



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.

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

AGENDA

RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION POLICY BOARD

Thursday, May 18, 2023, 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_4shJCAD0SoKC6pvQlbVTKg

Call to Order (*Lumpkins*)

Pledge of Allegiance (*Lumpkins*)

Welcome and Introductions (*Lumpkins*)

Certification of a Quorum (*Firestone*)

A. ADMINISTRATION

1. Confirmation of Member Participation from a Remote Location

(*as needed*) (*Lumpkins*)

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

(*Lumpkins*)

3. RRTPO Chair's Report

(*Lumpkins/10 minutes*)

a. Locality Highlight

4. Open Public Comment Period

(*Lumpkins/5 minutes*)

5. [Approval of April 6, 2023, RRTPO Policy Board Meeting Minutes](#) - page 4

(*Lumpkins*)

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

6. Consent Agenda

(Lumpkins)

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

- a. **RRTPO Work Status and Financial Report – March 2023** – page 9
Information item.
- b. **FY23 UPWP Amendment**– page 19
Consent action: approval of UPWP amendment.
- c. **Regional Conformity Assessment** – page 29
Consent action: approval of the draft Regional Conformity Assessment.
- d. **TIP Amendments: Highway Maintenance Groupings** – page 31
Consent action: approval of three (3) proposed amendments to the FY21 – FY24 Transportation Improvement Program (TIP) for maintenance project groupings.

B. NEW BUSINESS

1. **FY24 – FY27 Transportation Improvement Program (TIP)** – page 37
(Busching/15 minutes)
Action requested: motion to approve the draft FY24 – FY27 Transportation Improvement Program (TIP) (roll call vote).
2. **RRTPO Self-Certification** – page 39
(Parsons/5 minutes)
Action requested: motion to approve RRTPO Self-Certification Resolution (voice vote).
3. **FY24 – FY29 Regional Funding Allocations** – page 47
(Parsons/10 minutes)
Action requested: motion to approve the proposed allocation plans and new project selections (roll call vote).

C. AGENCY AND COMMITTEE REPORTS

1. **Transportation Agency Updates**
(15 minutes)
 - a. **CVTA** – *Parsons* – page 58
 - b. **GRTC** – *Adams*
 - c. **RMTA** – *Dean*
 - d. **DRPT** – *Dubinsky*
 - e. **VDOT** – *Totten*

D. OTHER BUSINESS

1. **Technical Advisory Committee Project Cost Estimates Report and Recommendations** – page 59
(Parsons/20 minutes)
Action requested: motion to approve the TAC recommendations.
2. **CTAC Role Discussion (with CTAC Members)** – page 61
(Lumpkins/15 minutes)
Discussion item.
3. **Election of FY2024 Officers** – page 62
(Lumpkins/5 minutes)
Action requested: motion to elect FY24 Chairman and Vice Chairman.
4. **Approval of FY2024 Meeting Schedule** – page 63
(Lumpkins/5 minutes)
Action requested: motion to approve FY2024 meeting schedule as presented.
5. **Policy for Remote Participation of Members** – page 66
(Gregory/5 minutes)
Information item. Legal counsel will review the requirements for remote participation of members.
6. **Future Meeting Topics** – page 69
(Lumpkins/5 minutes)
7. **RRTPO Member Comments**
(Lumpkins/5 minutes)
8. **Next Meeting: Joint Annual Meeting, June 1, 2023, 9:00 a.m., PlanRVA Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224 and via Zoom**
(Lumpkins)

E. ADJOURNMENT



RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
POLICY BOARD MEETING MINUTES
 PlanRVA James River Boardroom and via Zoom
 Thursday, April 6, 2023 - 9:30 a.m.

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

VOTING MEMBERS				
Town of Ashland		Charles City County		Chesterfield County
John H. Hodges	X	Byron M. Adkins, Sr.		Kevin P. Carroll X
Anita Barnhart (A)		William Coada (A)	V	James M. Holland X
				Christopher Winslow
Goochland County		Hanover County		Mark S. Miller (A)
Susan F. Lascolette		Sean M. Davis		
John L. Lumpkins Jr., FY23 Chair	X	W. Canova Peterson IV, FY23 Vice Chair	X	Henrico County
Vacant (A)		Faye O. Prichard (A)		Patricia S. O'Bannon X
Vacant (A)		Vacant (A)		Frank J. Thornton X
				Thomas Branin (A)
New Kent County		Powhatan County		Vacant (A)
Patricia A. Paige	X	David T. Williams	X	
C. Thomas Tiller Jr.		Karen Carmack		City of Richmond
Thomas W. Evelyn (A)		Vacant (A)		Andreas D. Addison X
Vacant (A)		Vacant (A)		Katherine L. Jordan
				Stephanie A. Lynch
Capital Region Airport Commission		GRTC Transit System		Cynthia I. Newbille X
John B. Rutledge		Sheryl Adams	X	Michael J. Jones (A)
Vacant (A)		Adrienne Torres (A)	X	Kristen Nye (A)
				Ellen F. Robertson (A)
RIC Metropolitan Transp. Authority (RMTA)		Secretary of Trans. Designee		
Joi Taylor Dean		VDOT, Dale Totten	X	
Vacant (A)		VDOT, Mark E. Riblett (A)	X	
NON-VOTING MEMBERS				
CTAC		DRPT		Federal Highway Administration (FHWA)
Lisa M. Guthrie	X	Tiffany T. Dubinsky	X	Thomas L. Nelson Jr.
Sera Erickson (A)		Grant Sparks (A)		Ivan Rucker (A)
Federal Transit Administration (FTA)		RideFinders		VA Dept. of Aviation (DOAV)
Daniel Koenig (Liaison)		Von S. Tisdale	X	Rusty Harrington)
Vacant (A)		Cherika N. Ruffin (A)		

^{3.} 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](#).

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](#).

Call to Order

The Richmond Regional Transportation Planning Organization (RRTPO) Policy Board Chair, John L. Lumpkins, Jr., presided and called the April 6, 2023, RRTPO Policy Board meeting to order at 9:33 a.m.

Pledge of Allegiance

The Pledge of Allegiance was led by Chair Lumpkins.

Welcome and Introductions

Chair Lumpkins welcomed all the attendees.

Certification of a Quorum

Janice Firestone, Program Manager, took attendance and certified that a quorum was present in-person.

A. ADMINISTRATION

1. Confirmation of Member Participation from a Remote Location

Chair Lumpkins announced his approval of the request of William Coada to participate remotely in the meeting.

On motion by Patricia A. O'Bannon, seconded by Kevin P. Carroll, the RRTPO Policy Board voted unanimously to confirm that the Chair's decision to approve 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 could be heard by all persons at the primary or central meeting location. (voice vote).

