

AGENDA

RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE

**Wednesday, January 10, 2023, 9:00 a.m.
Zoom meeting**

This meeting is open to the public. Members of the public are invited to attend virtually. Please alert the RRTPO at RRTPOinput@planrva.org if electronic transmission of this meeting fails for the public. If such transmission fails, the committee will take a recess until public access is restored. Please refer to our [Statement Regarding Virtual Meeting Participation by Members of the Public](#) for more information.

*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_XLIFKYleRG2U9_Kh_15ICw*

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 www.youtube.com/c/PlanRVA.

- 1. Welcome and Introductions**
(Smidler)
- 2. Statement Regarding Virtual Meetings**
(Parsons)
- 3. Roll Call & Certification of a Quorum**
(Firestone)
- 4. Consideration of Amendments to the Meeting Agenda**
(Smidler)
- 5. [Approval of December 13, 2022, TAC Meeting Minutes](#) – page 3**
(Smidler)
Action requested: approval of minutes as presented (voice vote).
- 6. Open Public Comment Period**
(Smidler/5 minutes)
- 7. TAC Chairman's Report**
(Smidler/10 minutes)
- 8. RRTPO Update**
(Parsons/Aryal/15 minutes)
 - a. 2050 Socioeconomic Data Workgroup - Update (Aryal)**

9. **Commonwealth Transportation Board (CTB) 2023 Safety Targets - Aspirational Safety Performance Goals** – page 7
(Ryan/10 minutes)
Action requested: motion to approve the 2023 Safety Targets as presented (voice vote).
10. **FY21 – FY24 TIP Amendment Request – UPC 121682 – I-64/Ashland Road Interchange IAR** – page 13
(Busching/10 minutes)
Action requested: motion to recommend amending the TIP to add a new project (UPC 121682) (roll call vote).
11. **FY21 – FY24 TIP Amendment Request – GRTC005 – Bus Stop Amenities** – page 15
(Busching/10 minutes)
Action requested: motion to recommend amending the TIP to revise planned obligations for GRTC005 (roll call vote).
12. **FY24 – FY29 STBG/CMAQ Allocations - Existing Project Requests** – page 18
(Busching/10 minutes)
Action requested: motion to recommend funding awards for existing projects (roll call vote).
13. **FY24 – FY27 Transportation Improvement Program (TIP) Projects List**
(Busching/10 minutes)
Action requested: motion to recommend the project list and proposed obligations for the FY24 – FY27 TIP (roll call vote).
Note: materials for this item will be provided once they are available from VDOT.
14. **Transportation Agency Updates**
(10 minutes)
 - a. **DRPT** – Dubinsky
 - b. **GRTC** – Torres
 - c. **RideFinders** – O’Keeffe
 - d. **VDOT** - Mueller
15. **Future Meeting Topics** – page 39
(Smidler/5 minutes)
16. **TAC Member Comments**
(Smidler /5 minutes)
17. **Next Meeting: February 14, 2023**
(Smidler)
18. **Adjournment**
(Smidler)

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

ZOOM MEETING MINUTES

December 13, 2022, 9:00 a.m.

MEMBERS and ALTERNATES (A) PRESENT:

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

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

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

1. Welcome and Introductions

The Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC) Chair, Sharon Smidler, presided and called the December 13, 2022, TAC meeting to order at 9:00 a.m.

2. Statement Regarding Virtual Meetings

Attendees' attention was directed to the statement regarding virtual meeting participation.

3. Roll Call & Certification of a Quorum

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

4. Consideration of Amendments to the Meeting Agenda

There were no requested amendments to the agenda.

5. Approval of November 16, 2022, Meeting Minutes

On motion of Barbara K. Smith, seconded by John O'Keefe, the RRTPO Technical Advisory Committee approved the minutes of the November 16, 2022, meeting as presented (roll call vote).

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Gary Mitchell				X
Chesterfield County	Barbara K. Smith	X			
Goochland County	Austin Goyne	X			
Hanover County	Joseph E. Vidunas, Vice Chair	X			
Henrico County	Sharon Smidler, Chair	X			
New Kent County	Kelli Le Duc	X			
Powhatan County	Bret Schardein	X			
City of Richmond	Dironna Moore Clarke	X			
Capital Region Airport Commission	John B. Rutledge				X
DRPT	Tiffany Dubinsky				X
GRTC Transit System	Corey Robinson (A)	X			
PlanRVA	Chet Parsons	X			
RideFinders	John O'Keefe (A)	X			
RIC Metropolitan Transp. Authority	Theresa Simmons				X
VDOT	Nicole Mueller (A)	X			
Totals		12	0	0	4

6. Open Public Comment Period

There were no requests to address the committee.

7. TAC Chairman's Report

Chair Smidler did not have a formal report.

8. RRTPO Update

a. CTAC Update

Chet Parsons, PlanRVA, provided this update and reported on recent discussions about increasing the role of CTAC.

9. TIP Amendment Request

a. UPC 122295: #195CIP - Parallel routes operations study (District-wide)

b. UPC 121681: Replace bridge on Meadow Road over Boar Swamp (Henrico County)

Myles Busching presented this request and offered to answer any questions. Nicole Mueller, VDOT, will collect additional information about the parallel routes operations study and forward to the committee members.

On motion of Barbara K. Smith, seconded by Austin Goyne, the RRTPO Technical Advisory Committee voted to recommend RRTPO approval of the following resolution (roll call vote):

RESOLVED, that the Richmond Regional Transportation Planning Organization Policy Board amends the *FY21 – FY24 Transportation Improvement Program (TIP)* as shown in the attached draft TIP pages

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Gary Mitchell				X
Chesterfield County	Barbara K. Smith	X			
Goochland County	Austin Goyne	X			
Hanover County	Joseph E. Vidunas, Vice Chair	X			
Henrico County	Sharon Smidler, Chair	X			
New Kent County	Kelli Le Duc	X			
Powhatan County	Bret Schardein	X			
City of Richmond	Dironna Moore Clarke	X			
Capital Region Airport Commission	John B. Rutledge				X
DRPT	Tiffany Dubinsky				X
GRTC Transit System	Corey Robinson (A)	X			
PlanRVA	Chet Parsons	X			
RideFinders	John O’Keeffe (A)	X			
RIC Metropolitan Transp. Authority	Theresa Simmons				X
VDOT	Nicole Mueller (A)	X			
Totals		12	0	0	4

10. Transportation Agency Updates

a. DRPT

There was no representative from DRPT present. The agency update was provided and is posted with the [meeting documents](#).

b. GRTC

Cory Robinson provided an update on recent and upcoming GRTC activity.

c. RideFinders

John O’Keeffe, RideFinders, provided an update on the following RideFinders’ activities:

- Submitted FY24 funding applications to localities.
- Received RideFinders Triennial Compliance Review Report from DRPT. The Report covered review of grant payments made to RideFinders between July 1, 2018 and June 30, 2021 with no instances of noncompliance being found.
- Submitted annual external Audited FY22 Financial Statements to DRPT (Donnie Karabich) and the Federal Clearinghouse. The Audit by Brown Edwards disclosed no instances of noncompliance or other matters that are required to be reported under Government Auditing Standards.
- Researched RideFinders road signage locations and working with VDOT on the replacement of 6 missing signs.
- Promoted PlanRVA and GRTC’s **West Broad Street Bus Rapid Transit (BRT) Corridor Analysis** survey.
- Shared the **following partner notices/announcements** on Twitter and/or Facebook: New Kent 2045 Comprehensive Plan Update notice; the Virginia Department of Rail and Public Transportation’s survey on the Coordinated Human Services Mobility Plan; Chesterfield County’s retweet of DRPT’s (DRPT) survey on transportation needs, preferences and use; and DRPT’s 30th anniversary of maximizing travel choices and keeping the air clean.
- Utilized Thanksgiving to start promoting **Greener (Holi)Days content** and pledge promoting a sustainable holiday season through “green” actions.
- Launched **Team RideFinders on TikTok** with the goals of increasing brand awareness and targeting/attracting the 20-45 demographic through **fun and engaging content** that is **strategic** and **authentic** to the brand.

d. VDOT

Nicole Mueller, VDOT, provided an update on VDOT’s recent and upcoming activities, which is posted with the [meeting documents](#).

11. Future Meeting Topics

Chair Smidler reviewed the future meeting topics.

12. TAC Member Comments

There were no comments from TAC members.

13. Next Meeting: November

Chair Smidler noted the next meeting will be held on January 10, 2023.

14. Adjournment

Chair Smidler adjourned the meeting at 9:29 a.m.

**FEDERAL PERFORMANCE MEASURES
REPORTING**

**Richmond Regional Transportation Planning
Organization**

REQUESTED ACTION: Review of two letters related to federal performance measures and recommend RRTPO Policy Board approval: the annual submission of RRTPO safety target letter to VDOT as required by Federal regulations, and the quadrennial submission of RRTPO asset condition and system performance targets letter to OIPI as required by Federal regulations.

BACKGROUND: Federal regulations require that states and MPOs report targets related to specific performance measures that help achieve national transportation goals. Once targets are established state DOTs, MPOs report annually on safety targets and every four years on asset condition and system performance targets.

