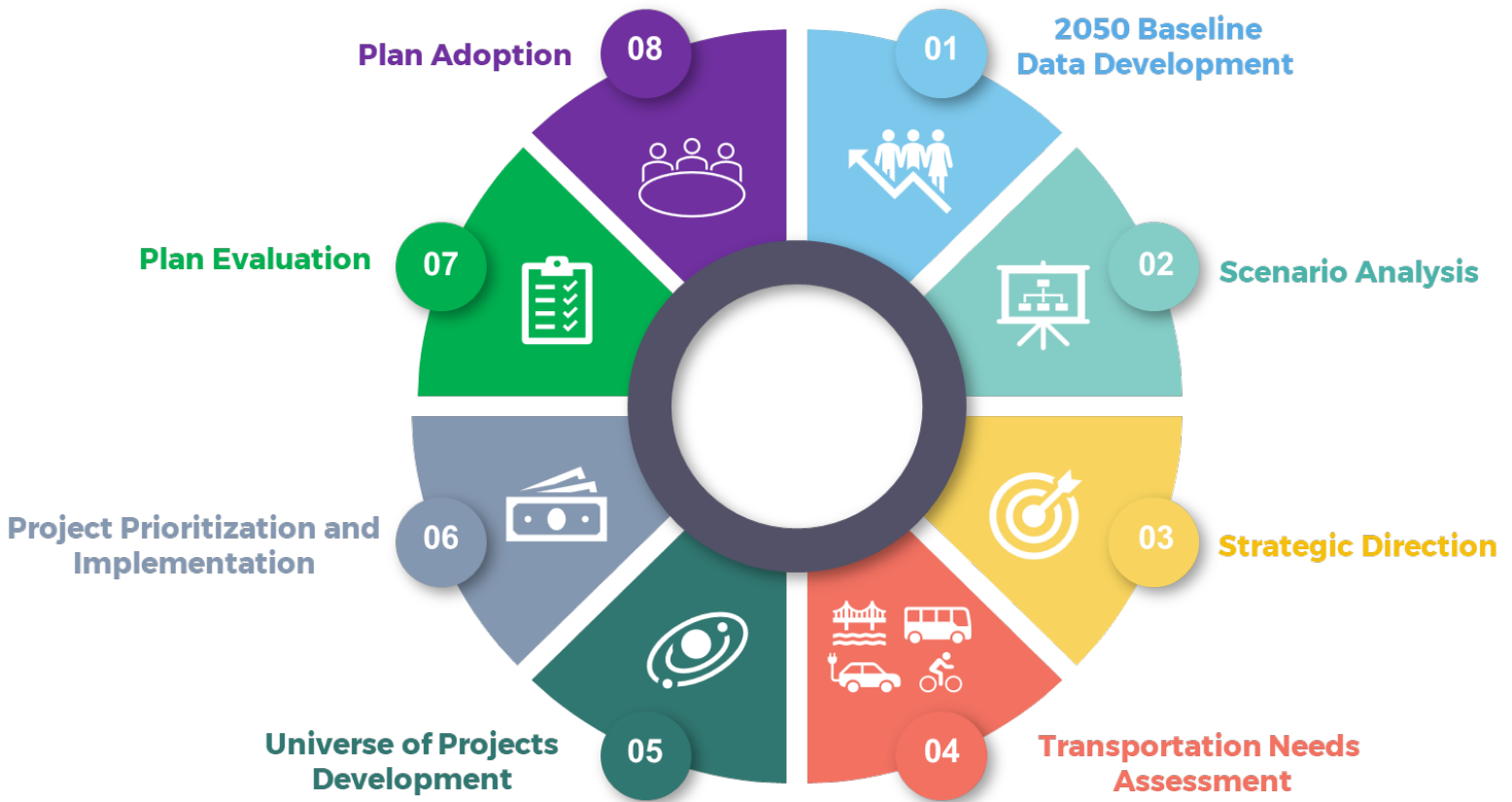
Martha Shickle, Secretary
Richmond Regional Transportation
Planning Organization

2050 LRTP General Scope of Work & Schedule

Main Project Timeline: September 2024 – September 2026

Public Engagement: October 2024- August 2026

2050 LRTP Process Flow



1. How does the Future look like? *Task Complete*
2050 Baseline Data Development (2022 - 2023)

- 2050 Baseline Growth Assumptions
- 2050 Baseline Demographic Data

Policy Board Adoption - July 6, 2023

2. What if there is more than one possible Future? *Task Complete*
Scenario Analysis (2023-2024)

- Pathways to the Future Process
- Four Scenarios Development
- Scenario Tools Development

Policy Board Adoption - September 5, 2024 (anticipated)

3. What Matters most for the Future?
Strategic Direction (2024- 2025)

- Regional Vision and Priorities
- Planning Goals
- Objectives and Performance Measures
- Strategies

Policy Board Adoption - June 2025 (tentative)

4. What are the Transportation issues to be addressed?
Transportation Needs Assessment (2024- 2025)

- Existing Transportation System Analysis
- Existing Transportation Needs and Forecasted Demand
- Regional Transportation Equity Needs

Policy Board Adoption - July 2025 (tentative)

5. What are the options?
Universe of Transportation Projects Development (2025)

- Regional Project Selection Guidelines
- Universe of Candidate Projects Development
- Total Funding Requirement

Policy Board Adoption - December 2025 (tentative)

6. How can we realistically get there?

Transportation Project Prioritization and Implementation (2025- 2026)

- Project Prioritization Process and Tools Development
- Transportation Revenues and Budget
- Fiscal Constraint Guidelines
- Funding Scenarios
- Constraint Plan
- Implementation Strategies
- Unfunded Transportation Needs

Policy Board Adoption - June 2026 (tentative)

7. How did we do this time and how can we do better next time?

Plan Evaluation (2026)

- Systemwide Transportation Performance Evaluation
- Environmental Justice and Accessibility Analysis
- Economic Impact Analysis
- Air Quality Conformity
- Public Engagement Evaluation

Policy Board Adoption - July 2026 (tentative)

8. Plan Adoption (2026)

- Project Documentation
- Story Map and Citizens Guide
- Policy Board Plan Adoption (September 2026)
- Plan Transmittal to FHWA and FTA (October 2026)

Policy Board Adoption - September 2026 (tentative)

Public Engagement for 2050 LRTP (Tentative)

Phase	LRTP Process Question	Public Input/Education	Start	End	Type	Medium
0	Overall Education	Educate about PLanRVA, RRTPO, 2050 LRTP update and MPO planning process in general.	September-24	October-26	General Outreach	Email, Website, Social Media
3	What Matters most for the Future?	Share Vision Statement from the Regional Strategic Plan. Provide comments on previously adopted Goals for ConnectRVA 2045; Are these still appropriate goals? Are any goals missing. Input on the development of new Goals and Objectives	October-24	March-25	General Outreach	Public Survey, Virtual and In-person Community Outreach
		Comments on and Goals and Objectives as approved by LRTP- Advisory Committee	May-25	May-25	Formal Public Review (15 Days)	Email, Website, Social Media
4	What are the Transportation issues to be address?	Identify "What Matters Most" for the transportation system in the Richmond region today and in the future. Identify transportation issues in the Richmond Region. Identify Equitable Transportation Needs in the Richmond region.	October-24	April-25	General Outreach	Online Mapping, Public Survey, Virtual and In-person Community Outreach
		Share input on transportation needs assessment and opportunities for improving transportation in the region	June-25	June-25	Formal Public review (15 days)	Email, Website, Social Media
5	What are the options?	Comments on Universe of Projects to be evaluated for project ranking	November-25	November-25	Formal Public review (15 days)	Email, Website, Social Media
6	How can we realistically get there?	Indicate preferences between investment scenarios, informed by their predicted impacts on the overall future transportation system.	February-26	March-26	General Outreach	Public Survey
		Review candidate projects and investment programs and weigh in on RRTPO funding decisions	May-26	May-26	Formal Public Review (15 days)	Email, Website, Social Media
7	How did we do this time and how can we do better next time?	Review project having impact on Air quality and provide any comments	June-26	June-26	Formal Public Review (15 days)	Email, Website, Social Media
8	Plan Adoption	Comment on selected projects, investment strategy, and draft plan document.	July-26	Aug-26	Formal Public Review (30 days) + Printed/Digital document to be sent to libraries and environmental and government agencies including tribal government for comments	Email, Website, Social Media, Newspaper
					Public Meetings (6-9)	In-person in Libraries or other available spaces
					Locality Board Presentations (9)	In-person in Locality Government Centers

ACTION ITEM

September 5, 2024

TO Policy Board**SUBJECT** *Pathways to the Future (P2F)* – Scenario Planning Process
Adoption**BRIEF:**

Pathways to the Future (P2F) is a regional exploratory Scenario Planning project which developed the Richmond region's first cross-discipline scenario planning tool to assist in planning for uncertain futures

RECOMMENDED ACTION:

The Technical Advisory Committee recommends adoption of the *Pathways to the Future (P2F)* - scenario planning process and its outcomes. Attached as Attachment A is a draft resolution of approval for your review and consideration.

DISCUSSION:

The world we live in today and its futures are so uncertain. Uncertainty is a staple figure in the planning practice of every single field - weather, finance, environment, urban development, emergency preparedness and transportation. It is the "unknown," that makes it so difficult to plan.

As Metropolitan Planning Organization (MPO) practitioners, it is our duty to recognize the abilities of our tools to address the uncertainties we know about and prepare plans for the best possible outcomes. Historically, MPOs have worked hard to gather the best possible input and tools to develop their regional plans. Traditionally, due to limited resources, the plans have focused on a single scenario. Resource limitations preclude the study of multiple scenarios. Thus, MPOs update their regional plans every 5 years, to capture as many conditions as possible that can be identified at that time, to create the most realistic plans. However, the growing number of drivers of change (disruptors), increases the risk to the region.

PlanRVA has been at the forefront of implementing innovative strategies in the MPO planning practice. *Pathways to the Future (P2F)* is an ambitious new regional exploratory Scenario Planning project which developed the Richmond region's first cross-discipline scenario planning tool to assist in planning for uncertain futures. *The P2F* process addresses the region's current and future needs related to transportation, community development, natural resources and emergency preparedness through equitable strategies, effective public engagement, data collection and analysis.

There are two primary models of scenario planning: normative scenario planning and exploratory scenario planning. The primary purpose of normative scenario planning is to reach a specific target whereas the primary purpose of exploratory scenario planning is to navigate uncertainty.

The *P2F* uses exploratory scenario planning to help understand and prepare for many game-changing trends and forces that could affect the Richmond region in the next twenty-five years. In this process, we first identified all the factors that are causing challenges in the present as well as those likely to cause challenges in the future. Then, we combined these “disruptors” or “driving forces of change” into plausible future end states at a certain point in the future (2050). These combinations became scenarios, or depictions of what the future could be like. The process of modeling these future scenarios involved an integrated suite of eleven predictive models.

A major public engagement process complemented the technical process that included regional charrettes, public surveys, scenario-matchmaking exercise, and steering committee guidance by the subject matter experts.

The outcomes of the *P2F* scenario planning process will have a wide application to different planning areas (transportation, economic development, housing, environment, etc.). It will provide useful data and strategic planning input for the Richmond region at three levels of geography (regional level, jurisdictional level and at the sub-jurisdictional level). Among the primary benefits and values of this process is the robust and informative set of outputs to answer the “what if” questions about the future. The scenarios and findings of the study have a great utility in identifying potential long-term planning solutions.

For more information, please contact Sulabh Aryal at 804-924-7035 or saryal@planrva.org

ATTACHMENTS:

- A. Draft Resolution of Adoption
- B. [Pathways to the Future: Process Documentation Report](#) (as a link)
- C. *Pathways to the Future*: Executive Summary Report



POLICY BOARD AGENDA 9/5/24; ITEM B.-2.

Pathways to the Future (P2F) – Scenario Planning Process Adoption

Richmond Regional Transportation Planning Organization

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

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board adopts *Pathways to the Future – Scenario Planning Process*, as presented.

FURTHER RESOLVED, that RRTPO Policy Board authorizes staff to use the tools and scenarios developed in the *Pathways to the Future*, for any long-range regional transportation study/ plan.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held September 5, 2024.