The quorum was updated to show the following: William Coada was present remotely from his home in Charles City County, Virginia. Reason: a personal matter, specifically a scheduling conflict that prevents in-person attendance at PlanRVA.

2. Consideration of Amendments to the Meeting Agenda

Chair Lumpkins suggested changing the date of the next meeting to May 18, 2023, due to the conflict with the Intercity Visit. CTAC members will be asked to attend to discuss the committee's role.

On motion by Kevin P. Carroll, seconded by W. Canova Peterson, the members of the RRTPO Policy Board voted to approve changing the Policy Board and Executive Committee meetings date to May 18, 2023 (voice vote).

Andreas Addison arrived at approximately 9:45 a.m.

3. RRTPO Chair's Report

a. Locality Highlight – Hanover County

W. Canova Peterson described the Hanover DASH program. He introduced Debbie Preston, Director of Community Resources, and Susan Richards, Hanover DASH Manager. Ms. Preston provided an overview on the Hanover DASH program. Ms. Richards provided further detail about the program, its service area, costs, demographics and other details of the program.

Board members discussed the program and the need for similar programs/options in the other rural localities. It was suggested that a discussion about the DASH program and other potential options for similar transportation programs in the rural localities be added to an upcoming agenda.

On motion by David T. Williams, seconded by W. Canova Peterson, the members of the RRTPO Policy Board voted to approve adding the DASH program and other potential options for similar transportation programs in the rural localities to an upcoming agenda (voice vote).

4. Open Public Comment Period

There were no requests to address the RRTPO Policy Board.

5. Approval of March 2, 2023, RRTPO Policy Board Meeting Minutes

On motion by David T. Williams, seconded by W. Canova Peterson, the members of the RRTPO Policy Board voted to approve the minutes as presented (voice vote).

6. Consent Agenda

a. RRTPO Work Status and Financial Report – January 2023

Consent action: approval of report.

b. Section 5310 Application Endorsement Consent action: approval of letter of support.

Consent action requested: motion for endorsement of FTA Section 5310 Applications.

Chet Parsons, Director of Transportation, provided an explanation of the consent agenda items.

On motion by W. Canova Peterson, seconded by James M. Holland, the members of the RRTPO Policy Board voted to approve the consent agenda items as presented (voice vote).

B. NEW BUSINESS

1. Approval of FY24 Unified Planning Work Program (UPWP)

Mr. Parsons provided an overview of the UPWP and described the changes from the FY23 program. Following the presentation, board members had questions about the following:

- 7320 Expected Results: Develop and implement a full transit demand model to complement the existing travel demand mode. Mr. Parsons explained that there is limited capacity with the current Travel Demand Model; it equates transit needs to single occupant vehicles and heavy equipment vehicles. The expanded version would allow a more comprehensive look at other vehicle types.
- 7430 Rail, Freight and Intermodal Planning – it was requested that “safely and” and “by ensuring the continued safe and efficient performance” to the description.
- How the planned hours work into the budget.
- Adding information about diversity efforts.

On motion by James M. Holland, seconded by Cynthia I. Newbille, the members of the RRTPO Policy Board voted to approve the following resolution (roll call vote; see Appendix A):

RESOLVED, that the Richmond Regional Transportation Planning Organization policy board approves adoption of the FY24 Unified Planning Work Program.

Cynthia I. Newbille left the meeting at 10:53 a.m.

2. Scenario Planning Overview

Mr. Parsons provided an explanation of the current scenario planning project, Pathways to the Future. A range of plausible future scenarios are explored. The areas explored for possible impacts from the possible scenarios are: *Community, Technology, Economy and Resiliency*. A series of models will be developed to determine likely results.

Board members had questions and Mr. Parsons explained the methods planned to evaluate and adjust the results throughout the study period.

C. AGENCY AND COMMITTEE REPORTS

1. Transportation Agency Updates

a. CVTA

Mr. Parsons provided this update and offered to answer any questions. The update is posted on the [meeting web page](#).

b. GRTC

Sheryl Adams provided an update on current GRTC projects and developments.

c. RMTA

Joi Taylor Dean provided an update on current RMTA activity and developments.

d. DRPT

Tiffany Dubinsky provided an update on current DRPT agency activity.

e. **VDOT**

Dale Totten, VDOT, provided an update on VDOT agency activity. The update is posted on the [meeting web page](#).

D. OTHER BUSINESS

1. Future Meeting Topics

The future meeting topics were reviewed.

2. RRTPO Member Comments

There were no comments from members.

3. Next RRTPO Policy Board Meeting

The next meeting is scheduled for May 18, 2023, at the PlanRVA James River Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224.

D. ADJOURNMENT:

Chair Lumpkins adjourned the meeting at approximately 11:26 p.m.



Richmond Regional
**Transportation
Planning
Organization**

Work Program Status Report

April 2023

The RRTPO Work Program Progress Report provides a short summary of each activity for the month of April 2023. Please reference the [FY 2023 UPWP](#) for details concerning the approved budget and work description for each task.

Table 1 identifies all the tasks in the UPWP and the associated budget and summarizes overall federal and local revenues budgeted by PlanRVA in FY 2023 to support the work of RRTPO. Federal funds budgeted constitute 80 percent of the total; State and local matching funds constitute 20 percent, unless otherwise noted.

TABLE 1. SUMMARY OF FY 2023 RRTPO UPWP BUDGET

Work Task	RRTPO Budget				
	PL	5303	CO 5303	OTHER (1)	GRAND TOTAL
7110 MPO Program Management	\$144,000	\$36,000	\$ -	\$ -	\$180,000
7120 UPWP Budget & Contract Admin.	\$51,200	\$12,800	\$ -	\$ -	\$64,000
7210 Public Outreach/Equity Analysis	\$220,000	\$ -	\$ -	\$ -	\$220,000
7220 Special Planning Efforts	\$221,000	\$ -	\$ -	\$ -	\$221,000
7230 Contingency Funding	\$84,748.50	\$115,928	\$330,889	\$ -	\$531,565.50
7310 Long Range Transp Planning	\$28,000	\$ -	\$ -	\$ -	\$28,000
7315 Scenario Planning	\$337,160	\$84,290		\$243,550	\$665,000
7320 Travel Demand Model	\$73,600	\$18,400	\$ -	\$200,000	\$292,000
7330 Transit	\$ -	\$280,000	\$ -	\$ -	\$280,000
7340 Act Transp-Bike/Ped	\$202,000	\$ -	\$ -	\$ -	\$202,000
7350 System Resiliency	\$170,000	\$ -	\$ -	\$ -	\$170,000
7410 Perf Based Transp Planning	\$69,472	\$15,528	\$ -	\$ -	\$85,000
7420 Financial Program / TIP	\$291,410	\$70,590	\$ -	\$ -	\$362,000
7430 Rail & Freight	\$41,882	\$12,118	\$ -	\$ -	\$54,000
TOTAL (\$)	\$1,934,472.50	\$645,653	\$330,889	\$443,550	\$3,354,564.50

(1) 7310 funds are direct carryover from FY22. 7315 and 7320 funds are RSTBG funds for travel demand model development.