The five safety performance targets the RRTPO will report on are:

- number of fatalities,
- rate of fatalities per 100 million VMT,
- number of serious injuries,
- rate of serious injuries per 100 million VMT, and
- number of nonmotorized fatalities and nonmotorized serious injuries.

The nine asset condition and system performance targets the RRTPO will report on are:

- Percentage of Pavement in Good Condition (Interstate)
- Percentage of Pavement in Poor Condition (Interstate)
- Percentage of Pavement in Good Condition (Non-Interstate NHS)
- Percentage of Pavement in Poor Condition (Non-Interstate NHS)
- Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)
- Percentage of Deck Area of Bridges in Poor Condition (NBI on NHS)
- Percentage of Person-Miles Traveled that are Reliable (Interstate)
- Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS)
- Truck Travel Time Reliability Index

The deadline for submitting the safety performance targets to VDOT is February 27, 2023. Attached is the submission letter VDOT has requested for this annual reporting effort.

The deadline for submitting the asset condition and system performance targets letter to OIPI is March 20, 2023. Attached is the submission letter OIPI has requested for this biennial reporting effort.

TAC REQUESTED ACTION: TAC is requested to review and provide a recommendation to the policy board on the following resolution:

WHEREAS, the RRTPO is required under MAP 21 and the FAST Act to submit updated safety performance measure targets annually and asset condition and system performance targets every four years; therefore, be it

RESOLVED that the RRTPO Policy Board submits the following letters: the annual submission of RRTPO safety target letter to VDOT as required by Federal regulations, and the quadrennial submission of RRTPO asset condition and system performance targets letter to OIPI as required by Federal regulations.

GR

February 2, 2023

Mr. Raymond Khoury, P.E.
State Traffic Engineer
Traffic Operations Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Dear Mr. Khoury:

The Richmond Regional Transportation Planning Organization submits this letter to the Virginia Department of Transportation (VDOT) to fulfill the March 2016 FHWA final rulemaking (23 CFR 490) for National Performance Measures for the Highway Safety Improvement Program (HSIP) target setting requirements. The Safety Performance rulemaking requires MPOs to agree to contribute to meeting the State DOT safety targets or to establish safety targets for each of the five safety measures including number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries.

The selected methodology and selected targets are outlined below acknowledging acceptance to support the VDOT statewide annual goal percent change, to set a numerical target for each performance measure specific to the MPO planning area, or any combination of these two methods for all five safety performance targets.

By establishing MPO safety targets, we agree to plan and program projects to contribute toward reducing fatalities and serious injuries on the transportation system.

Future Target Annual Percent Changes

The VDOT statewide annual goal percent changes and the projected change in VMT are provided in the following table. Indicate the MPO's plan to adopt the statewide annual goal percent changes to set safety targets or to establish a different methodology.

Target Description	*Statewide Annual Goal Percent Change	MPO Adoption of Statewide Goal (Yes/No)	If No, Enter MPO Annual Goal Percent Change
Fatalities	+3.69%	Yes	
Serious Injuries	-0.52%	Yes	
Non-Motorized Fatalities and Serious Injuries	-0.86%	Yes	
Vehicle Miles Traveled (VMT)	+0.77%	Yes	

*A positive value represents an increase, and a negative value represents a reduction in five-year averages each year from 2021 to 2023.

Additional Information on Methodology

Enter data analysis and summary information here if the statewide annual percent changes are not adopted. Other options could include a non-trendline-based analysis or a trendline-based analysis using five-year rolling averages, three-year rolling averages, or annual values.

2023 Safety Performance Targets

The following five-year average target values were calculated using the MPO annual goal percent changes or other methodology:

Target Description	Target Value
Fatalities	103
Fatality Rate	0.986
Serious Injuries	886
Serious Injury Rate	8.462
Non-Motorized Fatalities and Serious Injuries	113

We acknowledge MPO targets are reported to VDOT and will be made available to FHWA upon request. Our 2023 safety targets are submitted for each performance measure on all public roads within 180 days after the VDOT reported its statewide targets, which falls on **February 28, 2023**.

For questions or comments, please contact me at cparsons@PlanRVA.org and 804.924.7039.

Respectfully,

Chet Parsons, AICP CTP



Secretary
Richmond Regional Transportation Planning Organization
804.924.7039 (o) 804.677.9977 (m)

c/o PlanRVA
424 Hull Street, Suite 300
Richmond, Virginia 23224
www.PlanRVA.org

February 2, 2023

Margie Ray
Performance Management Manager
Office of Intermodal Planning and Investment
1401 East Broad Street
Richmond, VA 23219

Dear Ms. Ray:

The Richmond Regional Transportation Planning Organization submits this letter to the Office of Intermodal Planning and Investment (OIPI) to fulfill the target setting requirements of the Federal Highway Administration's (FHWA) January 2017 final rulemakings for National Performance Measures for asset condition and system performance. This letter satisfies the federal requirement for MPOs to report targets to their respective State DOT "in a manner that is documented and mutually agreed upon by both parties" (23 CFR §§490.107(c)(1)). Documenting the targets in this letter also allows for the State to provide MPO targets to FHWA, upon request, satisfying a reporting requirement of State DOTs (23 CFR §§490.105(f)(9)).

In accordance with 23 CFR §§490.105 and 490.107, targets for twelve federally mandated asset condition and system performance measures must be established and reported to FHWA every four years, beginning in 2018. Federal regulations require both State Departments of Transportation and Metropolitan Planning Organizations to set targets for the twelve measures (23 CFR §§490.105, 490.307, 490.407, 490.507, 490.607, 490.707, and 490.807).¹ The rule requires MPOs to establish targets by either (1) "agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT target" or (2) "committing to a quantifiable target for that performance measure for their metropolitan planning area" (23 CFR §§490.105(f)(3)). By supporting any of the State targets, we agree to plan and program projects to contribute toward achieving the State target.

Asset Condition Methodology Summary

	State	MPO	If MPO, please describe the methodology
Percentage of Pavement in Good Condition (Interstate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Pavement in Poor Condition (Interstate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Pavement in Good Condition (Non-Interstate NHS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Pavement in Poor Condition (Non-Interstate NHS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Deck Area of Bridges in Poor Condition (NBI on NHS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

¹ The performance measures for peak hour excessive delay, non-single occupancy vehicle use, and emission reductions are only required in the Washington, DC-MD-VA urbanized area, which is represented by the Metropolitan Washington Council of Government.

System Performance Methodology Summary

	State	MPO	If MPO, please describe the methodology
Percentage of Person-Miles Traveled that are Reliable (Interstate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Truck Travel Time Reliability Index	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Selected Targets (*default is State target*)

Measure	4-Year Target
Percentage of Pavement in Good Condition (Interstate)	45%
Percentage of Pavement in Poor Condition (Interstate)	3%
Percentage of Pavement in Good Condition (Non-Interstate NHS)	25%
Percentage of Pavement in Poor Condition (Non-Interstate NHS)	5%
Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)	25.1%
Percentage of Deck Area of Bridges in Poor Condition (NBI on NHS)	3.6%
Percentage of Person-Miles Traveled that are Reliable (Interstate)	85%
Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS)	88%
Truck Travel Time Reliability Index	1.64

We acknowledge MPO targets are reported to the State and will be made available to FHWA upon request. Our targets are submitted for each performance measure within 180 days of the State establishing its statewide targets, which falls on March 20, 2023.

For questions or comments, please contact me at cparsons@PlanRVA.org and 804.924.7039.

Respectfully,

Chet Parsons, AICP CTP



Secretary
Richmond Regional Transportation Planning Organization
804.924.7039 (o) 804.677.9977 (m)

c/o PlanRVA
424 Hull Street, Suite 300
Richmond, Virginia 23224
www.PlanRVA.org

TAC AGENDA 01/10/23; ITEM #10.

**FY21 – FY24 TIP AMENDMENT:
UPC 121682 – I-64/ASHLAND ROAD INTERCHANGE IAR**

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Review and recommendation on a request from VDOT to amend the FY21 – FY24 Transportation Improvement Program (TIP) to add a new project.

BACKGROUND: The RRTPO Policy Board has received a request from VDOT to amend the TIP to add one new project. The new project is listed below:

1. UPC 121682: I-64/Ashland Rd Interchange IAR (Goochland County)

This project is funded with Regional Surface Transportation Block Grant (STBG) funds allocated by the RRTPO. A transfer was recently completed to advance this project as part of a broader effort to support planned economic development at this interchange. This TIP amendment is needed to allow the study to start.

AIR QUALITY CONFORMITY: This project is located outside of the former 8-hour ozone maintenance area and is also exempt from regional conformity analysis as a planning or technical study under section 93.126 of the conformity rule.

STAFF RECOMMENDATION: Staff recommends approval of the TIP amendment.