WITNESS:

BY:

Janice Scott
Board Relations Manager
PlanRVA

Martha Shickle, Secretary
Richmond Regional Transportation
Planning Organization



SCENARIO PLANNING PROCESS FOR THE RICHMOND REGION



EXECUTIVE SUMMARY DRAFT



DISCLAIMER

The contents of this report do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Virginia Department of Rail and Public Transportation (VDRPT) or the Virginia Department of Transportation (VDOT). This report does not constitute a standard, specification, or regulation. PlanRVA and RRTPO are responsible for the facts and accuracy of the data presented herein.

NOTICE

This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The United States Government, the Commonwealth of Virginia, PlanRVA and the RRTPO member organizations assume no liability for the contents or use thereof.

NON DISCRIMINATION

PlanRVA and the RRTPO fully comply with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. PlanRVA, on behalf of the RRTPO, will strive to provide reasonable accommodations and services for persons who require special assistance to participate in this public involvement opportunity. For more information on meeting accessibility, or to obtain a Title VI Complaint Form, see <https://planrva.org> or call the Title VI Coordinator at 804- 323-2033.

NO DISCRIMINACIÓN

Aviso de Título VI abreviado al público: RRTPO cumple plenamente con Título VI de la ley de Derechos Civiles de 1964 y con estatutos relacionados en todas programas y actividades. El RRTPO se esforzará por proporcionar alojamiento y servicios razonables para las personas que requieren asistencia especial para participar en esta oportunidad de participación pública. Para más información sobre accesibilidad de la reunión o para obtener los documentos de reclamación de Título VI, por favor visita <https://planrva.org> o llama el Coordinador del Título VI en 804-323-2033.

NOTE

PlanRVA is the brand of the legal entity known as Richmond Regional Planning District Commission.

The RRTPO is the brand of the federally designated Richmond Area Metropolitan Planning Organization.



Railroad and bridges along the James River (Richmond)

TABLE OF CONTENTS

INTRODUCTION	1
PATHWAYS TO THE FUTURE PROCESS.....	3
DATA & MODELS.....	4
DRIVERS OF CHANGE	5
STAKEHOLDERS, REGIONAL EXPERTS AND PUBLIC ENGAGEMENT	6
REGIONAL GROWTH FORECASTS	7
FINAL SCENARIO NARRATIVES.....	8
MODELING THE SCENARIOS.....	9
SCENARIO DASHBOARD	10
SCENARIO IMPLICATIONS.....	12

INTRODUCTION



Long Range Planning, by design, looks far enough ahead to capture substantive regional change in land use, economics, and other regional dynamics that can shift future outcomes. This allows regional leaders to anticipate and plan for potentially significant changes and to consider how to avoid undesirable outcomes with enough time to manage the ripple effects of near-term decisions.

There are two primary models of scenario planning: normative scenario planning and exploratory scenario planning. The primary purpose of normative scenario planning is to reach a specific target whereas the primary purpose of exploratory scenario planning is to navigate uncertainty.

Long Range Planning benefits from using exploratory scenario planning to examine a range of plausible futures. Identified futures vary based on key regional drivers of change including land use, housing, economics, climate resiliency, and technology.

PlanRVA's *Pathways to the Future* (P2F) is a regional exploratory scenario planning project which developed the Richmond region's first cross-discipline scenario planning tool to assist in planning for uncertain futures. The primary purpose of the P2F process is

to be prepared. The future is uncertain – but like a sporting opponent's offense, we can imagine what may happen in order to envision our actions in each scenario. These insights can inform policy directions and investment strategies. P2F can also identify positive outcomes that we can aim for through planning and design.

In the P2F process, we first identified all the factors that cause challenges in the present as well as those likely to cause challenges in the future. Then, we combined these “disruptors” or “driving forces of change” into plausible future end states at a certain point in the future (2050). These combinations became scenarios: sets of reasonably possible but structurally different futures. Demographic and other related scenario-specific data were developed based on scenario descriptions. These future scenarios were then modeled. The process of modeling these future scenarios comprised an integrated suite of eleven predictive models. The model results provided a variety of information, which would help us to make informed decisions for the future— for example, benefits of alternative transportation investments considering future trends.

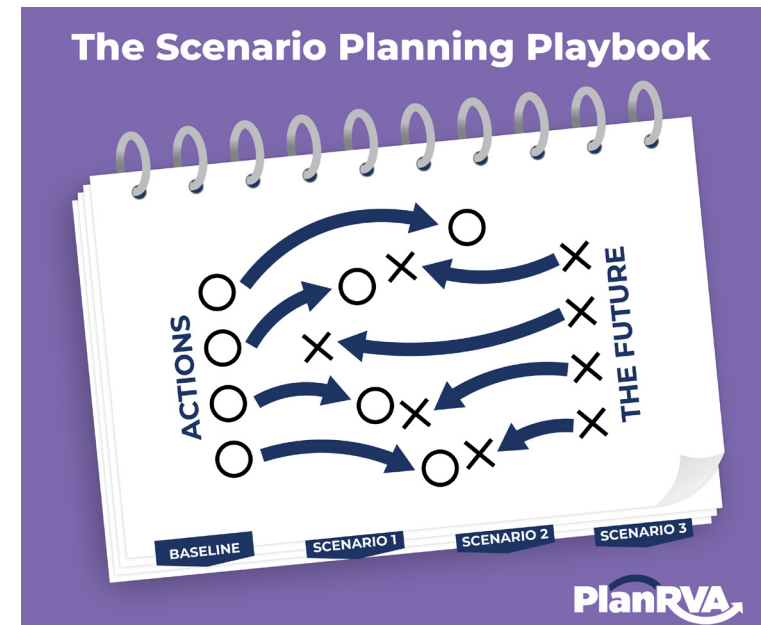
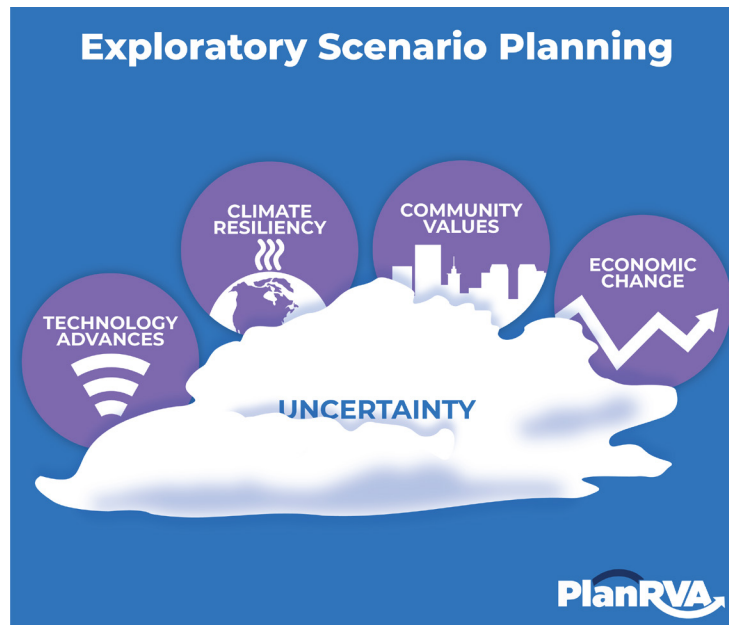
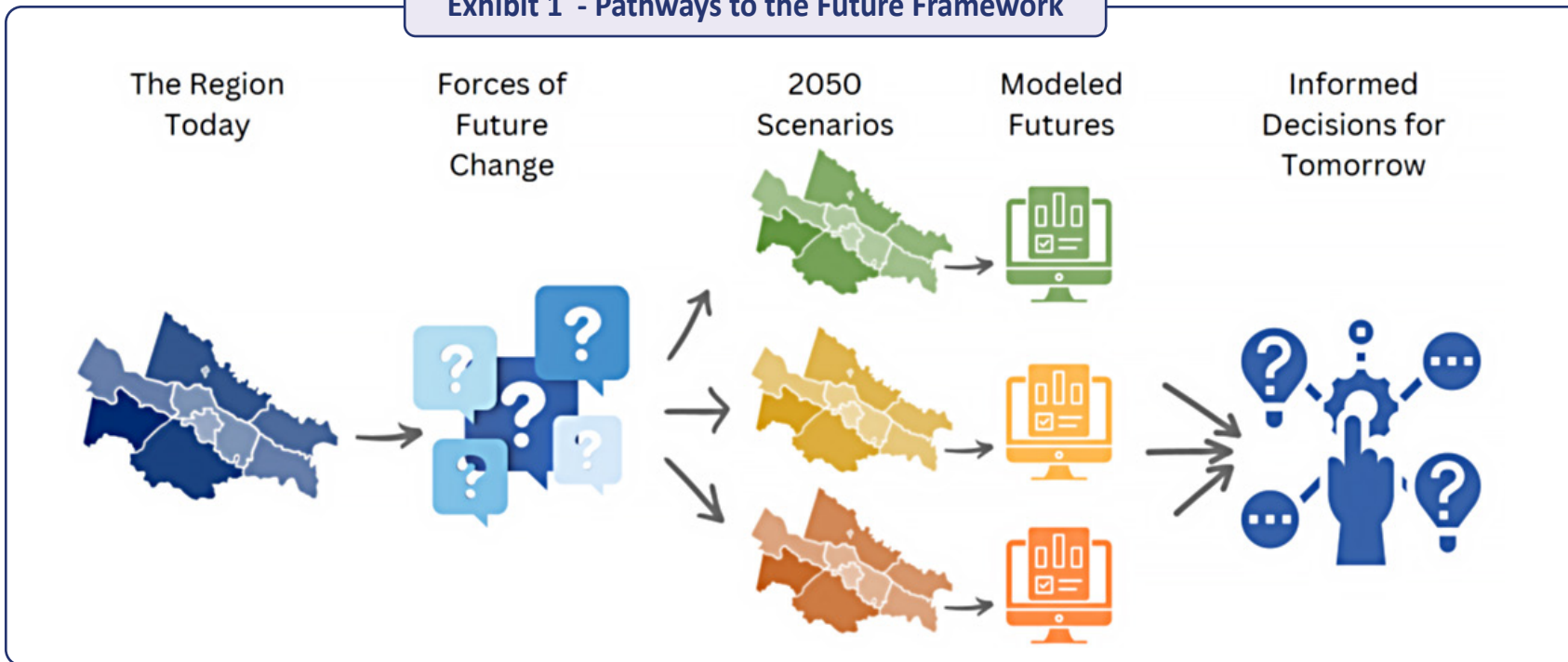


Exhibit 1 - Pathways to the Future Framework



PlanRVA conducted a significant public engagement process to complement the technical P2F process. Community members and subject matter experts provided valuable feedback through regional charrettes, public surveys, and a scenario-matchmaking exercise.

PlanRVA will use the outcome of the P2F process to illustrate the risks and opportunities of each scenario for our planning program areas: community development, housing, economic development, environment, emergency management, and transportation, and drive the region's strategic plan. In general, depending on the program area, the P2F process can result in three levels of applicability: education and awareness, strategic direction (vision setting or exploration), and action identification (in the form of policy recommendations and project identification and selection).