Program Management

7100	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Program Management	244,000	23,943	234,862	96%	13

- Developed agenda packets for RRTPO Policy Board, Executive Committee and Technical Advisory Committee (TAC).
- Coordinated, staffed and participated in above meetings.
- Drafted minutes of above meetings and posted along with other related documents.
- Updated/maintained contacts database; added/removed members and interested parties for Policy Board and committees.
- Tracked UPWP progress and work task coordination.
- Worked on agenda draft, logistics and speakers for RRTPO, CVTA and PlanRVA Joint Annual Meeting scheduled for June 1, 2023.
- Met with CTAC members Lisa Guthrie and John Easter to discuss the presentation of information on opportunities for increasing the engagement of CTAC.
- Participated in Communications Team meeting.
- Participated in the PlanRVA staff meeting.
- Planned and facilitated Regional Futures Charette, part of the Pathways to the Future project that utilizes scenario planning tools to leverage data around climate resiliency, technology advances, and community values. Hosted 40+ key stakeholders to identify strengths and weaknesses of the region today, explore concepts of how forces of change may impact the region and identify opportunities and risks of future growth.
- Attended Virginia Municipal Clerks Association annual conference in Harrisonburg, Virginia; received training on FOIA, open meeting requirements, records retention and communication related to local and regional boards.

Public Outreach & Equity Analysis

7210	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Public Outreach & Equity Analysis	220,000	18,708	155,084	70%	13

- Participated in planning meeting and outreach discussion regarding Flying Squirrels and Richmond Kickers sponsorships.
- Implemented community outreach tactics and submitted announcements to digital & print media to publicize meetings for RRTPO, PlanRVA, and the CVTA
- Published newsletter and blog for RRTPO, PlanRVA and the CVTA to inform the public of recent successes and upcoming priorities.
- Participated in planning meeting and outreach discussion for the transportation forum.
- Distributed outreach and marketing materials for the Trolley Line Oral History project associated with the April 29 Event at VUU and Ashland Train Day

- Participated in GRTC public engagement process for North-South and Western BRT surveys.
- Continued community outreach regarding upcoming decisions, public engagement opportunities, Title VI and work that is being undertaken in each of the nine jurisdictions.
- Provides staff opportunity for lunch and learn “Mamba Mentality” about our country’s history and how to better move forward with equitable systems and programs.
- Facilitated community outreach and planning for the scenario planning charrette.
- Participated in community discussion and analyzing data for “Unpacking the Census”
- Designed an Email Campaign for upcoming Squirrels game.
- Distributed flyers and captured photographs of the event.
- Monitored engagement for all social media posts for Scenarion planning, BRT stakeholder meetings, and upcoming events.
- Captured locality photos for Board packets and newsletter.

Special Planning Efforts

7220	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Special Planning Efforts	221,000	25,850	158,821	72%	20

- Presentation to the PlanRVA board on the competitive funding spreadsheet of Federal and State infrastructure fund programs as a resource for all PlanRVA jurisdictions. <https://planrva.org/wp-content/uploads/Competitive-Funding-FINAL-042623.xlsx>
- Continued to collaborate with our partners to refine the small jurisdiction pilot program.
- Continued work on the Ashland Bike Ped plan update project, incorporating March 30 work session input from the Ashland Parks & Recreation committee and preparation of the draft plan to be delivered to the Town on May 11

Contingency Funding

7230	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Contingency Funding	531, 565.50	0	0	0	18

No funds expended this period.

Long-Range Transportation Plan

7310	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
L RTP	28,000	2,802	47,292	169%	19

External Organization/Transportation Study

- Attended Association of Metropolitan Planning Organization (AMPO) Technical Committee and Interest group meetings and webinars.
- Attended Route 288 and Genito Road Interchange Access Report (IAR) study group meeting.

Scenario Planning

7315	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Scenario Planning	665,000	65,216	394,148	59%	20

- Continued coordination with the consultant team for the overall scenario planning process. The Scenario Planning process has been branded as ‘the Pathways to the Future (P2F)’.
- Continued work on the technical aspects of the process including development of data and proposed models.
- Coordinated and organized the first Charrette involving key stakeholders at PlanRVA offices on April 21. The charrette was attended by forty plus stakeholders.
- Developed and launched the Pathways to the Future [website](#).
- Developed and launched the Pathways to the Future public survey in MetroQuest platform. The survey is available in both [English](#) and [Spanish](#) versions and will be open until June 1.

(Also refer to 7350 Systems Resilience Plan for work completed or in progress that will also support the Scenario Planning.)

Travel Demand Model (RTDM)

7320	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
RTDM	292,000	10,996	85,428	29%	21

Socioeconomic Data

- Finalized the 2050 Socioeconomic (SE) Data draft documents and online [GIS hub](#) for interactive online viewing of the data.
- Organized the Socioeconomic Data workgroup meeting which was held on April 6. The 2050 Horizon Year data was approved by the workgroup.

- Presented the 2050 Horizon Year data to the TAC. TAC approved the data and recommended the Policy Board for its approval.

RTC Model

- Attended web-based meetings to discuss the development of a Connected/Autonomous Vehicle component to the existing Richmond/Tri-Cities (RTC) Model. This is a part of Task 11 of the on-call consultant support for the Travel Demand Model.

Data Request

- Provided the 2017 and 2045 Socioeconomic Data by TAZ to the consultants (Renaissance Planning) for the city’s Richmond Connects Project.
- Provided the 2017 and 2045 Socioeconomic Data by TAZ to the consultants (EPR, P.C.) for GRTC’s North-South BRT Study.

Transit

7330	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Transit	280,000	17,109	193,398	69%	22

- Prepared and provided summaries of recent and upcoming regional transportation developments for the April 6 and 12 meetings of the Hanover Human Services Network and Goochland Community Partners, respectively.
- Prepared and provided a summary of recent and upcoming regional transportation developments for the April 20 meeting of New Kent Resource Council.
- Reviewed the following documents:
 - The Future of Micromobility: Ridership & Revenue After a Crisis
 - Shared Micromobility in the US 2020-2021
 - Partnerships Between Transit Agencies and Transportation Network Companies
 - Transportation Equity-Mobility Choices for All
 - Millennials in Motion-Changing Travel Habits of Young Americans & the Implications for Public Policy
 - Transportation Access for Everyone: Washington State
- Participated in the following webinar: April 6 National Aging and Disability Transportation Center (NADTC)
- Observed the April 7 meeting of the Tri-Cities MPO TAC and the April 13 meeting of the Tri-Cities MPO.
- Observed the April 10 meeting of the CVTA TAC and the April 28 meeting of the Central Virginia Transportation Authority.
- Participated in the April 12 virtual meeting of the City of Richmond Next 50 Initiative.
- Participated in the April 17 virtual meeting of the RideFinders Advisory Board.