ACTION REQUESTED: The following resolution is presented for consideration and recommendation to the Policy Board:

RESOLVED, that the Richmond Regional Transportation Planning Organization Policy Board amends the *FY21 – FY24 Transportation Improvement Program (TIP)* adding the following new project:

1. UPC 121682: I-64/Ashland Rd Interchange IAR (Goochland County)

FINALLY RESOLVED, that these projects are considered exempt from conformity under provisions contained in section 93.126 of the conformity rule as follows:

1. Other - planning and technical studies

Attachments

FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

Interstate

UPC 121682

Jurisdiction: Goochland County
Route/Street: I-64
Description: I-64/VA 623 Ashland Rd Interchange IAR
Scope: Preliminary Engineering
From: I-64
To: I-64
Length:
Administered By: VDOT **Regionally Significant:** No
MPO Note:



Schedule

Phase	Start	End	Status
Preliminary Engineering (PE):			
Right of Way (RW):			
Construction (CN):			

Cost Estimates / Previous Obligations

Cost Estimates
PE:
RW:
CN:
Total: \$360,000

Goals addressed

Access	No	Congestion	Yes	Environment	No
Freight	Yes	Landuse	No	Maintenance	No
Safety	Yes	Reliability	No	Multimodal	No

Federal Obligations

Phase	Fund Source	Match	Federal Obligations			
			FY21	FY22	FY23	FY24
PE	RSTP	\$72,000			\$288,000	

Amendments

Amd 40 2/2/2023 Approved

1). This is a new project added to the TIP 2).Add FY23 PE Phase and obligate \$288,000 RSTP funds, and \$72,000 State funds.

Date Requested 12/15/2022

TAC AGENDA 01/10/23; ITEM #11.

**FY21 – FY24 TIP AMENDMENT:
GRTC005 – BUS STOP AMENITIES**

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Review and recommendation on a request from GRTC to amend the FY21 – FY24 Transportation Improvement Program (TIP) to revise planned obligations on GRTC005 – Bus Stop Amenities.

BACKGROUND: The RRTPO Policy Board has received a request from GRTC to amend the TIP to revise the planned obligations for one project. The revised project is listed below:

1. GRTC005: Bus Stop Amenities (GRTC Service Area)

GRTC was awarded \$10,032,000 in FY22 FTA 5339 funding as part of the FTA Bus and Low- and No-Emission Grant program. The grant funding freed up formula funds that would have been used for bus replacements. The surplus funding is being redirected to eligible bus stop improvements. This proposed TIP amendment adds the formula 5339 funds to the Bus Stop Amenities project along with state and local match funds.

STAFF RECOMMENDATION: Staff recommends approval of the TIP amendments.

ACTION REQUESTED: The following resolution is presented for review and recommendation to the Policy Board:

RESOLVED, that the Richmond Regional Transportation Planning Organization Policy Board amends the *FY21 – FY24 Transportation Improvement Program (TIP)* to update planned obligations for the GRTC005: Bus Stop Amenities as follows:

1. Obligate \$1,402,578 in FTA 5339 funds in FY23
2. Revise state funds from \$347,000 to \$3,753,260 in FY23
3. Revise local funds from \$51,020 to \$251,388 in FY23

Attachments

FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

Public Transportation

UPC GRTC005

Jurisdiction: GRTC

Route/Street:

Description: Bus Stop Amenities

Scope: Transit

From:

To:

Length:

Administered By: GRTC

Regionally Significant:

MPO Note:

No Image Available

Schedule

Phase	Start	End	Status
Preliminary Engineering (PE):			
Right of Way (RW):			
Construction (CN):			

Cost Estimates / Previous Obligations

Cost Estimates	
PE:	
RW:	
CN:	
Total:	

Goals addressed

Access	No	Congestion	No	Environment	Yes
Freight	No	Landuse	No	Maintenance	No
Safety	No	Reliability	Yes	Multimodal	Yes

Federal Obligations

Fund Source	Federal Obligations			
	FY21	FY22	FY23	FY24
FTA 5307	\$70,000	\$0	\$267,080	\$28,000
FTA 5339	\$0	\$0	\$1,402,578	\$0
State	\$170,000	\$0	\$3,753,260	\$68,000
Local	\$10,000	\$0	\$251,388	\$4,000

Amendments

Amd 41 2/2/2023 Approved

1). Obligate \$1,402,578 FTA 5339 funds in FY23. 2). Revise State funds from \$347,000 to \$3,753,260, and Local funds from \$51,020 to \$251,388 in FY23.

Date Requested 12/19/2022

Adjustments

Adj 35 3/23/2021 Completed

1). Obligate \$70,000 FTA Sec 5307 funds to FY21; \$142,800 FTA Sec 5307 funds to FY22; \$56,000 FTA Sec 5307 funds to FY23; and \$56,000 FTA Sec 5307 funds to FY24. 2). Obligate \$170,000 State match to FY21; \$346,800 State match to FY22; \$136,000 State match to FY23; and \$136,000 State match to FY24. 3). Obligate \$10,000 local match to FY21; \$20,400 local match to FY22; \$8,000 local match to FY23; and \$8,000 local match to FY24. 4). Eliminate FY21 \$119,280 FTA Sec 5307 funds; FY22 \$100,800 FTA Sec 5307

GRTC

UPC GRTC005

FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

Public Transportation

UPC GRTC005

funds; and FY23 \$100,800 FTA Sec 5307 funds. 5). Eliminate FY21 \$289,680 State match; FY22 \$244,800 State match; and FY23 \$244,800 State match. 6). Eliminate FY21 \$17,040 local match; FY22 \$14,400 local match; and FY23 \$14,400 local match.

Date Requested 3/9/2021

Adj 92 9/1/2022 Completed

1). Revise FTA 5307 funds from \$56,000 to \$53,880 in FY23, and \$56,000 to \$28,000 in FY24. 2). Revise State funds from \$136,000 to \$91,800 in FY23 and from \$136,000 to \$68,000 in FY24. 4). Revise Local funds from \$8,000 to \$9,420 in FY23 and from \$8,000 to \$4,000 in FY24.

Date Requested 8/16/2022

Adj 105 12/7/2022 Completed

1). Remove \$142,800 FTA 5307 funds, \$346,800 State funds and \$20,400 Local funds in FY22. 2). Obligate \$213,200 FTA 5307 funds, \$255,200 State funds, and \$41,600 Local funds in FY23.

Date Requested 12/5/2022

TAC AGENDA 1/10/23; ITEM #12

FY24 – FY29 STBG/CMAQ EXISTING PROJECT REQUESTS

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Review existing project requests and gain consensus on the limits for new projects applications for FY24 – FY29 STBG/CMAQ funding

BACKGROUND: Selecting and prioritizing projects for funding is one of the primary roles of the RRTPO in developing the regional transportation system. Projects selected by the TPO to receive funding are included in the Six-Year Improvement Program (SYIP) for adoption by the Commonwealth Transportation Board (CTB).

In June of 2021, the RRTPO Policy Board adopted new guidelines for project selection and allocation of regional Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds. The newly adopted guidelines can be reviewed [on the PlanRVA website](#).

The RRTPO held an existing project request application period in September. A total of eleven (11) applications were submitted for additional funding. A summary of the requests is included as Attachment A.

Based on the discussion at the October TAC meeting, staff have had additional discussions with project sponsors to understand the requests. Staff has also compiled a project history back to 2004 (where necessary) using the Six-Year Improvement Program. Staff have provided a recommendation for each project based on the additional review and information.

TAC ACTION REQUESTED: TAC is requested to provide a funding recommendation on each project for incorporation into the draft funding allocation plans (to be reviewed at the February TAC meeting) along with new projects if sufficient funding is available.

ATTACHMENTS

- A. Existing Project Requests
- B. Project History & Staff Recommendations

Project Title	Project UPC	Has the project estimate increased?	Explain the reasons for the increase in cost	Total Cost	Has the project schedule changed?	Explain the reasons for the change to the project schedule	Does this project need additional funding?	Are you requesting RRTPO funding for the full deficit?	Have you sought funding from other sources?	List the program, amount, and status of any requests for funding to address this deficit. If pending, include expected timeline for a decision	Do you have CVTA or other local funds which could be allocated to this shortfall?	Additional Funding Requested
RRTPO scenario planning pilot	118143	Yes	Project proposals returned higher than estimated - scope clarity	\$ 600,000	No		Yes	Yes	Yes	PlanRVA was not able to commit additional funding to this project. CVTA operating budget dues not have ability to cover this cost and the project dues not qualify for regional funding.	No	\$ 400,000
#SMART18 - RTE 360 WIDENING	13551	Yes	Bids were received on Aug. 19th and came in approximately 30% over the engineer's estimate. Only one bid was received and we don't feel like we will get a better result by rebidding.	\$ 34,752,000	No		Yes	No	No		Yes	\$ 1,600,000
Commerce Rd Improvements	15958	Yes	Increased costs due to market conditions	\$ 33,012,000	Yes	to be reauthorized by FHWA/VDOT	Yes	Yes	Yes	RSTP funding - \$ 3,770,000. Needed for construction phase. FY2024 or FY 2025	No	\$ 3,770,000
Early Settlers Rd (Robious Rd Hospital/Park) Sidewalk	113846	Yes	The cost estimate has been increased to address bid/market risk.	\$ 1,270,000	No		Yes	Yes	No		No	\$ 100,000
RideFinders Air Pollution Rediction	T203	No			No		No					
Route 1 Improvements: Ashcake Rd to Arbor Oak Dr	112042	Yes	Increased costs, in particular construction	\$ 14,269,086	No		Yes	Yes	No		No	\$ 2,759,106
Libbie Avenue Road Diet	115769	Yes	Refined estimate reflecting current construction costs and covering No-Post Local funds.	\$ 2,180,500	No		Yes	Yes	No	N/A	No	\$ 483,500
N. Parham Rd Traffic Signal and Sidewalk Project	109194	Yes	Refined cost estimate to reflect current construction costs and cover the remaining No-Post Local funds.	\$ 5,244,536	No		Yes	Yes	Yes	SMART Scale funding was previously secured during the FY20 application.	No	\$ 204,209
Jahnke Road - @ Lane Improvement	19035	Yes	Cost escalation due to inflation. (Materials and Labor) City is flexible with funding over the duration of two year construction period, with half each year.	\$ 21,800,000	Yes	Utility conflicts and railroad negotiations.	Yes	Yes	Yes	Federal - Regional STP \$1,000,000. No longer pending.	No	\$ 3,000,000
Deepwater Terminal Rd Project	104281	Yes	Inflation due to rising costs of materials and labor costs nationwide	\$ 7,822,698	Yes	challenges with property owners and businesses in the area delayed RW Acquisition process and steps	Yes	Yes	Yes	Project went to City Council seeking additional funding and it wasn't granted additional funding	No	\$ 1,750,000
Rte 623 - Improve Intersection	105733	No			Yes	A revised estimate was received from VDOT as a part of the annual SYIP review. After reviewing that estimate with VDOT, there were scope concerns. To remedy those concerns, a Smart Scale application is in process to fully validate the project. As such, the anticipated start date of PE will now be FY24 instead of FY23.	No					