Charrette 1 - April 21, 2023 (left) and Charrette 2 - April 15, 2025 (right)

PATHWAYS TO THE FUTURE PROCESS

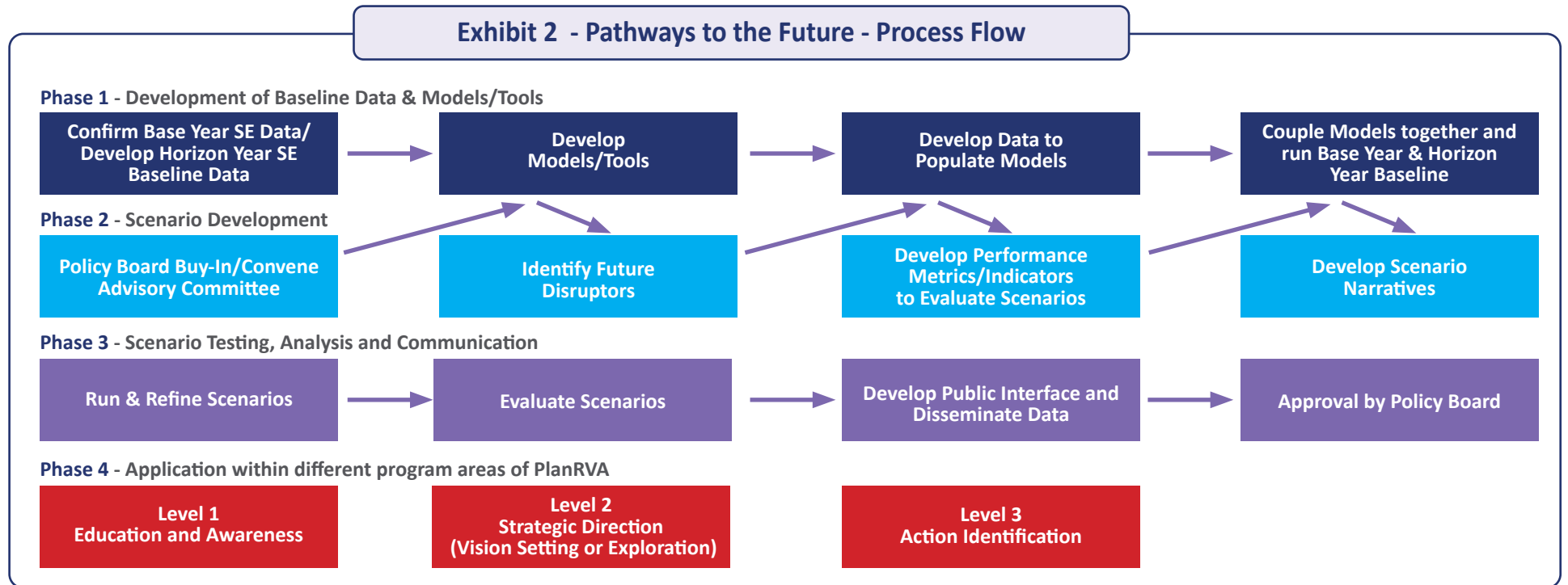
The process is divided into four main phases:

- Phase 1 Development of Baseline Data & Models/Tools,
- Phase 2 Scenario Development,
- Phase 3 Scenario Testing, Analysis and Communication, and
- Phase 4 Application within PlanRVA's different program areas.



Railroad looking into the horizon over agricultural land (Hanover)

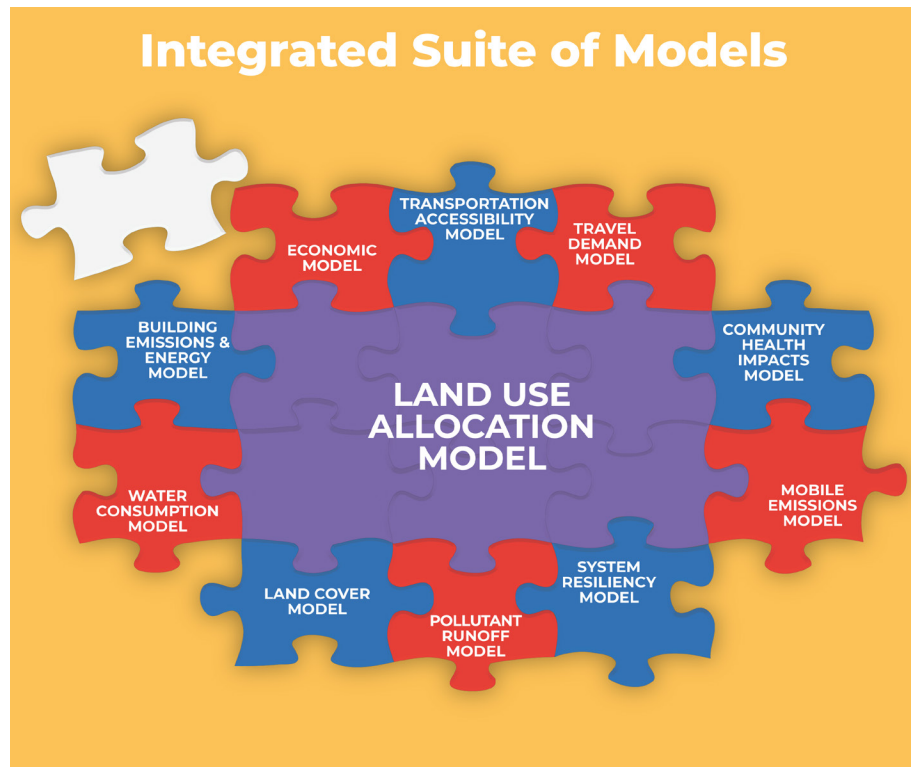
This report summarizes the work completed in Phases 1-3.



Pathways to the Future Process Flow across the different phases and steps.

PHASE 1: DEVELOPMENT OF DATA & MODELS

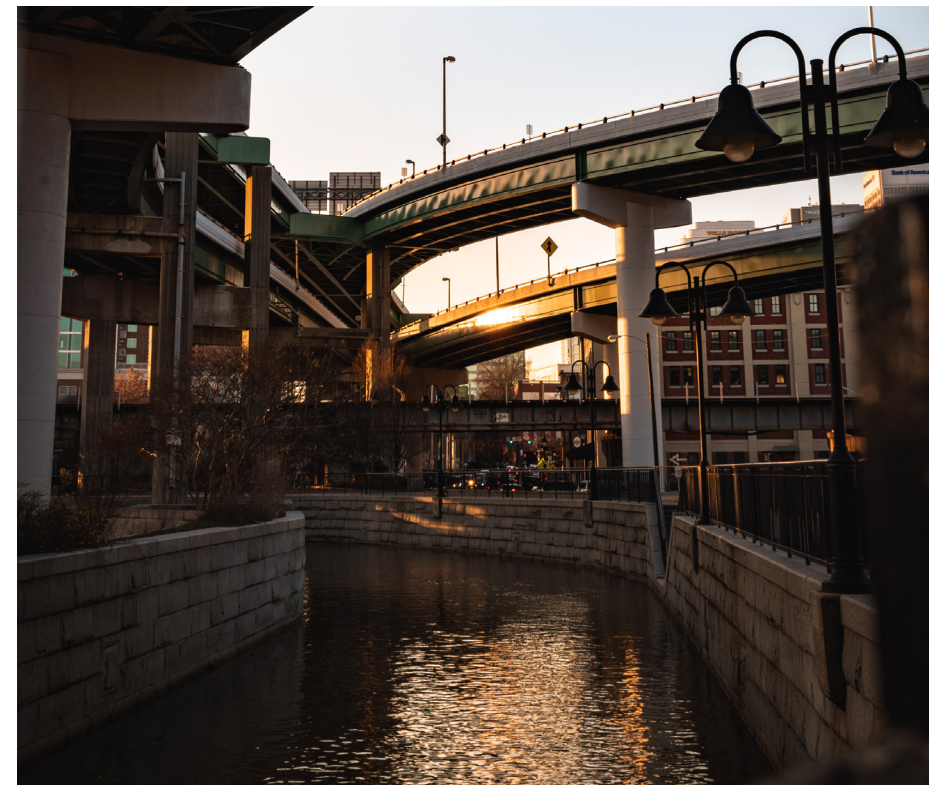
Phase 1 of the P2F primarily involved identifying data sources, compiling data, and conducting final checks on the data. This phase set the groundwork for the project ensuring accurate and comprehensive data. Once the data were developed, various models and tools were created to test the relationships between different variables and validate the P2F model. This process is crucial for understanding the dynamics of the region and predicting future scenarios. By thoroughly vetting the data and developing robust models, Phase 1 sets the stage for subsequent project phases, providing a solid foundation for informed decision-making and planning.



The Land Use Allocation Model is the key to providing data to all the other models

Each model used Land Use data from the scenarios along with additional model-specific inputs. For example:

- The Land Use Allocation Model projected a greater concentration of population in urban areas in two scenarios.
- The Travel Demand Model then projected greater use of transit in urban areas as a result of the land use pattern.
- Results from the combination of these inputs resulted in a lowering of vehicle miles traveled across the Richmond region.



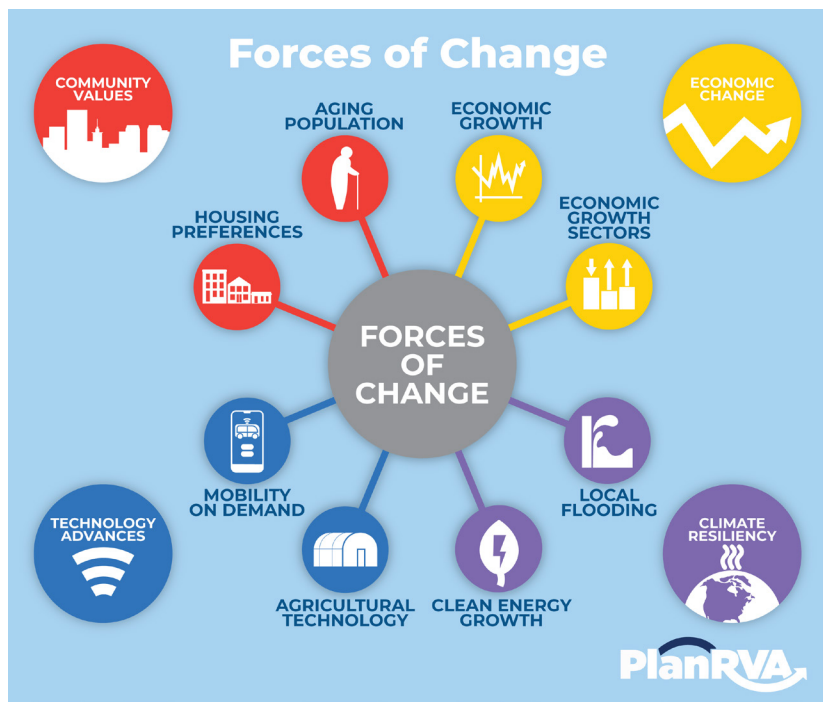
Canal Walk with expressway ramps and elevated rail line (Richmond)

PHASE 2: SCENARIO DEVELOPMENT

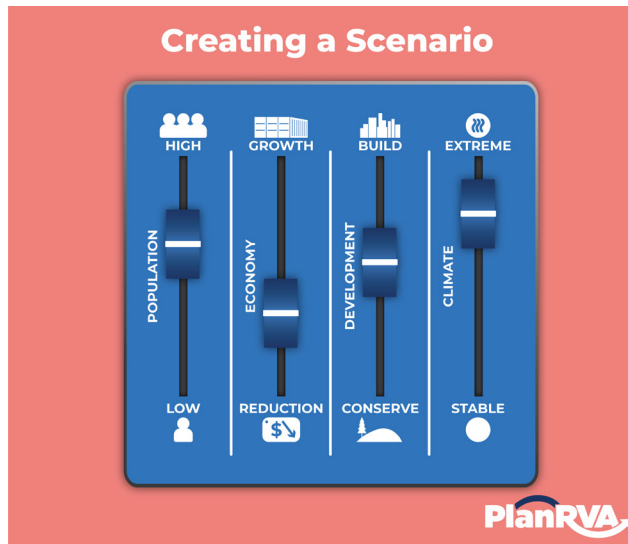
DRIVERS OF CHANGE

The P2F process identified driving forces of change that are both highly uncertain and highly impactful. In this process, the study team researched forces of change and engaged experts, stakeholders, and the public to determine which change drivers are the most important to consider and could also reasonably be evaluated in the projects' scenario modeling framework.

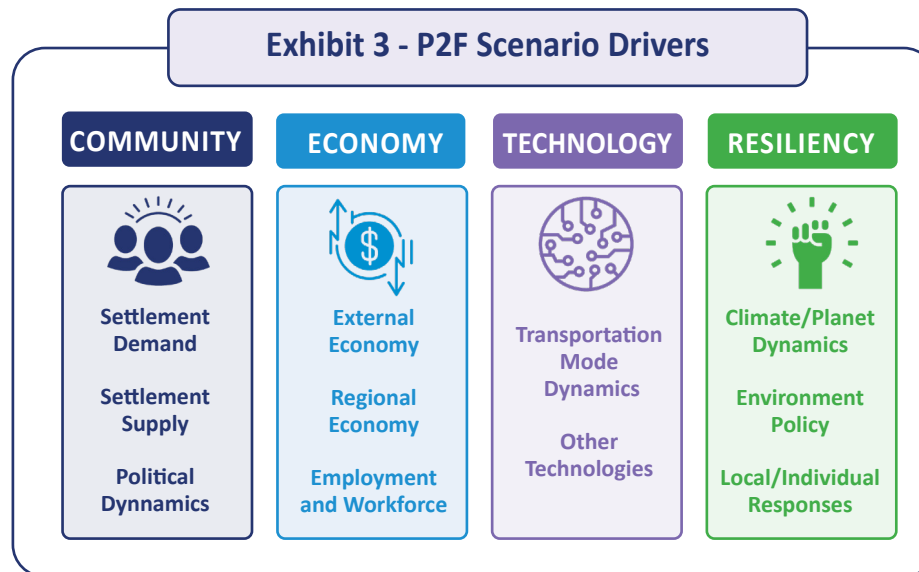
The engagement process provided the set of drivers of change in categories of Community, Technology, Economy, and Resiliency. PlanRVA incorporated them into the scenarios by altering the assumptions about each one for each scenario.