- Participated in the April 27 RVA Rapid Transit virtual panel discussion, "Healthy Connections: Public Transportation and Social Determinants of Health."
- PlanRVA staff attended a meeting with GRTC leadership on possible transit projects for FY24.

North-South BRT

- Attended bi-weekly meetings with project team developing the plan for a north-south BRT expansion for GRTC.
- Developing project website for [GRTC North-South BRT](#).

West Broad Street BRT

- Presented Draft Report for West Broad Street BRT Analysis at a virtual public stakeholder meeting and opened a public comment period to run until May 15.
- Assisted with BRT public stakeholder meeting
- Finished Economic Impact Analysis of BRT for inclusion in draft report.
- Held monthly status meeting with study advisory group made up of GRTC and Henrico County representatives.
- Developing project website for [West Broad Street BRT](#).

Active Transportation: Bicycle and Pedestrian

7340	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Active Transportation	202,000	11,960	177,956	88%	23

- Participated in webinar ("Cycling Cities Stories: Making Temporary Cycle Lanes Permanent") that focused on cities that implemented temporary cycle infrastructure during the pandemic, which lanes have been made permanent and why, what the challenges have been, and how the pop-up infrastructure process has impacted other cycling projects.
- Participated in "Equity in Roadway Safety Leadership Panel" that featured leaders from FHWA, USDOT, CDC, and other national organizations discussing key actions and tools they are implementing to close disparities in traffic fatalities and serious injuries for underserved communities.
- Participated in the virtual meeting for VDOT's Transportation Alternatives Program (TAP) applicant workshop on April 5.
- Development of website to present information on [e-bike financial incentive programs](#) around the United States.
- Continued to support PlanRVA staff on the Lower Chickahominy River recreational infrastructure and trails planning.

Fall Line

- Continued to track Fall Line discussion and decision-making at CVTA and TAC meetings. Assisted with the CVTA Fall Line Working Group Wayfinding plan proposals.

- Staff presented with regional and state partners on a panel discussion at the April 25-27 Virginia Land Conservation and Greenways Conference (VaULT).
- Participated in the April 5 Friends of Fall Line virtual meeting

Richmond Regional Bicycle and Pedestrian Plan

- Updates on projects contributing to the regional Active Transportation network continue to be made to the [BikePedRVA 2045 Information Hub](#).
- Supported PlanRVA staff as we assist the Town of Ashland with the update to the Town's bicycle and pedestrian plan.
- PlanRVA staff attended and managed table at the Richmond Speed Management Symposium at Main Street Station, focusing on our work in regional roadway safety and safety of vulnerable roadway users.
- PlanRVA staff attended the quarterly meeting of the Safe and Healthy Streets Commission of Richmond and presented a status update on the progress to the regional bicycle and pedestrian network.
- Participated in the April 3 Virginia Trails Alliance virtual meeting.

Ashland Trolley Line Trail Study

- Additional information and images continue to be added to a [story map](#) for the project which illustrates the history and potential for the 14-mile Trolley Line Trail, essentially serving as the northern portion of the Fall Line.
- PlanRVA staff continues to work with the National Park Service and a local history team of experts from Richmond, Ashland, Hanover, and Henrico counties on the public history project intended to uncover and record oral history stories from around the operational period of the trolley line (ca. 1908-1938).
- Staff held the second public event for the Ashland Trolley Line Public History Project at Virginia Union University (VUU) with NPS, City of Richmond, and a VCU graduate student on April 29. It included a guided Walk & Talk in the area around VUU. PlanRVA staff also manned a table at the Ashland Train Day on April 29 to promote the oral history story opportunity.

East Coast Greenway

- Staff also continue to work with ECG on updates to alignment and designated sections of the trail the Richmond region and to help track funding grants for improvements to sections of the trail.
- Staff worked with ECG on the Spring Virginia Summit which was held virtually on April 13.
- Participated in the Greenway Council Meeting on April 11.

Systems Resilience Plan

7350	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Systems Resil. Plan	170,000	13,785	129,090	76%	24

- An intern for the Richmond Regional Cooling Capacity Analysis Process (DOF U&CG Program) began work on March 13th and is dedicating ~20hrs/wk to the project. This month, the intern researched methodology and helped define certain parameters for the evaluation and choose control areas for the heat analysis.
- FEMA has placed a temporary nationwide hold on all SHSP National Priority Grants, which includes PlanRVA’s Critical Infrastructure Mapping Project. Therefore, work has been placed on hold until word is received from FEMA that work can recommence.
- Determined that pursuing SolSmart Regional Designation would be beneficial to the resilience of the region and will leverage additional resources and technical assistance for localities to streamline and reduce the cost of solar investments. A Commitment Letter has been drafted and is awaiting signature by the Executive Director.
- Continued internal discussion on resilience metrics in Scenario Planning and provided feedback on model methodology.
- Continued to participate in support regional and local resiliency efforts, including the the Richmond Connects EV Subcommittee and the newly formed Greater Continuum of Care Resilience Workgroup.
- Submitted a Letter of Intent to Participate as the lead agency in the EPA’s Climate Pollution Reduction Grant Program. We held a webinar and many individual calls with MSA localities and Tribes regarding this opportunity and were able to submit with our NOIP 12 letters of support from jurisdictions and cooperating PDCs.

Performance Based Transportation Planning

7410	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Perf. Based Transp. Planning.	85,000	0	16,714	20%	25

Federal Performance Measures:

- Compiled and reviewed data relating to the federal performance measures for transit asset management (TAM). Prepared submission letter to DRPT agreeing to program projects which will support the Tier 2 targets set by DRPT.

Transportation Improvement Program (TIP)

7420	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
TIP	362,000	11,999	182,431	50%	26

FY21 – FY24 TIP Maintenance:

- Finalized one (1) TIP adjustment to reflect earmarked funds on a GRTC projects. [Adjustment note here.](#)
- Prepared one (1) TIP amendment for May TAC review:
 - UPC 122147: #SMART24 #ITTF23 - 288 NB HARD SHOULDER RUNNING (HSR)
- Prepared three (3) TIP amendments for May policy board review:
 - Maintenance: Preventive Maintenance and System Preservation
 - Maintenance: Preventive Maintenance for Bridges
 - Maintenance: Traffic and Safety Operations

FY24 – FY27 TIP Development:

- Concluded public review period – no adverse comment requiring revisions or response
- Prepared draft TIP for May 9 TAC
- Prepared draft Regional Conformity Assessment for May 9 TAC
- Prepared MPO self-certification analysis and resolution for May 9 TAC

Regional Funding

- Draft allocation and transfer plans developed; TAC to review at May 9 meeting due to policy board schedule change
- Completed one transfer:
 - Transfer of \$243,550 in Fiscal Year 2021 RSTP from UPC 118143 to UPC 86357 completed on 4/18/2023 to consolidate UPCs

Rail, Freight, Intermodal Planning

7430	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Rail, Freight, Interim. Planning.	54,000	0	7,762	14%	27

RRTPO Freight Planning Program

- No Work done in this period.