Attachment B: Existing Project Requests – Staff Analysis

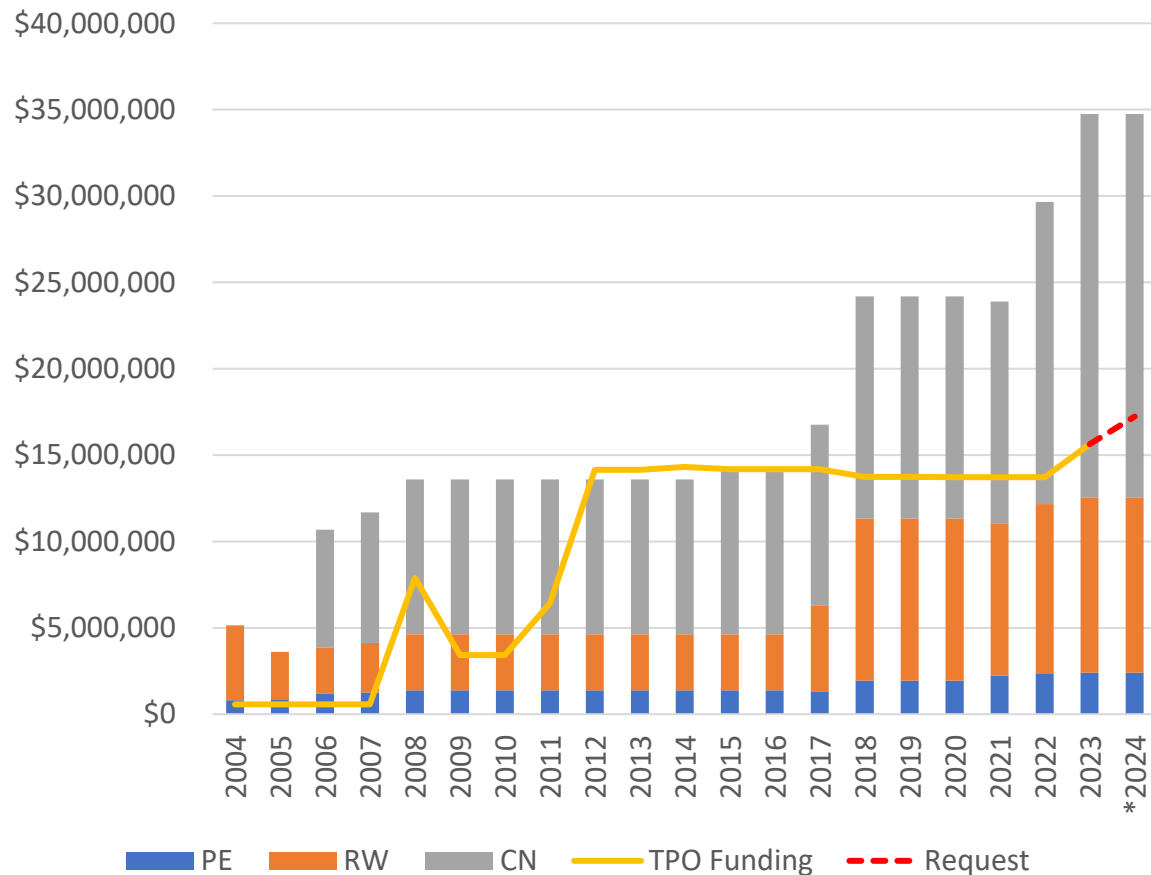
This spring, the Policy Board gave staff direction to reduce the cost of overruns to the TPO, including a review of the cost estimating practices of project sponsors and policies for prioritizing existing project requests. As noted in the main staff report, RRTPO staff have concerns about the use of STBG funds to address project deficits when no other funding sources have been sought. Staff remind localities of the general requirement to address increases using local funds where available.

Staff also remind sponsors of the financial programming practice of fully funding existing projects before funding new projects. As partners in the project funding and development process, the expectation is that local sponsors will also prioritize existing projects in the development pipeline when programming local transportation funding.

Staff has reviewed each project request against the SYIP and TPO allocation history and provided a general recommendation consistent with the *Regional Funding Framework* guidelines and Policy Board direction.

#SMART18 - RTE 360 WIDENING (UPC 13551)

Project Funding & Estimate History



Previous Estimate (FY23 SYIP – Summer 2022)

Total Estimate	\$29,551,000
Total Funding	\$31,451,000
Total TPO Funding	\$15,638,840
TPO Share of Total Estimate	52.9%
TPO Share of Total Funding	49.7%

New Estimate and Deficit

New Estimate	\$34,752,000
Total Deficit (Estimate – Funding)	\$3,301,000
Explanation	Bids were received in August and came in approximately 30% over the engineer's estimate. Only one bid was received, and locality staff does not expect a better result by rebidding.

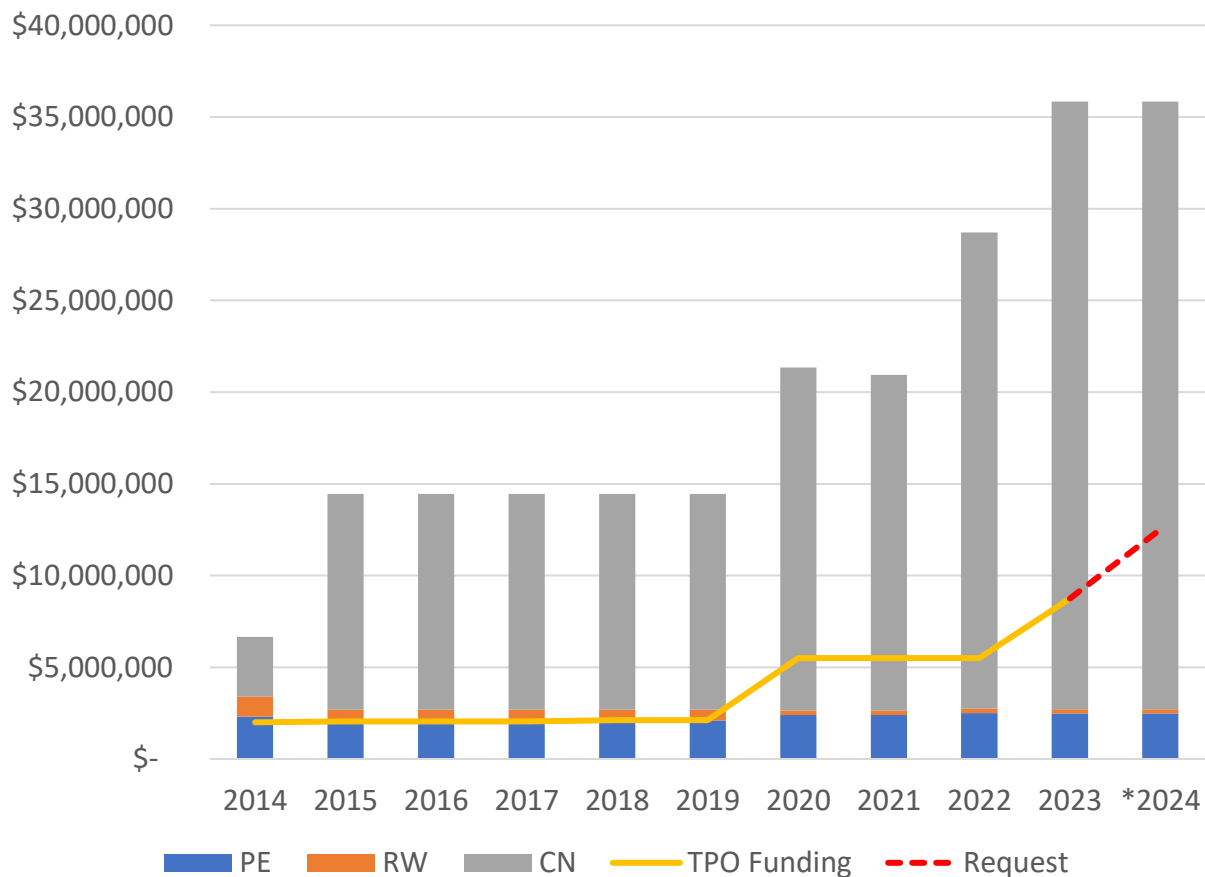
Request and Funding

Requested TPO Funding	\$1,600,000
Fiscal Year(s)	FY23, FY24, FY25
Request Share of Deficit	48.4%
Other Funds Sought	CVTA local
TPO Percent Increase	10.2%
Approval Authority	Policy Board