Forces of change that impact a scenario



This illustrates the concept of altering the driver of change assumptions (by using sliding bars) to develop different scenarios.



STAKEHOLDERS, REGIONAL EXPERTS AND PUBLIC ENGAGEMENT

P2F examined the risks and opportunities posed by future uncertainty and included robust engagement of public and regional stakeholders. Benchmarks in the engagement process included:

- The formation of a stakeholder committee called the Scenario Planning Advisory Committee (or SPAC) that met six times throughout the process to shape and guide the development of the scenarios and the modeling of the results.
- Surveys of the general public that asked for their input on the potential drivers of future change in the region and their ideas or thoughts on the scenario modeling results.
- Participatory charettes that brought together a cross-section of regional stakeholders, subject matter experts, and influencers to help affirm the scenario narratives and review the results of the modeling.

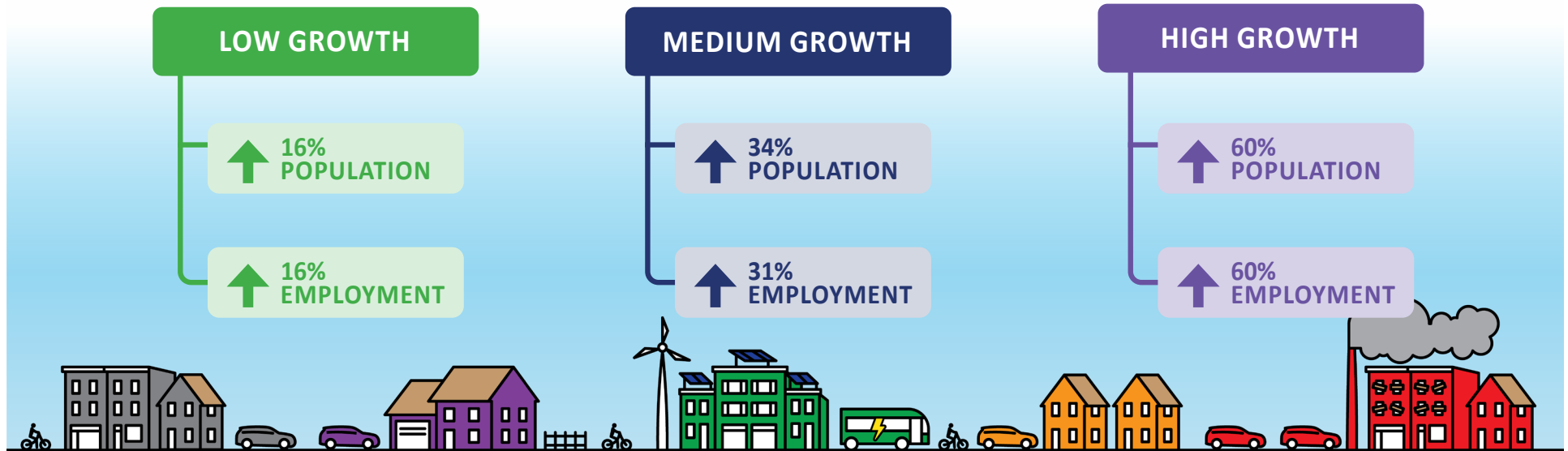
PlanRVA developed a set of five scenario descriptions based on public and stakeholder input. The scenarios reflected three alternative levels of growth forecasted for 2050 and incorporated drivers of change in each of the areas of Community, Technology, Economy, and Resiliency. Each scenario narrative reflects a theme, developed through the engagement process. Collectively, the scenarios provide a wide range of plausible regional futures for which we can plan.



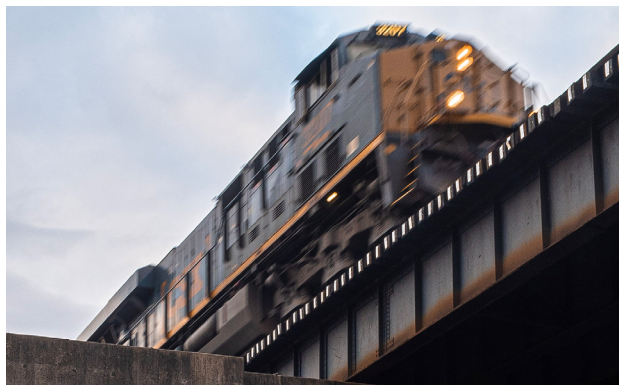
REGIONAL GROWTH FORECASTS

The scenarios use three levels of growth for population, employment, and associated land use to create varied possible futures. The medium level of growth matched the 2050 baseline forecast for population and employment growth from 2017 to 2050. This forecast was developed by PlanRVA staff, vetted by the localities, and approved by the Richmond Regional

Transportation Planning Organization (RRTPO) Policy Board on July 6, 2023. The low growth forecast has approximately half of the baseline growth based on scenario narratives. The high growth scenario assumes a doubling of regional in-migration plus an increase in natural population growth (births minus deaths), and a slightly higher ratio of workers in the population, resulting in approximately two times the baseline growth.



Virginia Capital Trail (Henrico)



CSX Elevated Rail (Richmond)



Farmhouse and field (Goochland)

FINAL SCENARIO NARRATIVES



BASELINE

MEDIUM GROWTH

BASELINE

The Baseline Scenario is built on the idea that currently projected growth patterns will continue into the future. This means that there will be significant regional growth in suburban areas, more dense development in urban cores, and growth in rural areas as well. In the Baseline Scenario, Health care dominates employment sectors, and the share of professional service jobs grows. Clean energy and technology are adopted based on national trends. Settlement patterns are guided by the currently adopted Comprehensive Plans of our nine jurisdictions.



ECOTOPIA

HIGH GROWTH

ECOTOPIA

This scenario depicts a region that is actively mitigating the impacts of climate change. Under the Ecotopia Scenario, the region is experiencing considerable growth – attracting climate refugees and digital nomads seeking high-quality communities. Ecotopia's future is multimodal, meaning people can travel throughout the region without relying solely on automobiles. Lifestyle shifts in this scenario lead to no/low carbon footprints. The economy shifts to one based on technology and entrepreneurship.



BACK TO THE FUTURE

HIGH GROWTH

BACK TO THE FUTURE

The Back to the Future Scenario sees a return to lower-density development patterns. In this scenario, growth mainly occurs in the suburbs and rural areas. Professional and service industry jobs take a larger share of employment. Single-income families become more common, and most households are car-centric. The region does not attempt to mitigate the impacts of climate change and instead reacts to climate events and disasters after they occur.



MEH & SAFE

MEDIUM GROWTH

MEH & SAFE

The Meh and Safe Scenario depicts a future that matches the growth levels of the Baseline Scenario but with widely varied development patterns based on each locality's preference. Meh and Safe means adopting some proactive strategies for climate resilience but also reacting to climate events and disasters after they occur. The Meh and Safe Scenario incorporates more varied technology adoption and a shift towards a more transit-oriented culture.



RVA SINKS

LOW GROWTH

RVA SINKS

This scenario represents the doomsday alternative – a sort of worst-case scenario. For RVA Sinks to become a reality, both man-made and natural disasters would result in a stalled recovery. These disasters are worsened by a lack of affordable housing and jobs. The result of the RVA Sinks scenario is low population and economic growth, with businesses and residents leaving the region in favor of better working and living conditions elsewhere.

PHASE 3: MODELING THE SCENARIOS

The P2F process went beyond asking "what if" questions by supporting "what ifs" with data analysis. When we try to predict what might happen in the future based on changes to individual elements, it is called "modeling." In Phases 1 and 2 of the P2F process, PlanRVA developed the modeling tools, growth assumptions, and the basis for scenario testing. Staff prepared alternative land use scenarios in the land use allocation model, feeding those outputs to the downstream models, and applying modifications to the baseline assumptions in each model to reflect the technology, resiliency, and economic assumptions of the scenario narratives.

The scenario outcomes were analyzed via performance measures: quantitative metrics used to assess the models and to report the unique results of each set of assumptions applied in the models. These measures were used to objectively compare different scenarios. First, staff gauged the level of differentiation between scenarios to determine if the models and scenarios fulfilled the project objectives. Then, after final model adjustments, the performance measures were used to compare and evaluate the scenario outcomes.

In Phase 2 of the P2F process, stakeholders provided input on the most desired performance measures and outcomes to compare in the scenario analysis. Based on this input and the modeling framework, staff combined various direct performance measures of the individual models developed into eight indices (singular: index). The indices can best describe the results of the scenarios in relation to the baseline results in a simplified dashboard.



Bed & Breakfast in the Courthouse area (New Kent)

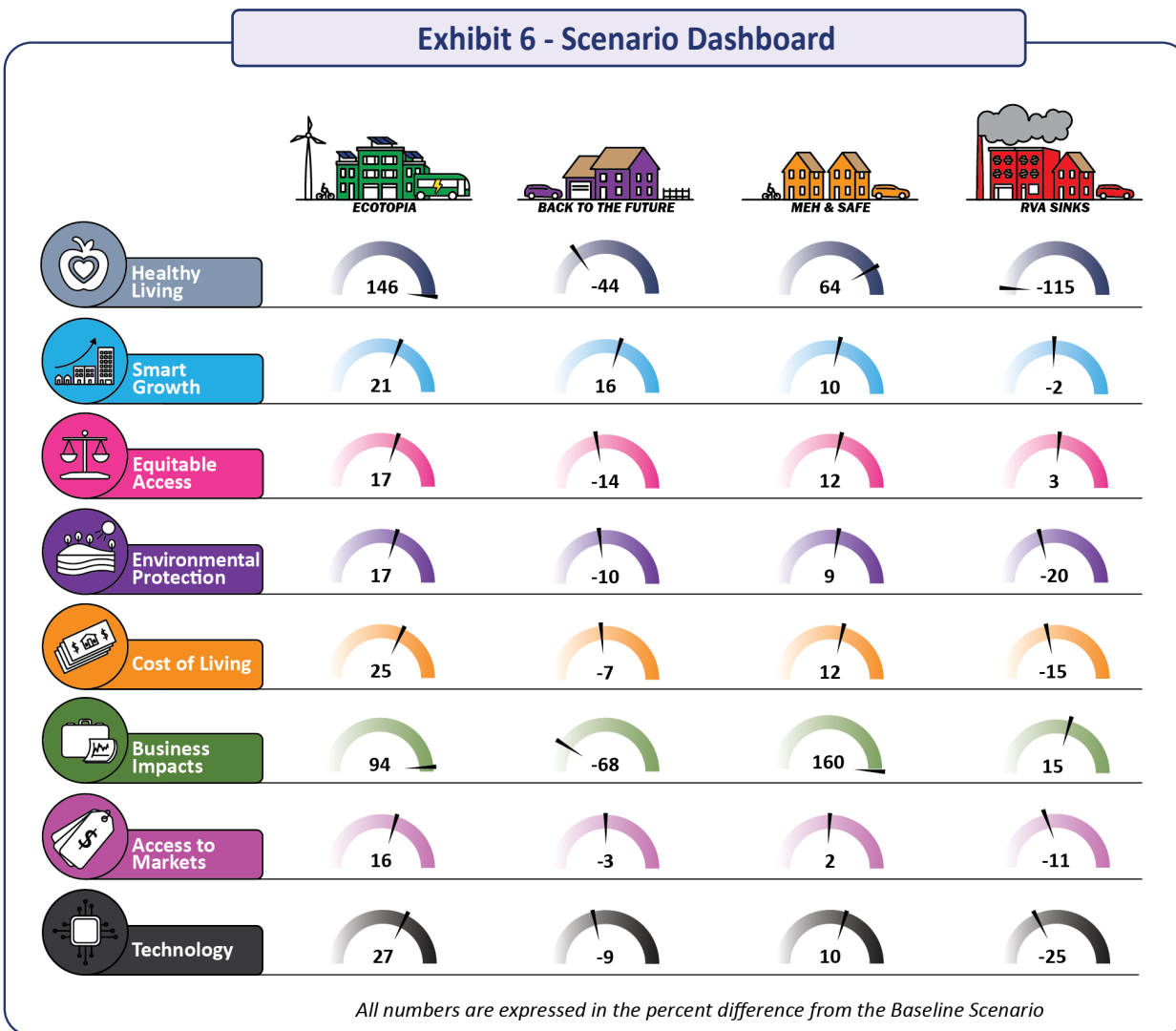
Exhibit 5 - Scenario Performance Indices

	Healthy Living Index	Human health measures, food insecurity, transportation safety.
	Smart Growth Index	Total area (acres) in use for housing and jobs, households in high density land use.
	Environmental Protection Index	Pollution measures, wildfire potential, water inundation potential.
	Access to Markets Index	Markets within 45 minutes away.
	Business Impacts Index	Regional productivity (Gross Regional Product).
	Technology Index	Amount of vehicle miles traveled by CAV, changes in energy use and emissions.
	Cost of Living Index	Household cost, travel cost.
	Accessibility for Equity Emphasis Areas Index	Access to key destinations, access to employment.