AGENDA 5/18/23; ITEM A-6-b.

FY23 UNIFIED PLANNING WORK PROGRAM (UPWP) BUDGET AMENDMENT

Richmond Regional Transportation Planning Organization

REQUESTED ACTION:

This item is presented for Richmond Regional Transportation Planning Organization (RRTPO) review and action to amend the FY23 Unified Planning Work Program (UPWP) budget. Following RRTPO action, the amended work program will be submitted to VDOT, DRPT, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

BACKGROUND:

The FY23 Unified Planning Work Program (UPWP) is the RRTPO budget and work program for the current fiscal year that runs from July 1, 2022 through June 30, 2023. Activities programmed in the UPWP address federal and state requirements and address regional transportation planning issues and needs. Additionally, the UPWP addresses the requirements that are required as a condition for the state and region to remain eligible for federal-aid highway and transit funds. The funding sources supporting the RRTPO program activities come from federal, state and local funds. The two primary funding sources supporting the UPWP are: FHWA/Planning funds and FTA Section 5303 funds. These two federal fund sources are matched by state and local sources on an 80% federal (FHWA and FTA) 10% state (VDOT and DRPT), and 10% local (RRPDC member dues and RRTPO special assessment) basis.

Program Development and Work Priorities

As part of the UPWP development process, a summary of work tasks is prepared based on anticipated needs for the upcoming year with estimates of staff time required for each effort. These work activities are translated into corresponding budgets which are included in each section of the work program. The programmed budget includes the fund sources and the match sources. The UPWP was initially adopted by the RRTPO on June 27, 2019 and amended on December 5, 2019.

Year End Work Program Review, Timing of Projects and Staffing

Over recent months, staff have realized areas of need for additional focus and effort that meets the needs of our partners and constituents in the community. There is a need for additional time on Long-Range Transportation Planning to cover additional time needed in development of socioeconomic data projections and reporting for the next LRTP (ConnectRVA 2050).

Task 7310, Long-Range Transportation Plan, has been supplemented with an additional \$25,000 from Task 7230, Contingency, and Task 7110, Program Management, has been supplemented with an additional \$25,000 from Task 7230, Contingency.

The items shown below are proposed to replace Figure 2 and Table 3 in the adopted FY 2023 UPWP.

STAFF RECOMMENDATION:

Staff recommends approval of the proposed UPWP amendment.

ACTION REQUESTED:

The following resolution is presented for approval:

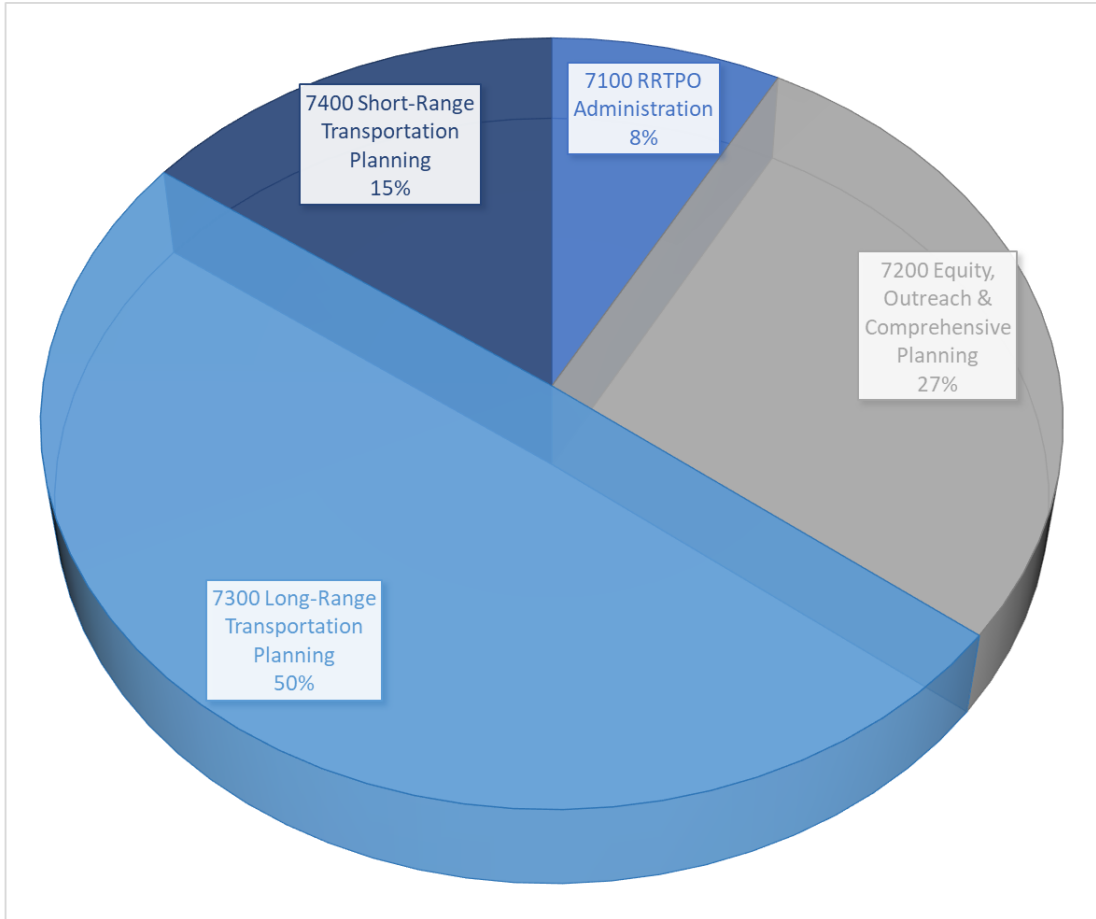
RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) approves the amendments to the RRTPO Fiscal Year 2023 Unified Planning Work Program as presented.

BE IT FURTHER RESOLVED, that the RRTPO TAC action to amend the UPWP, as submitted, meets all requirements noted in the VDOT/RRPDC Agreement for the Utilization of Federal and State Funds to Support Metropolitan Planning in the Richmond Area as provided in Article III, Statement of Work, which includes VDOT and FHWA approval of this RRTPO action and amending the FY23 UPWP.