Staff Recommendation: Staff recognizes the significant local funding commitment to address the escalating cost of this project and appreciates the efforts to address this problem locally. Given the availability of local funds which have already been committed to this project and [adopted TPO policy](#), **staff recommends not funding this request.**

Commerce Rd Improvements (UPC 15958)

Project Funding & Estimate History



Previous Estimate (FY23 SYIP – Summer 2022)

Total Estimate	\$31,023,000
Total Funding	\$31,023,000
Total TPO Funding	\$8,746,277
TPO Share of Total Estimate	28.2%
TPO Share of Total Funding	28.2%

Updated Estimate and Deficit (Application)

New Estimate	\$35,847,000
Total Deficit (Estimate – Funding)	\$4,824,000
Explanation	Construction costs have increased as observed in the previous round of bidding, as well increasing costs due to inflation, rising material costs and rising labor costs. The City has found other funds

	to supplement the project, but a deficit of \$3.75M remains. The City has requested funding to cover the deficit in the current budget cycle, but nothing has been approved as yet. The Project has been bid once already. The City has sought authorization to readvertise. Environmental documentation is current and VDOT is holding authorization pending funding of the deficit.
--	---

Request and Funding (Application)

Requested TPO Funding	\$3,770,000
Fiscal Year(s)	FY24, FY25
Request Share of Deficit	78.2%
Other Funds Sought	Local
TPO Percent Increase	43.1%
Approval Authority	Policy Board

Staff Recommendation: The RRTPO took midcycle action in 2021 to approve a transfer of more than \$3.2 million in response to bids received. The project was ultimately not awarded and is now scheduled for construction in the summer of 2023, subject to funding availability and reauthorization.

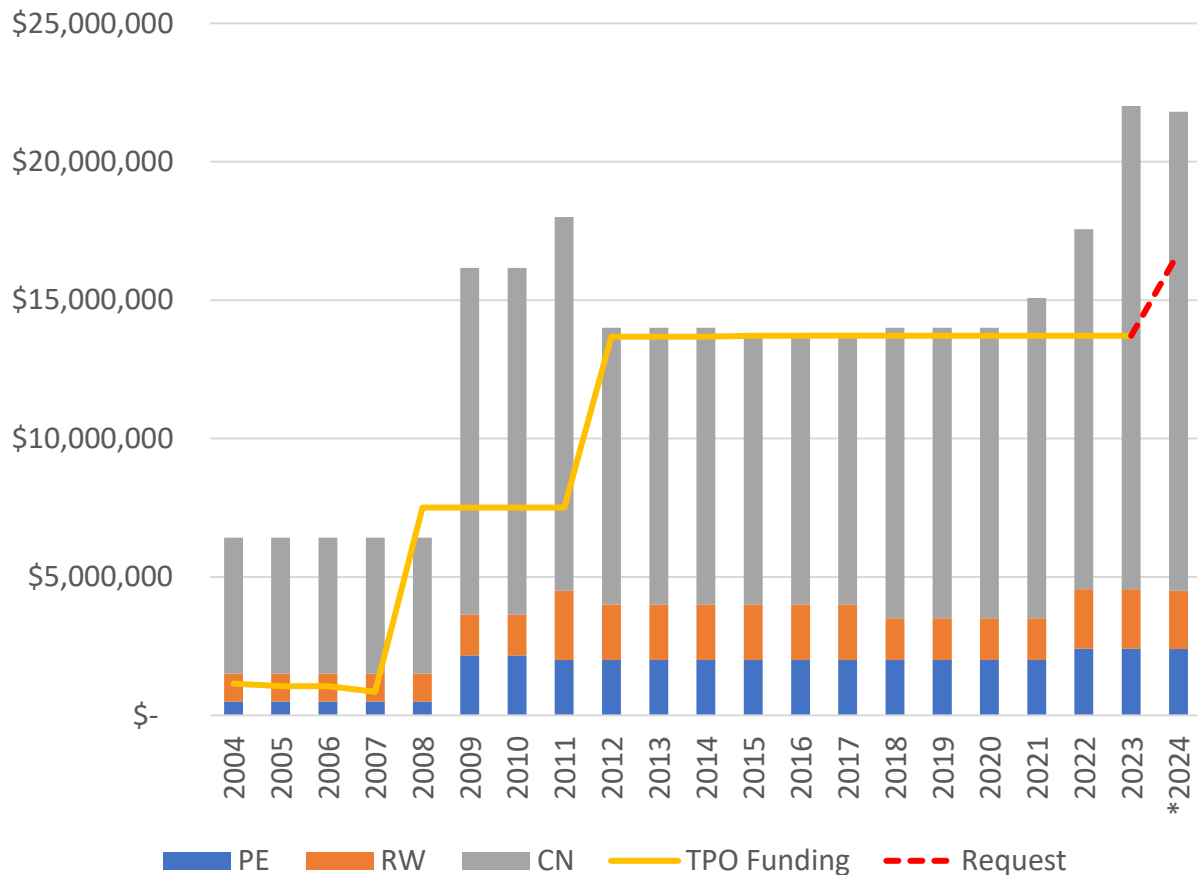
As discussed last year, this project has experienced rapid increases in cost over the past few years, well beyond the impact of inflation. Since FY2019, the project estimate has increased by more than \$21 million, a 148% increase in cost. The TPO has funded nearly half of this increase, increasing the regionally funded portion of the project from less than 15% to more than 24%. With the current request, the TPO share of the cost would increase further to 35%. Staff have significant concerns about continuing to increase the TPO share of a project that has grown well above the original estimate and where the sponsor has requested \$3M+ in additional funding in 3 of the past 5 cycles.

As the TPO has covered a disproportionate share of the recent increases, Staff recommend no additional TPO funding be awarded to this project.

If additional funding is awarded, staff recommend a partial award of \$1,360,025 to maintain the same cost share. Staff further recommend the funds be awarded contingent upon the project beginning delivery in FY25.

Jahnke Road – 2 Lane Improvements (UPC 19035)

Project Funding & Estimate History



Previous Estimate (FY23 Approved SYIP – Summer 2022)

Total Estimate	\$17,560,000
Total Funding	\$15,080,000
Total TPO Funding	\$13,712,178
TPO Share of Total Estimate	78.1%
TPO Share of Total Funding	90.9%

New Estimate and Deficit (Application)

New Estimate	\$21,800,000
Total Deficit (Estimate – Funding)	\$6,720,000
Explanation	CSXT railroad scope changes and negotiations for construction on their property. Additional utility conflict resolution caused by improper relocations by the owners, scope adjustments relating to required plan updates and/or due to

	State and City new engineering requirements. In addition, labor and material costs have increased due to unprecedented inflation. We have requested \$1 million in additional funding through the City's budget process. All major activities are complete with the exception of CSXT coordination. Final documents excluding those related to CSXT are in hand and under review or revisions. The design phase of the project is over 95% complete and we will be seeking CN authorization from VDOT once full funding of the project is secured.
--	--

Request and Funding (Application)

Requested TPO Funding	\$3,000,000
Fiscal Year(s)	FY24, FY25
Request Share of Deficit	44.6%
Other Funds Sought	Local
TPO Percent Increase	21.9%
Approval Authority	Policy Board