SCENARIO DASHBOARD

The scenario dashboard illustrates how each scenario ranks on the performance index, shown in terms of the percent difference relative to the

baseline scenario results. This facilitates easy comparison of the performance measures (across rows) and the strengths and weaknesses of each scenario (down columns). Key insights of the scenario results for each index are summarized below.



LOVEwork sign in the Courthouse area (Powhatan)



Healthy Living Index: This index shows the best results in Ecotopia, positive results in Meh & Safe, and negative results for Back to the Future and RVA Sinks, which rates the lowest. Some of the assumptions driving these results in Ecotopia and Meh & Safe are more connected/autonomous electric vehicles improving air quality and more compact development patterns improving the outcomes for food security measures.



Smart Growth Index: The Smart Growth results show improvements over the Baseline for all scenarios except RVA sinks, with Ecotopia rated the highest. Ecotopia and Meh & Safe show improvements due to more compact development patterns. Back to the Future's higher rating results from a greater amount of higher-density development in this scenario's higher growth rate, despite the overall greater land use consumption in acres.



Accessibility for Equity Emphasis Areas Index: Accessibility for Equity Emphasis Areas is improved over the Baseline in all but the Back to the Future scenario. The Ecotopia and Meh & Safe scenarios rate best largely due to their more compact development patterns.



Environmental Protection Index: Ecotopia and Meh & Safe score better than the Baseline for this measure, largely because these scenarios assume improved household and commercial conservation of electricity, water, and water pollutants. The Back to the Future and RVA Sinks scenarios have worse-than-baseline results partly due to reduced measures to mitigate climate change and sea-level rise.



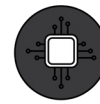
Cost of Living Index: The household conservation assumptions and travel cost efficiencies in Ecotopia and Meh & Safe drive the improved cost of living. RVA Sinks and the Back to The Future scenarios negatively impact the cost of living.



Business Impacts Index: The Meh & Safe scenario scores the highest in Business Impacts, representing overall regional productivity. This is partly because this scenario has improved efficiency in development patterns without the impacts of higher traffic congestion in the two high-growth scenarios (Ecotopia and Back to the Future). Ecotopia scores the second highest in this category due to the efficiencies in travel automation and subsequent reductions in travel costs, fuel costs, and costs associated with accidents/fatalities/injuries.



Access to Markets Index: Due to high efficiency in travel time/cost measures resulting from assumed high connected and automated vehicle (CAV) implementation, the Ecotopia and the Meh & Safe scenarios show positive accessibility to the Central Business District (i.e. downtown Richmond). The RVA Sinks and Back to the Future scenarios show negative impacts. Population growth is also a contributing factor in this measure, leading to relatively higher accessibility in Ecotopia and the Meh & Safe than in the RVA Sinks scenario.



Technology Index: The two scenarios with higher connected and autonomous vehicle use assumptions, Ecotopia and Meh & Safe, rate best in the technology measure. The less environmentally favorable scenarios, Back to the Future and RVA Sinks, rate poorly because they have higher per capita energy use than the Baseline and other scenarios.







Restaurant and entertainment venue in historic 19th century building (Charles City)

SCENARIO IMPLICATIONS

In the final stakeholder engagement activity of the study, small groups of stakeholders discussed the following aspects of each scenario, looking at the dashboard results both vertically (by scenario) and horizontally (comparing scenarios): strengths/positive outcomes, risks/negative outcomes, investments to support more positive outcomes or avert negative ones, and policies to do the same. The themes that emerged in each area from these small group discussions are summarized below.

Exhibit 7 - Scenario Themes

 <p>ECOTOPIA</p> <ul style="list-style-type: none"> • Positive for the environment and multimodal travel • Risks for housing affordability • Invest in transit, affordable housing, green infrastructure. • Policies – rent control, complete streets. 	 <p>BACK TO THE FUTURE</p> <ul style="list-style-type: none"> • Something for everyone (less opposition) • Risks – car dependence, obstacles to affordable & accessible housing, high cost of living, exacerbating climate change. • Invest in land preservation and equitable transportation. • Policies – inclusive zoning, mixed-use centers
 <p>MEH & SAFE</p> <ul style="list-style-type: none"> • Balanced outcomes, positive for quality of life – congestion, accessibility, health • Risks from concentrated development patterns (market access, growth have/have-nots) • Invest in transit and neighborhood resiliency grants. • Policies – inclusive zoning, ADUs, revenue-sharing, investment hubs. 	 <p>RVA SINKS</p> <ul style="list-style-type: none"> • Less congestion & more economic efficiency • Risks – health and environment • Invest less in infrastructure, more in environmental resiliency, and reinvest in existing housing. • Policies – resiliency requirements for development, green space and social distancing, normalize green transportation.

PlanRVA’s innovative P2F framework is plausible and useful for various planning purposes. The scenario planning tools and performance measures designed in P2F Phases 1 through 3 have laid a foundation that will enable regional stakeholders to refine and apply the scenario narratives and tools effectively in upcoming long-range planning projects (Phase 4).



Bike sculpture at Four Mile Creek Park (Henrico)

PATHWAYS TO THE FUTURE PROJECT TEAM

PLAN RVA TEAM

Sulabh Aryal – Project Manager
 Chet Parsons, CVTA Executive Director
 Sarah Stewart, REME Program Director
 Nicole Keller, Resilience Planner
 Holly Gordon, Community Engagement Manager
 Dan Motta, Planner
 Elizabeth Greenwell, Data Analyst
 Rishabh Singh, Data Analyst

CONSULTANT TEAM

THE CORRADINO GROUP

Srin Varanasi – Project Manager
 Parag Gupta
 Ken Kaltenbach
 Nizamul Mojumder

EPR, PC

Vlad Gavrilovic
 Matthew Rehnborg

MICHAEL BAKER INTERNATIONAL

Lorna Parkins
 Josh Mallow
 Alan Cunningham

EBP

Adam Blair
 Brandon Irvine
 Jess Wilson

ACKNOWLEDGMENTS

Pathways to the Future Scenario Planning Advisory Committee (SPAC)

FIELD OF EXPERTISE	NAME	AFFILIATION(S)
Transportation	Joe Vidunas	RRTPO Technical Advisory Committee/Hanover County
	Chessa Walker	RRTPO Technical Advisory Committee/Chesterfield County
	John Leonard	RRTPO Community Transportation Advisory Committee / Virginia Commonwealth University
	Tiffany Dubinsky	RRTPO Policy Board/ Virginia Department of Rail and Public Transportation
	Jeremy Raw	Federal Highway Administration
	John Miller	Virginia Transportation Research Council
	Peter Ohlms	
Land use/ Community Development	Seth Humphreys	Henrico County
	Nora Amos	RRTPO Technical Advisory Committee/ Town of Ashland
	Matthew Ebinger	City of Richmond
Environment	Jonah Fogel	Resilient Virginia/University of Virginia
	Kristin Owen	Henrico County
Emergency Management	Eric Seymour	National Weather Service
Housing	Jovan Burton	Partnership for Housing Affordability
Energy	Damian Pitt	Virginia Commonwealth University
Economic Development	Chuck Peterson	Greater Richmond Partnership
Community Health	Louise Lockett Gordon	Virginia Department of Health

PLANRVA STAFF

Martha Shickle, Executive Director
 Myles Busching, Director of Transportation

Barbara Jacocks, Director of Community Development
 Sarin Adhikari, Principal Data Manager
 Kenneth Lantz Jr., Mobility Coordinator

Phil Riggan, Planner
 Sidd Kumar, Digital Media Specialist

**Pathways
to the Future**



PlanRVA
Where the region comes
together to look ahead.

424 Hull Street,
Suite 300
Richmond, VA 23224
WWW.PLANRVA.ORG

ACTION ITEM September 5, 2024

TO Policy Board

SUBJECT FY24 – FY27 Transportation Improvement Program (TIP) – FY25
FTA 5310 Projects

BRIEF:

DRPT submitted a request to amend the Transportation Improvement Program (TIP) to add new projects providing vehicle expansion (UPC CCSB001, UPC HHI001, and UPC SOAR0001), operations (UPC GRTC100) and IT improvements (UPC CCSB002). These new additional projects total \$1,180,390.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) recommends approval of the proposed TIP amendment as requested by DRPT. A draft resolution of approval is in attachment B for consideration.

DISCUSSION:

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

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

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

Project Overview:

HHI001 - Heart Havens, Inc. Has been awarded funding from the FTA Section 5310 program to purchase transportation equipment: two 9-passenger vans with handicap-accessible lifts for individuals with developmental disabilities in Richmond. The federal grant covers 80% of costs, with Heart Havens responsible for the remaining 20% the overall total is \$646,000. Heart Havens aims to enhance community integration by providing safe transport for clients to training, jobs, medical appointments, and more. For details, visit www.hearthavens.org.

Powered By:

GRTC100 - GRTC Transit System has been awarded FTA Section 5310 Program to sustain its Travel Training Program, aiding customers, especially seniors and those with disabilities, in using GRTC's fixed route system for work, school, healthcare, and community activities. The program, costing approximately \$75,000, includes a certified instructor and training materials. GRTC requests 80% funding from the federal grant, with a 20% local match. The initiative aims to empower individuals for safe and independent travel across the Richmond area.

SOAR0001 - SOAR365 has been awarded FTA Section 5310 funding to replace four Body-on-Chassis Vehicles with Lifts with four Modified 5-passenger Minivans with Ramps, costing approximately \$309,215. They aim to enhance transportation for individuals with disabilities, facilitating access to jobs through their Supported Employment program. SOAR365 requests 80% federal funding, with a 20% local match. The project aims to support independent and productive lives for those they serve.

CCSB001 & CCSB002 - The Chesterfield Community Services Board (CCSB) has been awarded FTA Section 5310 funding from Virginia to acquire a 15-passenger vans with wheelchair lifts, plus replacement tablets and mounting equipment for trip planning software, totaling \$121,175 and \$29,000 respectively. This initiative aims to improve transportation for individuals with intellectual/developmental disabilities and mental illness, facilitating access to employment, community integration, and social programs. CCSB requests 80% federal funding, with a 20% local match.