Work Task	RRTPO Budget				Total
	PL	5303	5303 CO (1)	STBG (2)	
7110 MPO Prog Mgmt	\$169,000	\$36,000			\$205,000
7120 UPWP Budget & Contracts	\$51,200	\$12,800			\$64,000
7210 Public Outreach/ Equity Analysis	\$220,000	\$0			\$220,000
7220 Special Planning Efforts	\$221,000	\$0			\$221,000
7230 Contingency Funding	\$34,749	\$115,928	\$330,889		\$481,565
7310 Long Range Transp Pln	\$53,000	\$0			\$53,000
7315 Scenario Planning	\$337,160	\$84,290		\$243,550	\$665,000
7320 Travel Demand Model	\$73,600	\$18,400		\$200,000	\$292,000
7330 Transit	\$0	\$280,000			\$280,000
7340 Act Transp- Bike/Ped	\$202,000	\$0			\$202,000
7350 System Resiliency	\$170,000	\$0			\$170,000
7410 Perf Based Transp Plng	\$69,472	\$15,528			\$85,000
7420 Financial Prog/TIP	\$291,410	\$70,590			\$362,000
7430 Rail & Freight	\$41,882	\$12,118			\$54,000
TOTAL (\$)	\$1,934,473	\$645,653	\$330,889	\$443,550	\$3,354,565

(1) FY 22 5303 carryover funds

(1) Previous specific STBG fund awards





RRTPO Fiscal Year

2023 UPWP


Amendment

RRTPO POLICY BOARD

MAY 18, 2023



OVERVIEW

1. The UPWP addresses federal and state RRTPO planning and programming requirements – a condition for the state and region to remain eligible for federal-aid highway and transit funds.
- 



FOUR CORE PROGRAM AREAS

- 1. Program Support and Administration** - Policy, management and operations platform that supports the function of the RRTPO and CVTA
- 2. General Development and Comprehensive Planning** – Public engagement, equity analysis, special planning studies
- 3. Long-Range Transportation Planning** – Long range transportation plan, scenario planning, transit, active transportation, resilience
- 4. Short-Range Transportation Planning** – Transportation improvement program, RSTP/CMAQ funding, performance-based planning, freight planning

PL ADJUSTMENT REQUESTED

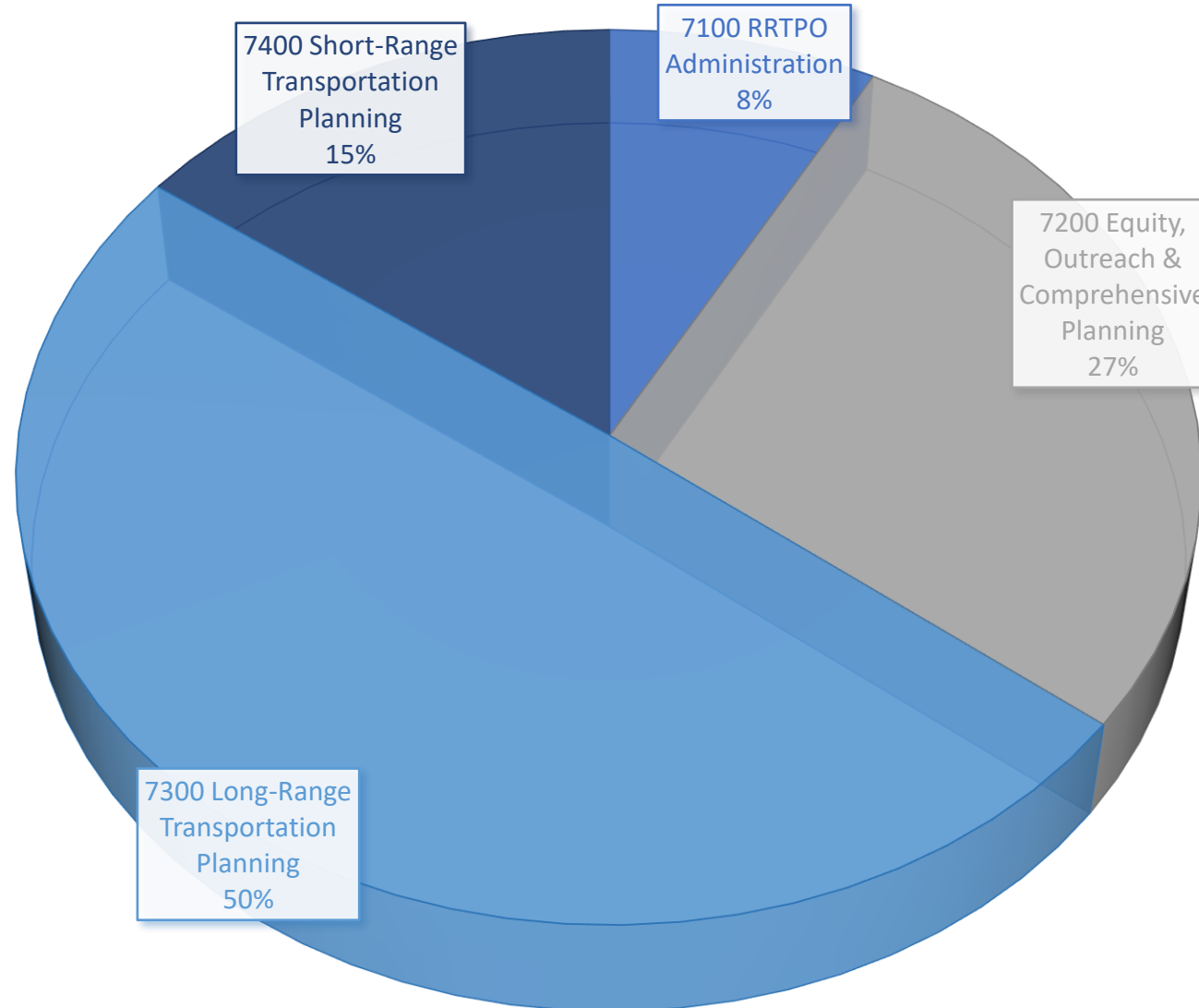
- 1. Contingency (7230) to Long Range Transportation Plan (7310)**- Adjustment to cover staff time needed for development of SE Data updates and reporting: \$25,000
- 2. Contingency (7230) to Program Management (7110)** – Adjustment to cover additional staff time committed to development of the Transportation Forum and the Joint Annual Meeting: \$25,000

FY 2023 FUND DISTRIBUTION

Work Task	RRTPO Budget				
	PL	5303	5303 CO (1)	STBG (2)	Total
7110 MPO Prog Mgmt	\$169,000	\$36,000			\$205,000
7120 UPWP Budget & Contracts	\$51,200	\$12,800			\$64,000
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7430 Rail & Freight	\$41,882	\$12,118			\$54,000
TOTAL (\$)	\$1,934,473	\$645,653	\$330,889	\$443,550	\$3,354,565

(1) FY 22 5303 carryover funds
 (1) Previous specific STBG fund awards

FY 2023 FUND DISTRIBUTION





REQUESTED ACTION: RECOMMENDATION



RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) approves the amendments to the RRTPO Fiscal Year 2023 Unified Planning Work Program as presented; and

BE IT FURTHER RESOLVED, that the action to amend the UPWP, as submitted, meets all requirements noted in the VDOT/RRPDC Agreement for the Utilization of Federal and State Funds to Support Metropolitan Planning in the Richmond Area as provided in Article III, Statement of Work, which includes VDOT and FHWA approval of this RRTPO action and amending the FY23 UPWP.