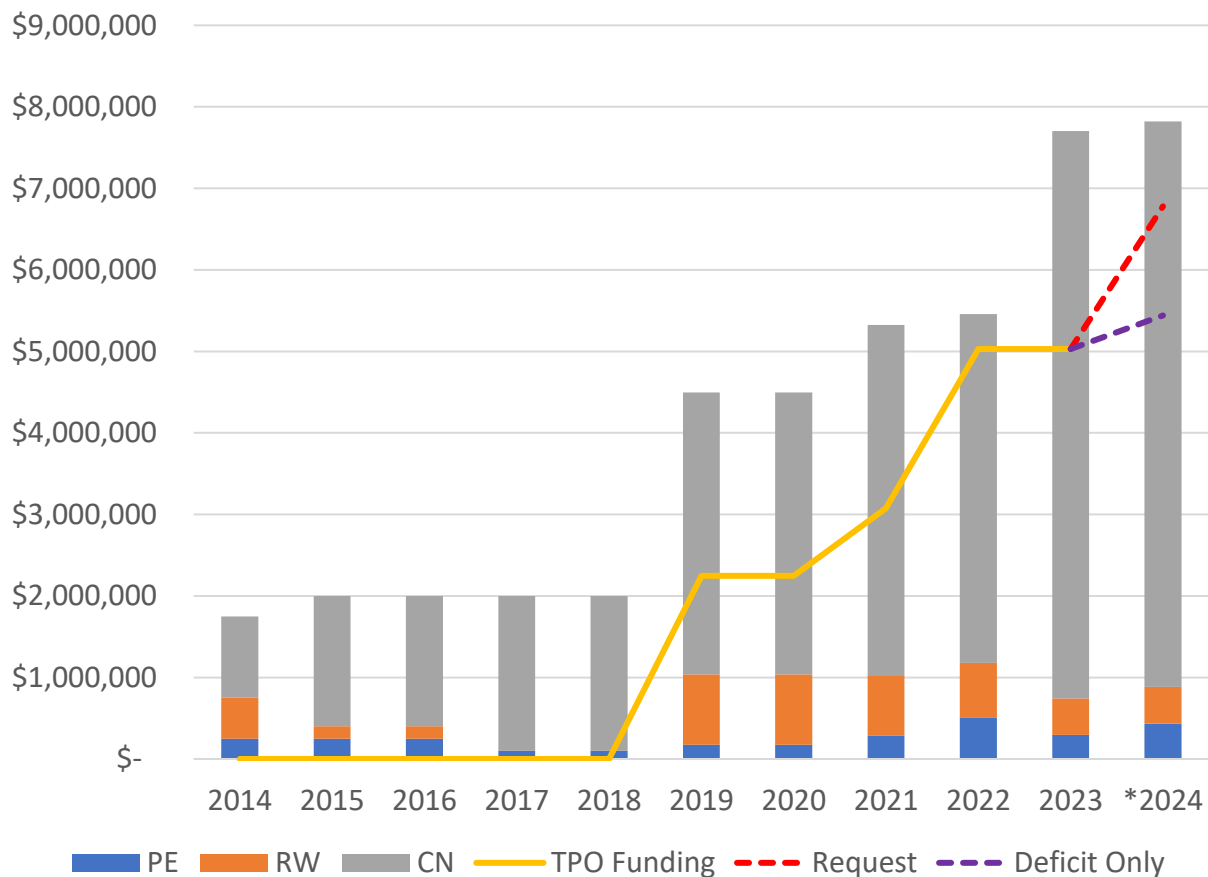
Staff Recommendation: As with the previous project above, staff have concerns about the timeline and uncertainty around this project. This project was previously advertised in FY19. At the time, the project was fully funded and was scheduled for completion in FY21. The project did not ultimately move to construction. Since that time, the estimate has increased by 56%.

The City of Richmond has found additional funding to cover a portion of the cost increase, however, the pending request would increase TPO funding on this project by another 22%. While this project has been largely TPO funded, TAC should consider the appropriateness of the TPO taking on additional costs for given the failure to deliver the project during the previous bid cycle. The estimate submitted in the application is below the revised six-year program estimate (\$22.016M), raising additional concerns about the ability to move this project to construction as scheduled.

Given the post-bid history, Staff recommend no additional TPO funding be awarded to this project. If additional funding is awarded, Staff recommend the funds be awarded contingent upon the project beginning delivery in FY24.

Deepwater Terminal Rd Project (UPC 104281)

Project Funding & Estimate History



Previous Estimate (FY23 SYIP – Summer 2022)

Total Estimate	\$5,458,000
Total Funding	\$7,411,000
Total TPO Funding	\$5,028,890
TPO Share of Total Estimate	92.1%
TPO Share of Total Funding	67.8%

New Estimate and Deficit (Application)

New Estimate	\$7,822,698
Total Deficit (Estimate – Funding)	\$411,698
Explanation	Inflation due to rising costs of materials and labor costs nationwide

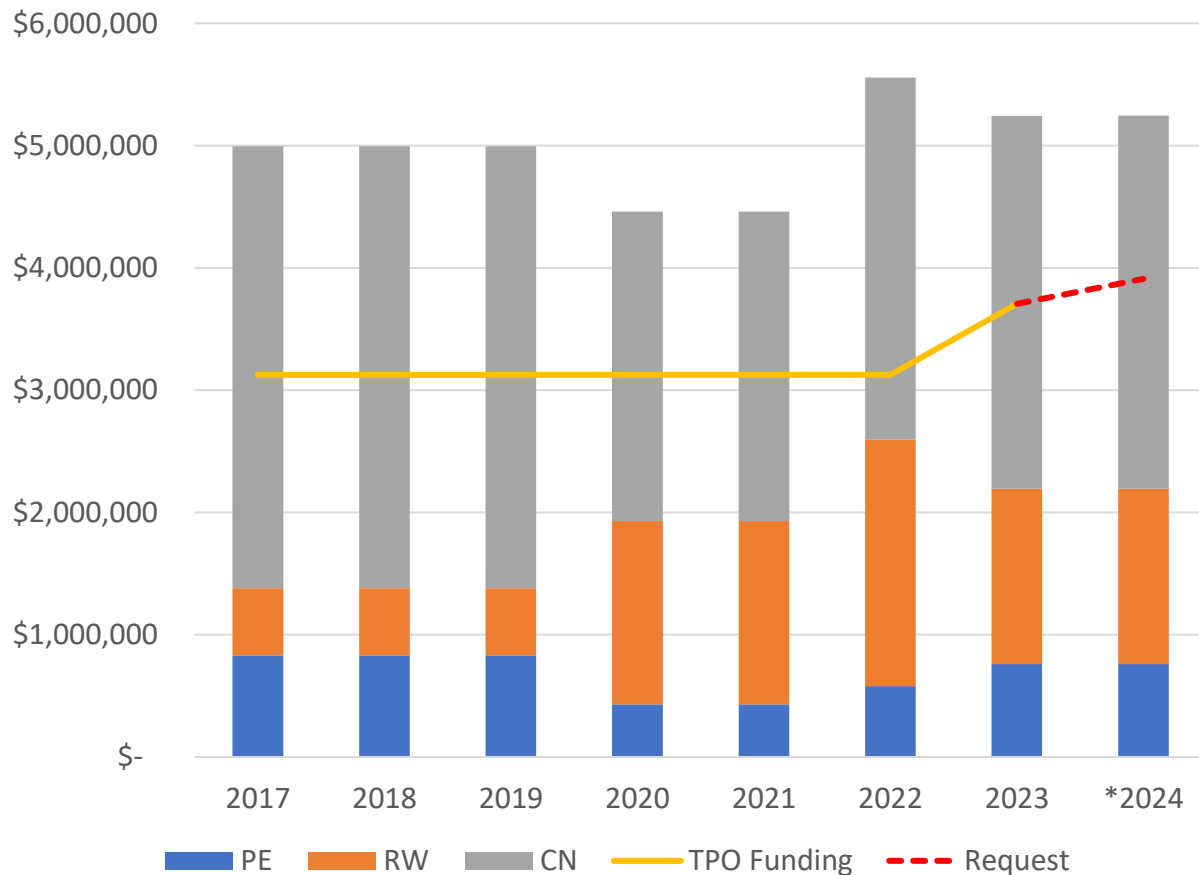
Request and Funding (Application)

Requested TPO Funding	\$1,750,000
Fiscal Year(s)	FY25, FY26
Request Share of Deficit	425.1%
Other Funds Sought	Local funds from City Council
TPO Percent Increase	34.8% (request)/8.2% (deficit)
Approval Authority	Policy Board / TAC

Staff Recommendation: This project has experienced minor cost increases over the past year, mostly attributable to inflation. Since selection, the TPO awarded funding has more than doubled at a rate faster than the increase in the project cost. The requested TPO funding exceeds the cost increase. The total deficit is estimated at \$412,000. As the balance is not needed until FY26, staff believes this can be addressed locally and does not support additional funding. **Staff recommends not funding this request.**

N. Parham Rd Traffic Signal and Sidewalk Project (UPC 109194)

Project Funding & Estimate History



Previous Estimate (FY23 SYIP – Summer 2022)

Total Estimate	\$5,244,536
Total Funding	\$5,621,014
Total TPO Funding	\$3,705,507
TPO Share of Total Estimate	70.7%
TPO Share of Total Funding	56.9%

New Estimate and Deficit (Application)

New Estimate	\$5,244,536
Total Deficit (Estimate – Funding)	\$0
Explanation	Locality is seeking to replace the remaining no-post/local commitment with RSTP funds