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

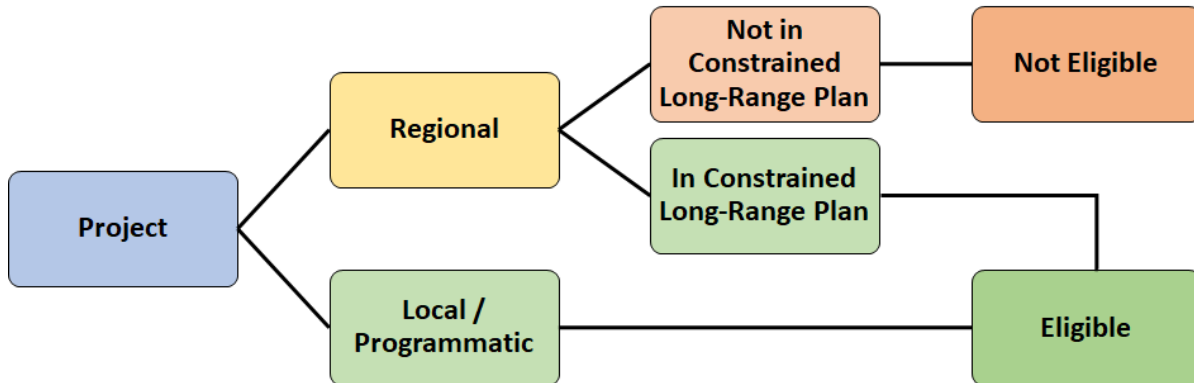


Figure 1: ConnectRVA 2045 Consistency Workflow

These projects are Local/Programmatic and therefore eligible.

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. These projects are exempt from Air Quality Conformity under 40 CFR § 93.126 Exempt projects as follows:

- **CCSB001** - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
- **HHI0001** - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
- **SOAR001** - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
- **CCSB002** - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
- **GRTC100** – Operating assistance.

Fiscal Constraint: This group of projects is funded primarily by an influx of 5310 funding. Each project also has a match component represented by the Local funds on the TIP Blocks below. Since the TAC meeting, there have been significant changes under the guidance of DPRT and FTA. The primary change was to reflect all state FY25 awards in federal FY24 for obligation. These changes have been reflected in the TIP Blocks in Attachment B.

Federal Fund Source Descriptions:

5310 - Section 5310 funding, managed by the Federal Transit Administration, supports transportation services for elderly individuals and people with disabilities in the US. It aids in purchasing accessible vehicles, providing paratransit services, and funding mobility management and capital projects. States and urbanized

areas receive funding through competitive or formula-based allocations, ensuring improved mobility and accessibility for the targeted populations.

For more information, please contact Kerry Ramos at 804-924-9616 EXT 151 or email KRamos@PlanRVA.org.

ATTACHMENTS:

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

Attachment A – Draft TIP Block

STIP ID	HHI0001	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Heart Havens, Inc			
PROJECT	FTA 5310 Replacement Vehicle (2)			ADMIN BY	DRPT	
MPO NOTES	TIP AMD: Add new project			TOTAL	\$646,000	
	FUND SOURCE	FY24	FY25	FY26	FY27	
	Federal - FTA 5310	\$131,000	\$128,000	\$128,000	\$128,000	
	Local	\$35,000	\$32,000	\$32,000	\$32,000	

STIP ID	SOAR0001	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	SOAR365			
PROJECT	FTA 5310 Replacement Vehicle (4)			ADMIN BY	DRPT	
MPO NOTES	TIP AMD: Add new project			TOTAL	\$309,215	
	FUND SOURCE	FY24	FY25	FY26	FY27	
	Federal - FTA 5310	\$247,372				
	Local	\$61,843				

STIP ID	GRTC100	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company			
PROJECT	FTA 5310 Operating			ADMIN BY	GRTC	
MPO NOTES	TIP AMD: Add new project			TOTAL	\$75,000	
	FUND SOURCE	FY24	FY25	FY26	FY27	
	Federal - FTA 5310	\$37,500				
	State	\$30,000				

	Local	\$7,500			
--	-------	---------	--	--	--

STIP ID	CCSB001	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Chesterfield Community Services Board			
PROJECT	FTA 5310 Expansion Vehicle (1)			ADMIN BY	DRPT	
MPO NOTES	TIP AMD: Add new project			TOTAL	\$121,175	
	FUND SOURCE		FY24	FY25	FY26	FY27
	Federal - FTA 5310		\$96,940			
	Local		\$24,235			

STIP ID	CCSB002	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Chesterfield Community Services Board			
PROJECT	Mobility Management			ADMIN BY	DRPT	
MPO NOTES	TIP AMD: Add new project			TOTAL	\$29,000	
	FUND SOURCE		FY24	FY25	FY26	FY27
	Federal - FTA 5310		\$23,000			
	State		\$5,000			
	Local		\$1,000			

POLICY BOARD AGENDA 9/5/2024; ITEM B-3.

FY24 – FY27 Transportation Improvement Program (TIP) – FY25 FTA 5310 Projects

Richmond Regional Transportation Planning Organization

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

WHEREAS, the Virginia Department of Rail and Public Transportation (DRPT) has requested to add the new FTA 5310 Projects to the FY24 – FY27 Transportation Improvement Program (TIP); and

WHEREAS, these projects have been determined to be exempt from regional air quality conformity assessment under 40 CFR § 93.126 as follows:

- **CCSB001** - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
- **HHI0001** - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
- **SOAR001** - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
- **CCSB002** - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
- **GRTC100** – Operating assistance.; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation Improvement Program (TIP) to include the following projects as requested by the Virginia Department of Rail and Public Transportation:

- CCSB001 - FTA 5310 Expansion Vehicle (1)
- HHI0001 - FTA 5310 Replacement Vehicle (2)
- SOAR0001 - FTA 5310 Replacement Vehicle (4)
- CCSB002 - FTA 5310 Mobility Management
- GRTC100 - FTA 5310 Operating

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held September 5, 2024.

WITNESS:

BY:

Janice Scott
Board Relations Manager
PlanRVA

Martha Shickle, Secretary
Richmond Regional Transportation
Planning Organization

ACTION ITEM

September 5, 2024

TO Policy Board**SUBJECT** FY24 – FY27 Transportation Improvement
Program (TIP) – RICHMOND SAFE STREETS 4 ALL
TRAFFIC SAFETY AND OPERATIONS (T29775)**BRIEF:**

Richmond City submitted a request to amend the Transportation Improvement Program (TIP) to add the Richmond SS4A (UPC T29775). This project is not already included in the TIP. The proposed changes are consistent with project allocations awarded through the Safe Streets for All program. The total estimate for this project is \$13,461,137.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) recommends approval of the proposed TIP amendments as requested by Richmond. A draft resolution of approval is included as Attachment B for consideration.

DISCUSSION:

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

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

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

Project Overview: This project seeks to fund safety projects throughout Richmond, especially focusing on the safety of cyclists and pedestrians. The City of Richmond, Virginia, is awarded funding to address 13 different corridors across the City with various interventions in alignment with the high-injury network. About 40 percent of the fatal or serious-injury crashes in Richmond occur on 3 percent of the street network, and many occur at intersections.

This project employs Proven Safety Countermeasures and Virginia Department of Transportation Systemic Safety Countermeasures, including high-visibility signal backplates (for 56 projects), flashing yellow arrows (72 projects), LED street lights (733 projects), unsignalized intersection infrastructure upgrades (132 projects), red light enforcement cameras (11 projects), pedestrian hybrid beacons (7 projects), transit stop ADA accessibility enhancements (86 projects), permanent bicycle lane separation (1.93 miles), and other intersection improvements (26 projects).

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

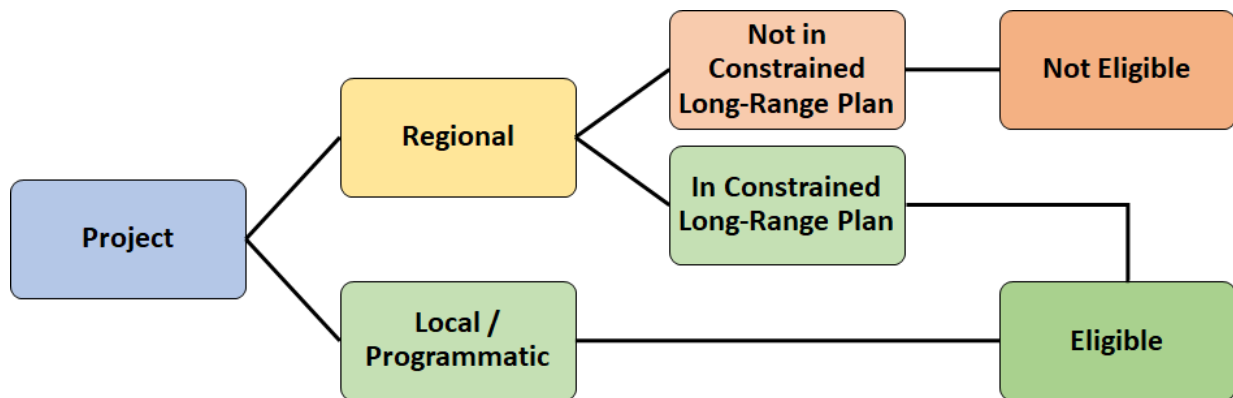


Figure 1: ConnectRVA 2045 Consistency Workflow

This is a Local/Programmatic project; therefore, it is consistent with the long-range transportation plan and eligible for addition to the TIP.

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. This project is exempt under 40 CFR § 93.126 as a safety project.

Fiscal Constraint: The proposed changes are reflective of the approved SS4A grant and corresponding local match.

Federal Fund Source Descriptions:

SS4A - The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Over \$3 billion is still available for future funding rounds.

For more information, please contact Kerry Ramos at (804) 924-9616 Ext.151 or kramos@PlanRVA.org.

ATTACHMENTS:

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

Draft TIP Project Block

UPC NO	T29775	SCOPE	Safety			
SYSTEM	Urban	JURISDICTION	Richmond	OVERSIGHT	NFO	
PROJECT	RICHMOND SAFE STREETS 4 ALL TRAFFIC SAFETY AND OPERATIONS			ADMIN BY	Locally	
DESCRIPTION	FROM: CITYWIDE (MULTIPLE LOCATIONS) TO: CITYWIDE (MULTIPLE LOCATIONS)					
PROGRAM NOTE	TIP AMD - add \$1,762,516 (Other Funds) FFY24 PE phase; add \$9,006,394 (Other Funds) FFY25 CN phase					
ROUTE/STREET	CITYWIDE (MULTIPLE LOCATIONS) (9999)			TOTAL COST	\$13,461,137	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Other	\$440,629	\$1,762,516	\$0	\$0	\$0
CN	Other	\$2,251,599	\$0	\$9,006,394	\$0	\$0



**POLICY BOARD AGENDA 9/5/2024; ITEM B-4.
FY24 – FY27 Transportation Improvement Program (TIP) – RICHMOND SAFE
STREETS 4 ALL TRAFFIC SAFETY AND OPERATIONS (T29775)**

Richmond Regional Transportation Planning Organization

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

WHEREAS, the City of Richmond has requested to add the Richmond Safe Streets 4 All Traffic Safety and Operations (T29775) project to the FY24 – FY27 Transportation Improvement Program (TIP); and

WHEREAS, this project is not included in the FY24 – FY27 Transportation Improvement Program; and

WHEREAS, this project has previously been determined to be exempt from regional air quality conformity assessment under 40 CFR § 93.126 under Safety - Projects that correct, improve, or eliminate a hazardous location or feature; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation Improvement Program (TIP) to include the Richmond Safe Streets 4 All Traffic Safety and Operations (T29775) project.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held September 5, 2024.

WITNESS:

BY:

Janice Scott
Board Relations Manager
PlanRVA

Martha Shickle, Secretary
Richmond Regional Transportation
Planning Organization

ACTION ITEM

September 5, 2024

TO Policy Board

SUBJECT FY24- FY27 Transportation Improvement Program (TIP) –
Maintenance: Traffic and Safety Operations Grouping

BRIEF:

VDOT has requested amendment to the FY24 – FY27 Transportation Improvement Program (TIP) for a project grouping. Project groupings are pots of funds for similar types of projects that do not impact air quality or significantly impact capacity of the regional transportation network. Grouping projects allows additional flexibility in implementation as amendments are generally only needed if the total funding for the group of projects changes significantly. The amendment is for the Maintenance: Traffic Safety and Operations project category and will add more funding.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) recommends approval of the proposed TIP amendment as requested by VDOT. A draft resolution of approval is included in Attachment B for consideration.