AGENDA 5/18/23; ITEM A-6-c.

Regional Conformity Assessment

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Approval of the draft Regional Conformity Assessment.

BACKGROUND: As part of the FY24 – FY27 TIP development, the Richmond-Petersburg Area is required to demonstrate conformity under the Clean Air Act (CAA). While in attainment for all current emissions standards, the region was a nonattainment area, and later a maintenance area, for the 1997 8-hour ozone standard. In 2018, the D.C. Circuit Court issued a decision in South Coast Air Quality Management District v. EPA which requires all nonattainment or maintenance areas under the 1997 standards to demonstrate conformity for the LRTP and the TIP, even when in attainment under the more stringent 2015 standards. The constrained list of projects in the ConnectRVA 2045 plan along with the ungrouped projects in the draft FY24-27 TIP that are located within the former 8-hour ozone maintenance area constitute the RRTPO set of projects for this analysis. The policy board acted at the March 2, 2023, meeting to approve this project list.

The interagency consultation meeting took place before the March 14, 2023, TAC meeting. At this meeting, a draft conformity report was reviewed and advanced to the TAC. TAC approved opening a public comment period on the draft report as detailed below.

PUBLIC PARTICIPATION: Consistent with the former Public Engagement Plan, the RRTPO conducted a public comment period from March 20 through April 19, 2023. The comment period, TIP website, and open house were advertised in the Richmond Free Press and Richmond Times Dispatch during the weeks of 3/20 and 3/27.

The scheduled open house was held on April 5 at the PlanRVA offices in Manchester. No one outside of staff attended the in-person event. The draft TIP was also posted on the new TIP website (www.rrtpotip.org) as were additional web-based resources for view and searching projects. A total of 809 unique visitors looked at the website during the comment period.

No comments related to conformity were received during the comment period. A summary of outreach efforts is included in the TIP.

STAFF RECOMMENDATION: Staff recommends approval of the draft regional conformity assessment.

REQUESTED ACTION: The following resolution is presented approval:

Resolved, that the Richmond Regional Transportation Planning Organization (RRTPO) adopts the Richmond and Tri-Cities FY2024 – FY2027 Transportation

Improvement Program and 2045 Long-Range Transportation Plan Regional Conformity Assessment as presented.

Attachment

1. [Draft Regional Conformity Assessment](#)

AGENDA 5/18/23; ITEM A-6-d.

TIP Amendments: Highway Maintenance Groupings

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Approval of three (3) proposed amendments to the FY21 – FY24 Transportation Improvement Program (TIP) for maintenance project groupings.

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

VDOT has requested amendments to the FY21 – FY24 TIP for three project groupings. 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 amendments are all for **maintenance** project categories and each will add more funding. The proposed amendments are summarized below:

- Maintenance: Preventive Maintenance and System Preservation
 - Add \$115,430 (NHFP) in FFY23
 - Add \$2,258,586 (NHPP) in FFY23
 - Add \$31,116,665 (STP/STBG) in FFY23
- Maintenance: Preventive Maintenance for Bridges
 - Add \$751,472 (NHFP) in FFY23
 - Add \$2,102,357 (NHPP) in FFY23
 - Add 6,926,117 (STP/STBG) in FFY23
- Maintenance: Traffic and Safety Operations
 - Add an additional \$6,405,707 (STP/STBG) in FFY23

Funding Sources:

- National Highway Freight Program (NHFP): Provides funding to improve the movement of freight on the National Highway Freight Network (NHFN).
- National Highway Performance Program (NHPP): Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state’s asset management plan for the NHS.
- Surface Transportation Program/Block Grant (STP/STBG): Provides flexible funding for a wide range of eligible projects and programs to address state and local transportation needs.

STAFF RECOMMENDATION: Staff recommends approval of the proposed amendments as submitted.

TAC RECOMMENDATION: TAC recommends approval of the amendments.

PUBLIC REVIEW: A 15-day public review period was held from May 3 to May 17. The draft amendment was posted to the public notices section of the PlanRVA website. Any comments received will be shared with the board before action.

REQUESTED ACTION: The following resolution is presented for consideration:

Resolved, that the Richmond Regional Transportation Planning Organization (RRTPO) approves the following amendments to the FY21 – FY24 Transportation Improvement Program:

- Maintenance : Preventive Maintenance and System Preservation
 - Add \$115,430 (NHFP) in FFY23
 - Add \$2,258,586 (NHPP) in FFY23
 - Add \$31,116,665 (STP/STBG) in FFY23
- Maintenance : Preventive Maintenance for Bridges
 - Add \$751,472 (NHFP) in FFY23
 - Add \$2,102,357 (NHPP) in FFY23
 - Add 6,926,117 (STP/STBG) in FFY23
- Maintenance : Traffic and Safety Operations
 - Add an additional \$6,405,707 (STP/STBG) in FFY23

Richmond MPO Project Groupings

GROUPING		Maintenance : Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$161,517,367
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHFP	\$0	\$2,500,000	\$2,500,000	\$115,430	\$0
	Federal - NHS/NHPP	\$0	\$8,194,023	\$24,582,069	\$2,258,586	\$0
	Federal - STP/STBG	\$0	\$21,974,931	\$65,038,149	\$31,116,665	\$3,237,514
CN TOTAL		\$0	\$32,668,954	\$92,120,218	\$33,490,681	\$3,237,514
MPO Note		TIP AMD - add \$115,430 (NHFP), \$2,258,586 (NHPP) & \$31,116,665 (STP/STBG) FFY23				

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and show

Richmond MPO
Project Groupings

GROUPING	Maintenance : Preventive Maintenance for Bridges					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$114,702,052
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHFP	\$0	\$6,624,541	\$0	\$751,472	\$0
	Federal - NHS/NHPP	\$0	\$7,905,053	\$23,974,224	\$2,102,357	\$14,126,050
	Federal - STP/STBG	\$0	\$21,822,250	\$28,268,102	\$6,926,117	\$2,201,886
CN TOTAL		\$0	\$36,351,844	\$52,242,326	\$9,779,946	\$16,327,936
MPO Note	TIP AMD - add \$751,472 (NHFP), \$2,102,357 (NHPP) & \$6,926,117 (STP/STBG) FFY2					