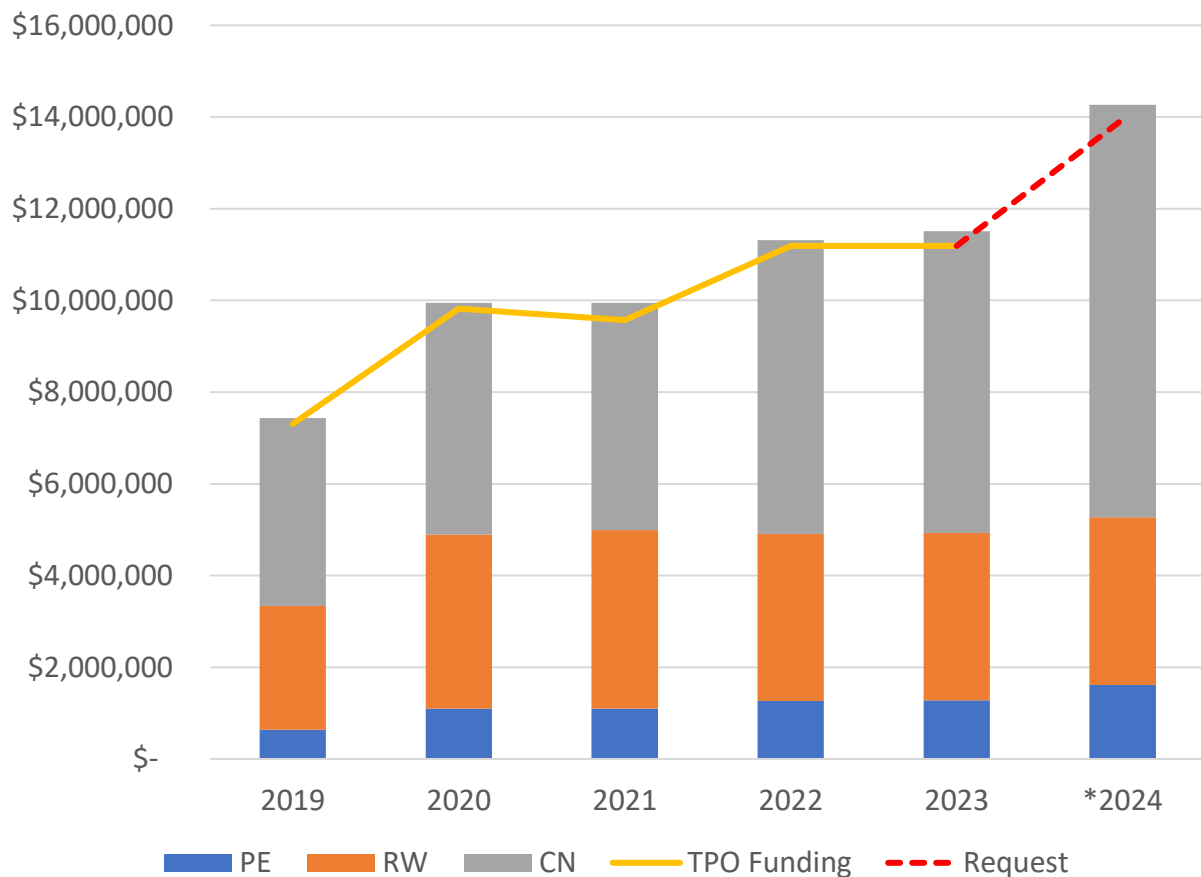
Request and Funding (Application)

Requested TPO Funding	\$204,029
Fiscal Year(s)	FY26
Request Share of Deficit	N/A
Other Funds Sought	N/A
TPO Percent Increase	5.5%
Approval Authority	TAC

Staff Recommendation: The TPO awarded over \$580,000 in additional funding to address cost increases on this project which were intended to replace the local commitment on the project at the time. This request is for another \$204,000 to replace additional local commitments/no-posts needed to advance the project with current increases in the estimate. Given the small amount and outyear for the need, **Staff recommends not funding this request.**

Route 1 Improvements: Ashcake Rd to Arbor Oak Dr (UPC 112042)

Project Funding & Estimate History



Previous Estimate (FY23 SYIP – Summer 2022)

Total Estimate	\$11,509,980
Total Funding	\$11,509,980
Total TPO Funding	\$11,185,253
TPO Share of Total Estimate	97.2%
TPO Share of Total Funding	97.2%

New Estimate and Deficit (Application)

New Estimate	\$14,269,086
Total Deficit (Estimate – Funding)	\$2,759,106
Explanation	Increased costs, in particular construction

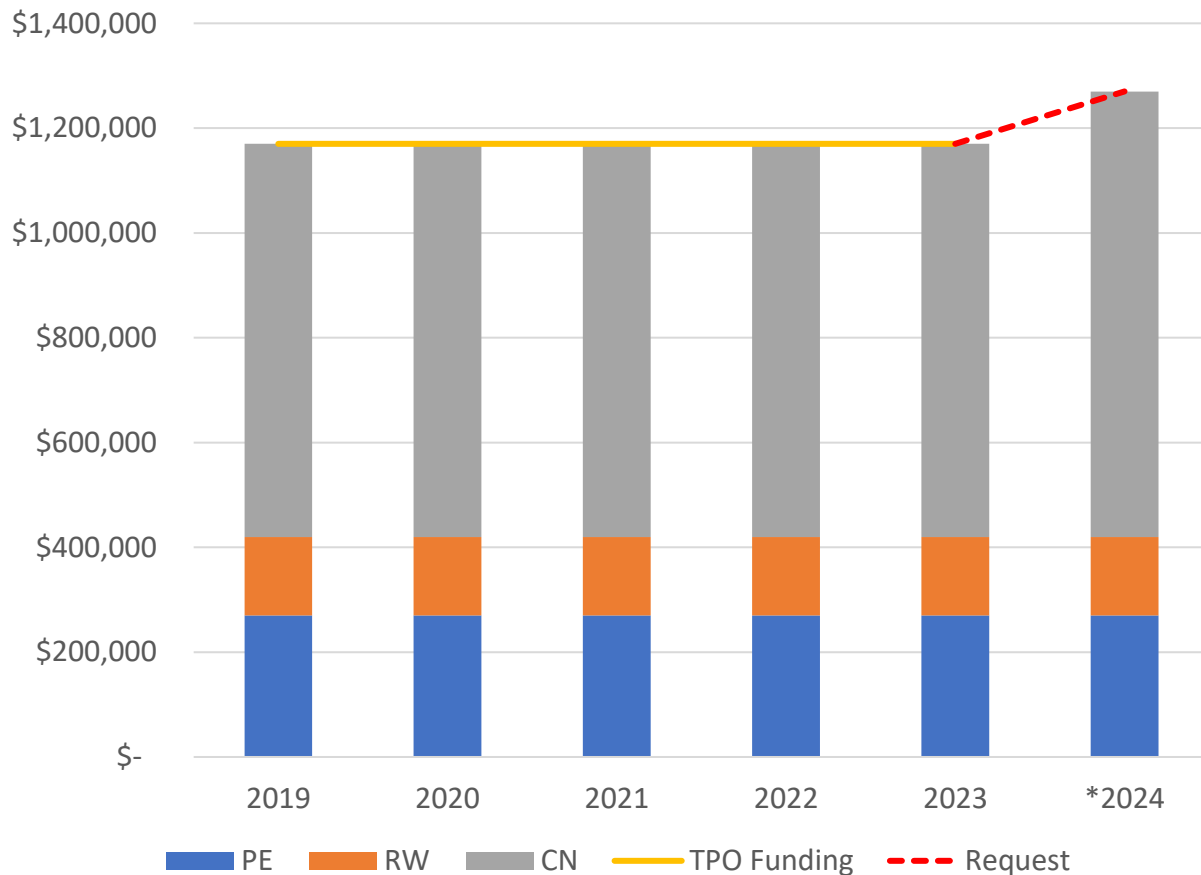
Request and Funding (Application)

Requested TPO Funding	\$2,759,106
Fiscal Year(s)	FY24
Request Share of Deficit	100%
Other Funds Sought	N/A
TPO Percent Increase	24.7%
Approval Authority	Policy Board

Staff Recommendation: This project has also experienced significant cost increases over the past few years and has nearly doubled in cost since selection. Unlike other projects, this project is nearly fully funded by the TPO and the locality's CVTA funding is not able to cover the costs. **Staff recommend additional funding be awarded as requested to advance this project.**

Early Settlers Rd (Robious Rd - Hospital/Park) Sidewalk (UPC 113846)

Project Funding & Estimate History



Previous Estimate (FY23 SYIP – Summer 2022)

Total Estimate	\$1,170,000
Total Funding	\$1,170,000
Total TPO Funding	\$1,170,000
TPO Share of Total Estimate	100%
TPO Share of Total Funding	100%

New Estimate and Deficit (Application)

New Estimate	\$1,270,000
Total Deficit (Estimate – Funding)	\$100,000
Explanation	Cost estimate updated to reflect current market