DISCUSSION:

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

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

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

Project Overview: VDOT has requested the TIP be amended to reflect an addition of funds to the maintenance project category for “Traffic and Safety Operations.” The amendment adds \$6,750,000 in STP/STBG funding to FFY24 and reflects funding already awarded to projects in this group

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

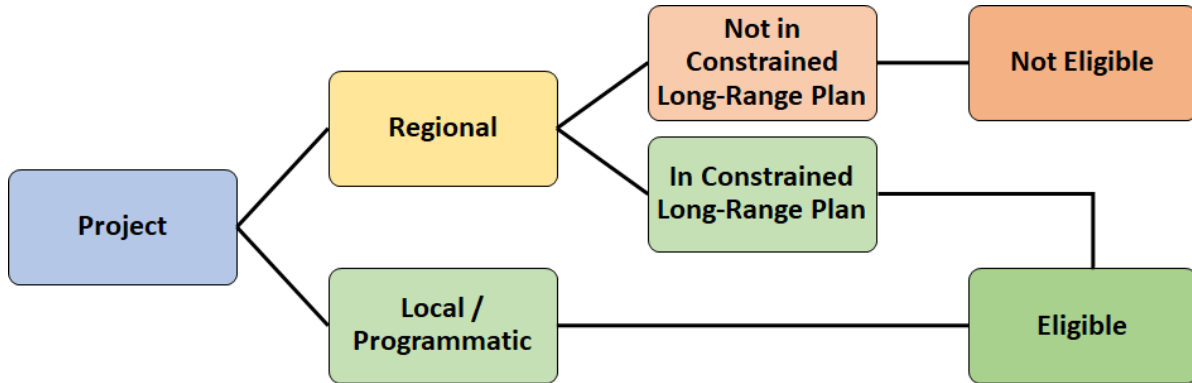


Figure 1: ConnectRVA 2045 Consistency Workflow

This project is local/programmatic in nature, due to its being in the maintenance category.

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. By definition, all grouped projects are all exempt from conformity.

Fiscal Constraint: The proposed changes to the TIP are reflective of the approved FY24 Six-Year Improvement Program (SYIP) adopted by the Commonwealth Transportation Board (CTB) and the latest project estimate. The change that triggers an amendment is adding \$6,750,000 (STP/STBG).

Federal Fund Source Descriptions:

STP/STBG – Surface Transportation Program/Block Grant - Provides flexible funding for a wide range of eligible projects and programs to address state and local transportation needs.



Item B.-5.

For more information, please contact Ansley Heller at 804-924-9618 Ext. 153 or aheller@planrva.org

ATTACHMENTS:

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

Attachment A – Draft TIP Block

GROUPING		Maintenance: Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$39,727,411
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - CMAQ	\$0	\$0	\$4,195,000	\$0	\$0
	Federal – HSIP	\$0	\$3,000,000	\$0	\$0	\$0
	Federal – STP/STBG	\$0	\$13,155,707	\$6,432,005	\$6,458,750	\$6,485,949
CN Total		\$0	\$16,155,707	\$10,627,005	\$6,485,750	\$6,485,949
MPO Note		TIP AMD – add \$6,750,000 (STP/STBG) FFY24				

Powered By:





POLICY BOARD AGENDA 9/5/2024; ITEM B.-5.

FY24 – FY27 Transportation Improvement Program (TIP) – Maintenance: Traffic and Safety Operations Grouping

Richmond Regional Transportation Planning Organization

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

WHEREAS, the Virginia Department of Transportation has requested a revision to the Maintenance: Traffic and Safety Operations Grouping in the FY24 – FY27 Transportation Improvement Program (TIP); and

WHEREAS, this group has been awarded additional funding which triggers an amendment to the TIP; and,

WHEREAS, all grouped projects have been determined to be exempt from regional air quality conformity assessment; and,

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

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation Improvement Program (TIP) to update the Maintenance: Traffic and Safety Operations Grouping as requested by the Virginia Department of Transportation.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held September 5, 2024.

WITNESS:

BY:

Janice Scott
Board Relations Manager
PlanRVA

Martha Shickle, Secretary
Richmond Regional Transportation
Planning Organization

ACTION ITEM

September 5, 2024

TO Policy Board**SUBJECT** FY24- FY27 Transportation Improvement Program (TIP) – Arthur Ashe Blvd. Bridge Replacement over CSX Railroad (UPC T29776)**BRIEF:**

The City of Richmond submitted a request to amend the Transportation Improvement Program (TIP) to add a project to replace the Arthur Ashe Blvd. bridge crossing over the CSX railroad (UPC T29776). This project has a total estimate of \$23,000,000 and was awarded \$18,040,000 in funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. The remaining balance will be paid for with local funding.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) recommends approval of the proposed TIP amendment as requested by The City of Richmond. A draft resolution of approval is included in Attachment B for consideration.

DISCUSSION:

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

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

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

Project Overview: This project will replace the 100+ year old bridge on Arthur Ashe Blvd. that crosses the CSX railroad. The bridge replacement will not add additional capacity. The goal of the project is to increase safety and connectivity by reducing crashes in a high-crash area and increasing system connectivity to underserved communities.

ConnectRVA 2045 Consistency: ConnectRVA 2045 establishes categories of projects which are regional in nature and must be included in the constrained long-range plan (CLRP) prior to inclusion in the TIP. Conversely, other project types

are considered either local or programmatic in nature and can advance without being specifically listed. The project types under each category can be reviewed in Chapter 5 of ConnectRVA 2045. Figure 1 graphically shows the consistency review process.

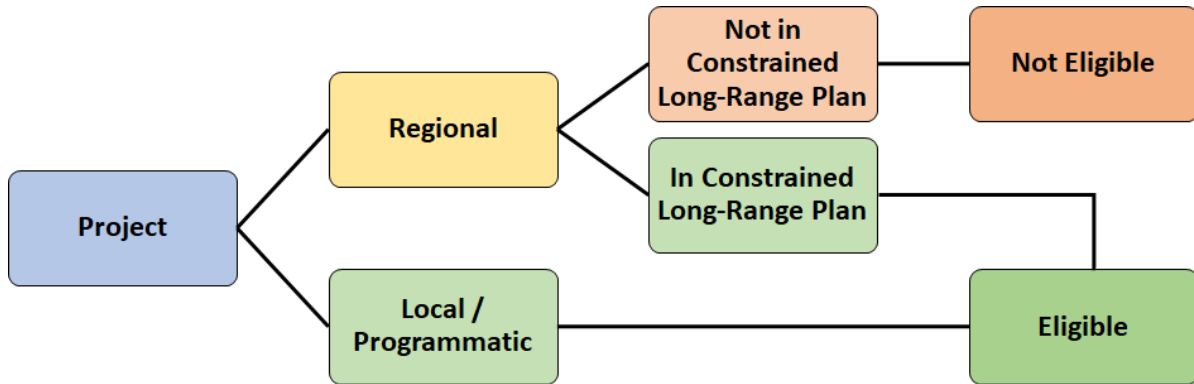


Figure 1: ConnectRVA 2045 Consistency Workflow

This project is regionally significant and included in the constrained long-range plan.

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. This project is exempt from conformity analysis under 40 CFR § 93.126 - Exempt projects, Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

Fiscal Constraint: The amendment of the TIP is triggered by the addition of funds for this newly created project. \$18,400,000 will be provided through a RAISE award, and the remaining balance of \$4,960,000 will be funded by local funding.

Federal Fund Source Descriptions:

RAISE – The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program helps project sponsors at the state and local levels complete critical freight and passenger transportation infrastructure projects.

For more information, please contact Ansley Heller at 804-924-9618 Ext.153 or aheller@planrva.org

ATTACHMENTS:

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

Attachment A – Draft TIP Block

UPC NO	T29776	SCOPE	Bridge Rehab w/o Added Capacity			
SYSTEM	Urban	JURISDICTION	Richmond	OVERSIGHT	NFO	
PROJECT	Arthur Ashe Blvd. Bridge Replacement Over CSX Railroad			ADMIN BY	Locally	
DESCRIPTION						
PROGRAM NOTE	TIP AMD – add \$1,360,000 (Other Funds) FFY25 PE phase; add \$17,040,000 (Other Funds) FFY27 CN Phase					
ROUTE/STREET	Arthur Ashe Blvd Over CSX (9999)			TOTAL COST	\$23,000,000	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Other	\$340,000	\$0	\$1,360,000	\$0	\$0
CN	Other	\$4,260,000	\$0	\$0	\$0	\$17,040,000



POLICY BOARD AGENDA 9/5/2024; ITEM B-6.

FY24 – FY27 Transportation Improvement Program (TIP) – Arthur Ashe Blvd. Bridge Replacement over CSX Railroad (UPC T29776)

Richmond Regional Transportation Planning Organization

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

WHEREAS, the City of Richmond has requested a revision to the FY24 – FY27 Transportation Improvement Program (TIP) to add the Arthur Ashe Blvd. Bridge Replacement over CSX Railroad (UPC T29776) project); and

WHEREAS, this project is fully funded by The City of Richmond and a federal Rebuilding American Infrastructure with Sustainability and Equity grant; and,

WHEREAS, this project has been determined to be exempt from regional air quality conformity assessment under 40 CFR 93.126 as a safety project – reconstructing bridges without additional travel lanes; and,

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

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation Improvement Program (TIP) to add the Arthur Ashe Blvd. Bridge Replacement over CSX Railroad (UPC T29776) as requested by The City of Richmond.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held September 5, 2024.

WITNESS:

BY:

Janice Scott
Board Relations Manager
PlanRVA

Martha Shickle
Secretary
Richmond Regional Transportation
Planning Organization

ACTION ITEM

September 5, 2024

TO Policy Board

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

BRIEF:

Selecting and prioritizing projects for funding is one of the primary roles of the RRTPO in developing the regional transportation system. The RRTPO has received a request for additional funding for the Rte 1 - Intersection Improvements at Hopkins Rd & Harwood St (UPC 15955) project administered by VDOT in the City of Richmond. The project has a deficit of \$1,084,443. To advance this project to construction, the RRTPO is requested to cover this deficit using surplus CMAQ funds.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) recommends \$1,084,443 in previous CMAQ funding be awarded and transferred from balance entry to address this deficit.

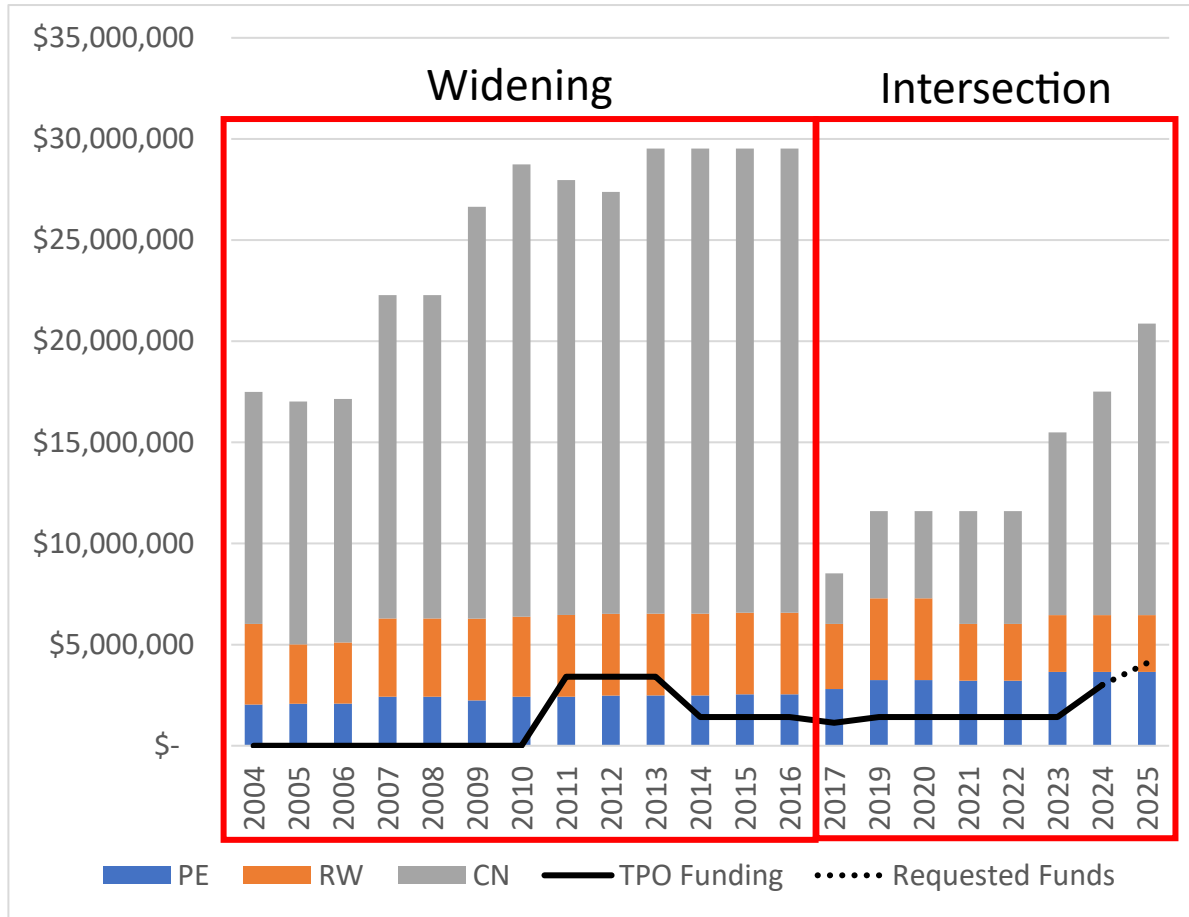
DISCUSSION:

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

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

Consistent with [Regional Project Selection and Allocation Framework](#), the RRTPO allows for off-cycle requests for CRP, CMAQ, and STBG funding, collectively known as flexible regional funding for the construction phase of a project. The Rte 1 - Intersection Improvements at Hopkins Rd & Harwood St (UPC 15955) is a VDOT-administered project in the City of Richmond that aims to improve the safety, pedestrian movement, and stormwater at these intersections. This project is a legacy project that has been in the RRTPO funding program since FY2011. The chart below shows the estimate and funding history of the project from the public

SYIP. RRTPO funding on the project was last increased in FY2024 to allow the project to be advertised.