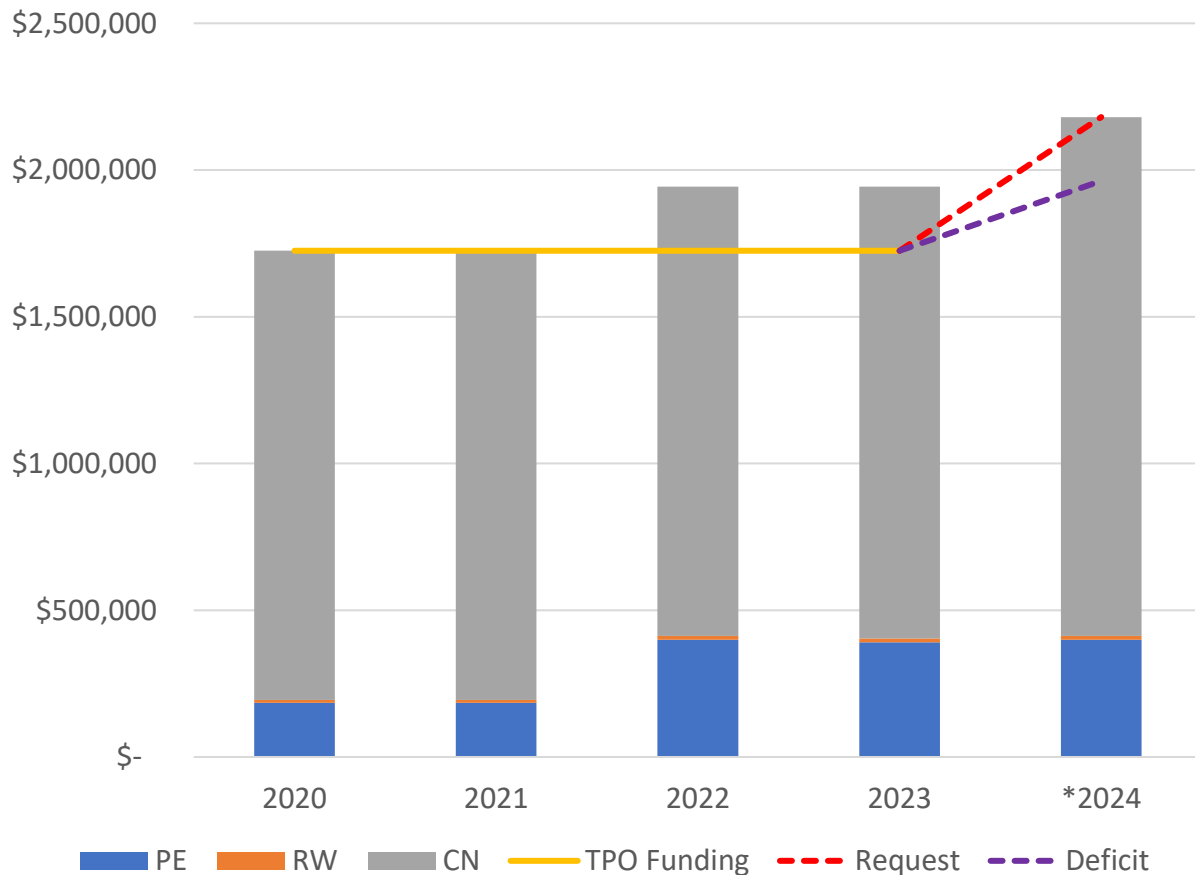
Request and Funding (Application)

Requested TPO Funding	\$100,000
Fiscal Year(s)	FY24
Request Share of Deficit	100%
Other Funds Sought	N/A
TPO Percent Increase	8.5%
Approval Authority	TAC

Staff Recommendation: The request for this project is small and the TPO has funded the full project to date. Consistent with the other recommendations above, staff believes locality funds are available to address this increase. **Staff recommends not funding this request.**

Libbie Avenue Road Diet (UPC 115769)

Project Funding & Estimate History



Previous Estimate (FY23 SYIP – Summer 2022)

Total Estimate	\$1,942,500
Total Funding	\$1,942,500
Total TPO Funding	\$1,725,000
TPO Share of Total Estimate	88.8%
TPO Share of Total Funding	88.8%

New Estimate and Deficit (Application)

New Estimate	\$2,180,500
Total Deficit (Estimate – Funding)	\$238,000
Explanation	Refined estimate reflecting current construction costs and covering No-Post Local funds.

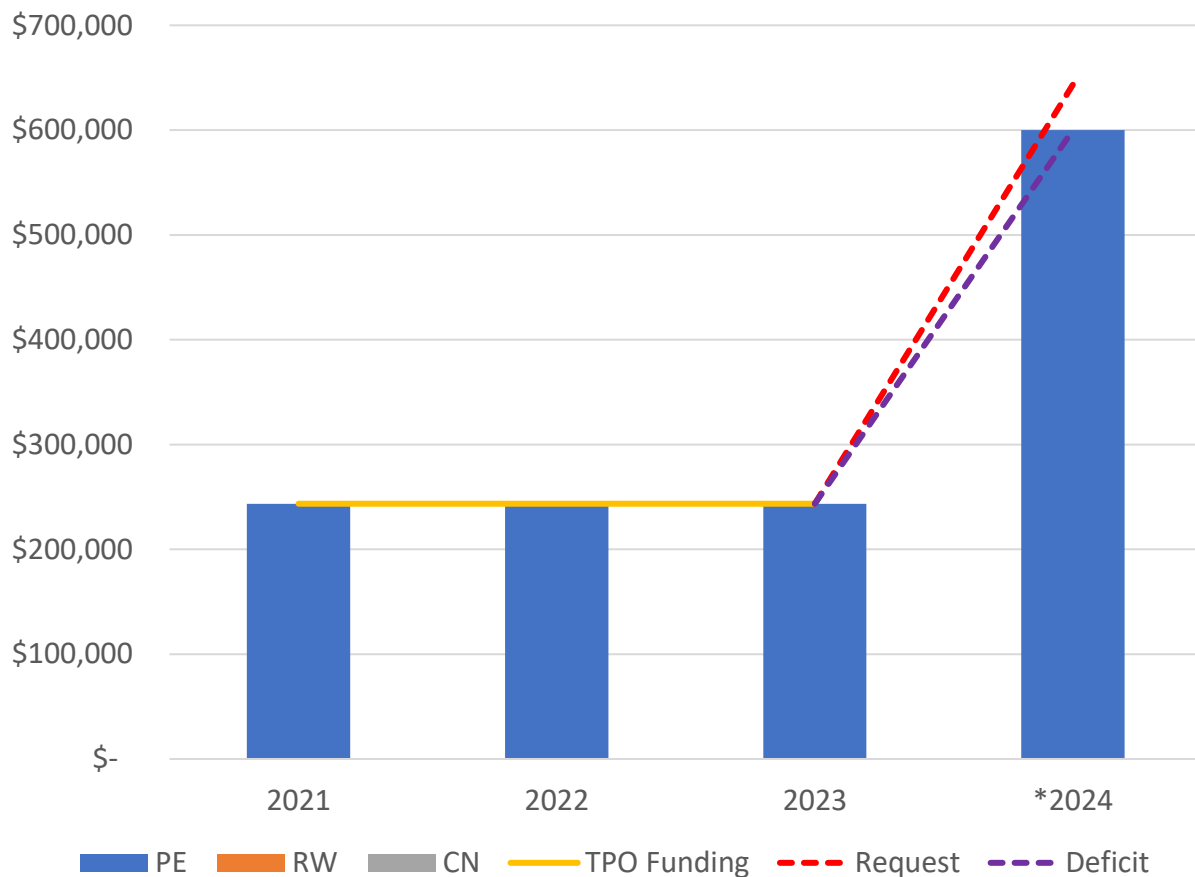
Request and Funding (Application)

Requested TPO Funding	\$483,500
Fiscal Year(s)	FY24, FY25
Request Share of Deficit	203.2%
Other Funds Sought	N/A
TPO Percent Increase	26.4% (request) / 13.8% (deficit)
Approval Authority	Policy Board

Staff Recommendation: This project has also been funded fully by the TPO with the locality putting in local funding/no post to keep the project moving forward. The sponsor has always intended to seek TPO funding for the full project. Given the relatively small deficit and future year of the need, staff believe this need can be met locally. **Staff recommend not funding this request.**

RRTPO Scenario Planning Pilot (UPC 118143)

Project Funding & Estimate History



Previous Estimate (FY23 SYIP – Summer 2022)

Total Estimate	\$243,550
Total Funding	\$243,550
Total TPO Funding	\$243,550
TPO Share of Total Estimate	100%
TPO Share of Total Funding	100%

New Estimate and Deficit (Application)

New Estimate	\$600,000
Total Deficit (Estimate – Funding)	\$356,450
Explanation	Project proposals returned higher than estimated; scope clarity

Request and Funding (Application)

Requested TPO Funding	\$400,000
Fiscal Year(s)	FY23
Request Share of Deficit	112.2%
Other Funds Sought	PlanRVA, CVTA
TPO Percent Increase	164.2% (request) / 146.4% (deficit)
Approval Authority	Policy Board

Staff Recommendation: The RRTPO does not have access to CVTA funding to address this cost increase and the PDC and CVTA operating budgets do not support the additional cost. The Scenario Planning Pilot is a precursor to the next Long-Range Transportation Plan. Given the lack of other potential funding sources, staff believe it is reasonable to apply additional STBG funding to this deficit while recognizing the significant increase in cost. **Staff recommend funding the request.**

RRTPO POLICY BOARD AGENDA 1/5/23 FUTURE MEETING TOPICS*

Topic	Anticipated Meeting Date
Commonwealth Transportation Board (CTB) 2023 Safety Targets - Aspirational Safety Performance Goals	February 2, 2023
DRPT Transit Modernization and Equity Study	TBD**
STBG / CMAQ competitive grants	TBD**
Update from RMTA/VDOT on tolls	TBD**
Infrastructure Program Presentation - state and federal funding	TBD**

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

**Staff is working to schedule dates for upcoming presentations and will update as topics are finalized.