As shown in the funding table, the RRTPO funding commitment remains small relative to the total estimated project cost.

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 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. All subsequent progress reports have been submitted as required.

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 2023, but a budget deficit was identified that prevented advertising. This deficit was driven by inflationary pressures on construction costs. The deficit was addressed by the RRTPO and City of Richmond and the project proceeded to advertisement. This project has been advertised three times and the outcome of the bid process has shown a funding deficit to award the project.

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

VDOT and the City of Richmond have reviewed the bids and current deficit. The City of Richmond is covering the increased cost of betterments and is not able to contribute additional funding toward this deficit. The city has also successfully sought a federal earmark and provided the 20% match to address deficits this year. This is the second request to the RRTPO for additional funding on this project since it was rescope. In FY 2024, this project was awarded over \$1.5M to allow the project to be advertised. The other funding sources for this project are old urban formula funds which are no longer available to the City of Richmond and one-time earmarked funds.

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 \$3,000,878 in RRTPO-directed CMAQ and state match funding. The current request is for \$1,084,443 in additional funding. This is an increase of 36% and requires policy board approval. Over the past few years, the RRTPO policy board has prioritized completion of legacy projects like this one when awarding additional funding.

	Previous Total Cost	Current Total Cost
	\$17,510,787	\$20,876,070
	Current Funding	New Request
CMAQ	\$3,000,878	\$1,084,443
Urban - Formula	\$10,210,924	
HIP Earmark (Fed + Match)	\$2,186,250	
RW Residual	\$4,040	
Local Contributions (Betterment)	\$2,108,695	\$2,280,840
Total Allocations	\$17,510,787	\$3,365,283

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 sufficient balance in previous fiscal years from project closeouts to cover the request without impacting any other project.

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

ATTACHMENTS

- A. Draft Resolution of Approval



POLICY BOARD AGENDA 9/5/24; ITEM B.-7.

Existing Project Request - Rte 1 - Intersection Improvements at Hopkins Rd & Harwood St (UPC 15955)

Richmond Regional Transportation Planning Organization

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

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board approves the transfer of \$1,084,443 in previous CMAQ from the regional balance entry (UPC 70719) to the Rte 1 - Intersection Improvements at Hopkins Rd & Harwood St (UPC 15955) project.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held September 5, 2024.

WITNESS:

BY:

Janice Scott
Board Relations Manager
PlanRVA

Martha Shickle, Secretary
Richmond Regional Transportation
Planning Organization

ACTION ITEM

September 5, 2024

TO Policy Board

SUBJECT Functional Classification Update

BRIEF:

The Virginia Department of Transportation (VDOT) is conducting a major statewide update to the Federal Functional Classification (FFC). Functional classification of a highway governs many aspects of the planning, funding, and operations of the road. A comprehensive review of the functional classification occurs once a decade and VDOT has requested MPO review and approval of the changes by September.

RECOMMENDED ACTION:

The Technical Advisory Committee has reviewed the proposed updates to the roadway functional classifications and recommends approval. A draft resolution of approval is provided as Attachment B for consideration.

DISCUSSION:

The Virginia Department of Transportation (VDOT) is conducting a major statewide update to the Federal Functional Classification (FFC), which has historically occurred following the decennial Census. The most recent update, the 2010 Functional Classification for Virginia, was approved in 2014 by FHWA. In March 2022, the US Census released the 2020 Census data, which serves as the basis for the current statewide update. Functional classification has many impacts on planning, funding, and operating our roadways including:

- Determining road design features. Applicable geometric design standards of the VDOT Road Design Manual, as well as local and / or Subdivision Street Requirements relating to [24 VAC 30-91](#), collector or arterial standards.
- The eligibility of federal transportation funds for road improvements and maintenance.
- CVTA regional funding eligibility.
- The frequency of VDOT maintenance inspections and prohibitions on vehicle parking on certain roads to reserve through lanes for peak period use.
- Development and/or maintenance of local roads, which are ineligible for federal funding and responsibilities, for this class of roads are private, local and / or state government concerns.

- Access management features (spacing-frequency and / or type of access such as interchanges, intersections, and roadside entrance, exit and / or driveway points).
- Eligibility for traffic calming measures.
- Data-record group types, such as mileage table records for certain road classes.

For this update, most of the proposed changes come from aligning the functional classification system with VDOT's Linear Referencing System which primarily entailed adding interchange ramps. Changes to the functional classification of a road within the RRTPO planning area are reviewed and approved by the Policy Board as part of the VDOT update.

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

ATTACHMENTS:

- A. [Draft Functional Classification Map](#)
- B. Draft Resolution of Approval

POLICY BOARD AGENDA 9/5/24; ITEM B.-8.

Functional Classification Update

Richmond Regional Transportation Planning Organization

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

WHEREAS, functional classifications of highway systems affect transportation planning in that the categories (local, minor collector, major collector, minor arterial, principle arterial, principle arterial freeway, or principle arterial interstate) are used with highway design standards, highway construction funds or maintenance payments, access management standards, traffic calming eligibility, statistical reporting, and certain outdoor advertising controls; and

WHEREAS, periodic reviews and, as appropriate, updates of urban/urbanized area boundaries and/or functional classifications of highway systems generally are warranted in concert with U.S. Census updates for urbanized areas; and

WHEREAS, the Bureau of the Census March 17, 2022, Notice issued decennial 2020 urbanized area information, and each State is federally directed (FHWA 23 CFR 450.312, 470.105 and 109, and guidance) to use the information and undertake a thorough update, as appropriate, of urban/urbanized area boundaries and/or highway system functional classifications in cooperation with Metropolitan Planning Organizations and/or localities; and

WHEREAS, the state has proposed updates in coordination with the respective MPO to the functional classification of highways that reflect the 2020 Census information, and the Technical Advisory Committee (TAC) has reviewed and recommended approval of these updates presented in the accompanying summary map by this policy Board; and

NOW, THEREFORE, BE IT RESOLVED that the Richmond Regional Transportation Planning Organization policy board approves the proposed updates to the highway system functional classifications presented in the accompanying summary map.

BE IT FURTHER RESOLVED that a copy of this approved resolution and the accompanying summary map shall be provided to the Federal Highway Administration Virginia Division Office for information purposes, and documentation of the MPO's participation in the federal functional classification update process.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held September 5, 2024.

WITNESS:

BY:

Janice Scott
Board Relations Manager
PlanRVA

Martha Shickle, Secretary
Richmond Regional Transportation
Planning Organization

CVTA AGENCY UPDATE

RRTPO Policy Board Meeting – September 2024

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

Authority Meeting - August 9th:

- Sean Davis was elected as FY25 Chair and Tyrone Nelson as FY25 Vice Chair.
- Kaufman & Canoles, P.C., provided a presentation on the bond finance validation process (implementing a legal structure for future bond financing). [The presentation can be viewed here](#).
- The Authority voted to direct the CVTA Executive Director to draft a letter to the Commonwealth Transportation Board outlining CVTA recommendations for allocation of the \$7.5 million in Fall Line funds from the 2024 Virginia General Assembly. The \$7.5 million in dedicated Fall Line funding from the 2024 State Budget should be allocated to the Fall Line: Kanawha Plaza (5A-R) project in the amount of \$4.5 million and the Fall Line Trail: Route 1 (Food Lion – Falling Creek Wayside) UPC 115415 project in the amount of \$3 million.
- The Authority voted to approve the Fall Line Trail Wayfinding Plan, which includes a comprehensive signage/wayfinding package.

Technical Advisory Committee (TAC) Meeting– August 12th

- Barbara Smith was elected FY25 Chair and Austin Goyne FY25 Vice Chair.
- The committee voted to recommend full Authority approval of the following:
 - Henrico County Draft SPAs
 - CVTA-0052 – Route 60, Route 33 and Beulah Road Roundabout
 - CVTA-0058 – Route 5 and New Osbourne Turnpike Improvements
 - City of Richmond Draft SPAs
 - CVTA-0031 – Hull St Phase II (US 360)
 - CVTA-0062 – North South BRT
 - VDOT Draft SPA – CVTA 0001 - Fall Line Trail DB#2
 - FY25 Local Allocation Plan

Finance Committee Meeting – August 14th

- Neil Spoonhower was elected FY25 Chair and John Moyer FY25 Vice Chair.
- The committee voted to recommend full Authority approval of a request by Henrico County for revisions to a Fall Line Trail Standard Project Agreement .to shift CVTA Regional funds between several of the previously funded Fall Line Trail segments.
- The committee heard recommendations for use of CVTA Regional Fund Interest Earnings Fall and a presentation from Chesterfield County on their experiences going through the process of their recent transportation bond issuance.

Upcoming Authority Meeting

The Authority will meet again on September 27th and is expected to take action on the items recommended for approval by the TAC and Finance Committee.

Other Upcoming Committee Meetings

- TAC – September 9th – 1:00 p.m.
- Finance Committee – September 11th – 9:00 a.m.



PlanRVA AGENCY UPDATE

RRTPO Policy Board Meeting – September 2024

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

PlanRVA hosted the joint annual meeting of the PlanRVA Commission, the Central Virginia Transportation Authority and the Richmond Regional Transportation Planning Organization on June 13th. The Commission took the following actions:

- Elected the following officers for FY25:
 - Chair, Daniel McGraw
 - Vice Chair, Jordan Stewart
 - Treasurer, Byron Adkins
 - Secretary, Cynthia Newbille
- Adopted the FY25 Work Program and Budget.
- Appointed Martha Shickle as Executive Director of the RRTPO.

Upcoming Meetings*

- Executive Committee – August 1st – 8:30 a.m.
- Commission – August 1st – 9:30 a.m.
 - Members will hear a presentation on the Emergency Management Alliance of Central Virginia’s goals.
 - Action is expected to approve amendments to the Central Virginia Solid Waste Management Plan to authorize the closure of three landfill locations in the state.
- Public Outreach and Engagement Committee – August 29th – 9:00 a.m.

PlanRVA Day

The second annual PlanRVA Day was held on June 13th. The event was an action-packed afternoon of learning, networking and collaborating.

Four local journalists shared insights into how they report on the news, the future of journalism, and best practices for working with the news media during a panel discussion to kick off the day.

Chesterfield County Public Information Officer J. Elias O’Neal served as moderator as Keyris Manzanares with VPM News, Michael Schwartz with Richmond BizSense, Craig Belcher with Richmond Free Press and Michael Phillips with The Richmonder provided feedback and answered audience questions.

New Staff

PlanRVA recently welcomed Mel Ramos, VCU Energy Policy Fellow.

**[Don't forget to check out our newsletter:
The Better Together Connector \(linked\)](#)**