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and show

Richmond MPO Project Groupings

GROUPING		Maintenance : Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$24,638,456
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - STP/STBG	\$0	\$4,155,321	\$5,983,289	\$9,156,378	\$5,343,468
MPO Note		TIP AMD - add an addit'l \$6,405,707 (STP/STBG) FFY23				

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and show

FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

Project Amendments - Tracking Records

Amd 43	-999905	Grouping	Maintenance : Traffic and Safety Operations
5/18/2023	Approved	Add an additional \$6,405,707 (STP/STBG) to FY23	
		Date Requested 3/27/2023	
Amd 44	-999904	Grouping	Maintenance : Preventive Maintenance for Bridges
5/18/2023	Approved	Add \$751,472 (NHFP), \$2,102,357 (NHPP) & \$6,926,117 (STP/STBG) to FY23	
		Date Requested 3/27/2023	
Amd 45	-999903	Grouping	Maintenance : Preventive Maintenance and System Preservation
5/18/2023	Approved	Add \$115,430 (NHFP), \$2,258,586 (NHPP) & \$31,116,665 (STP/STBG) in FY23	
		Date Requested 3/27/2023	

AGENDA 5/18/23; ITEM B-1.

FY24 – FY27 Transportation Improvement Program

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Approval of the draft FY24 – FY27 Transportation Improvement Program (TIP).

BACKGROUND: The Transportation Improvement Program (TIP) is a federally mandated requirement (49 U.S.C. § 5303(j)) for all metropolitan planning organizations (MPOs). The TIP, also known as a short-range plan, lists all transportation projects in an MPO's metropolitan planning area that seek federal transportation funding within a four-year planning horizon. The TIP is complementary to the long-range transportation plan (LRTP), that plans on at least a twenty-year horizon. The TIP is required to be updated to coincide with the update of the Statewide Transportation Improvement Program (STIP). Staff have worked with VDOT, DRPT, GRTC, and human services providers to develop the project list and planned obligations for the TIP.

The draft TIP largely follows the organization of the current FY21 – FY24 TIP. Projects are organized alphabetically by jurisdiction and then numerically by Universal Project Code (UPC), a number assigned by VDOT to track a project from start to finish. For transit projects and non-federal highway projects, a STIP code developed by staff is used in place of the UPC. The major change to the TIP this year was to focus efforts on developing a web-based, searchable project database for public use while simplifying the project information in the paper document. This approach was chosen to increase ease-of-use for partner agencies and members of the public, and to better facilitate public review of any subsequent amendments.

PUBLIC PARTICIPATION: Consistent with the former Public Engagement Plan, the RRTPO conducted a public comment period from March 20 through April 19, 2023. The comment period, website, and open house were advertised in the Richmond Free Press and Richmond Times Dispatch during the weeks of 3/20 and 3/27.

The scheduled open house was held on April 5 at the PlanRVA offices in Manchester. Only staff attended the in-person event. The draft TIP was also posted on the new TIP website (www.rrtipotip.org) as were additional web-based resources for view and searching projects. A total of 809 unique visitors looked at the website during the comment period.

Three comments were received requesting to be added to the contact list. No comments were submitted that required a response or changes to the draft document. A summary of outreach efforts is included in the TIP.

SELF-CERTIFICATION: In addition to adopting the TIP for the next four years, MPOs are required to adopt a resolution of self-certification to be submitted to FHWA and FTA concurrently with the TIP pursuant to federal regulation (23 CFR § 450.336). This

self-certification, included in a separate staff report and resolution, certifies compliance with federal law and regulations related to transportation planning.

STAFF RECOMMENDATION: Staff recommends approval of the draft TIP.

REQUESTED ACTION: The following resolution is presented for approval:

Resolved, that the Richmond Regional Transportation Planning Organization (RRTPO) adopts the FY24 – FY27 Transportation Improvement Program as presented.

Attachment

1. [Draft FY24 – FY27 Transportation Improvement Program \(TIP\)](#)

AGENDA 5/18/23; ITEM B-2.

MPO Self-Certification

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Approval of the self-certification analysis and resolution.

BACKGROUND: As part of the FY24 – FY27 TIP development, the Richmond Regional Transportation Planning Organization is required to prepare and submit certification that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. This self-certification is signed by the state and RRTPO and submitted along with the TIP to FHWA and FTA as part of the overall Statewide Transportation Improvement Program submittal. In particular, the MPO is required under 23 CFR § 450.336 to certify that the program meets the following laws and regulations:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450.336;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

ANALYSIS: Following the example of Hampton Roads, staff have prepared a questionnaire to demonstrate compliance with the above-listed requirements. This analysis can be found in the first attachment to this staff report. Staff have also included a link to the most recent federal certification review completed in 2021. Both analyses agree that the MPO is meeting all requirements for metropolitan planning.

STAFF RECOMMENDATION: Staff recommends approval of the self-certification resolution.

REQUESTED ACTION: The following resolution is presented for approval:

Resolved, that the Richmond Regional Transportation Planning Organization hereby certifies that in accordance with 23 Code of Federal Regulations (CFR) Part 450 Section 336 Self-certification and Federal certifications, the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450.336;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Attachment

1. Self-Certification Questionnaire
2. [2021 Federal Certification Report](#)

Self-Certification Questionnaire

ORGANIZATION AND STRUCTURE

- 1. Is the RRTPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance with procedures set forth in state and local law?** *Yes, the RRTPO has been established by agreement of the impacted localities and Governor in accordance with state law.*
- 2. Does the RRTPO Board include elected officials, providers of major modes of transportation, and appropriate state officials?** *The Policy Board is comprised of elected officials from each of the member localities, the Capital Region Airport Commission, GRTC Transit System, Richmond Metropolitan Transportation Authority (RMTA), and VDOT (serving on behalf of the Secretary of Transportation). Additional non-voting members include*
- 3. Is training about the transportation planning process provided for the RRTPO Board and its advisory committees?** *Members are given an introduction through the ABCs of the RRTPO. This booklet covers, in brief, the organizational structure, membership, meeting schedules, budget, bylaws, policies, and non-binding governance documents. RRTPO staff also provide orientation to the organization on an individual basis for both new and current members as requested.*
- 4. Does the RRTPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-year forecast period?** *Yes, the RRTPO and Tri-Cities planning areas cover the entire urbanized area of the MSA. Additionally, the RRTPO includes outlying rural counties with significant ties to the urbanized area as defined by commuting patterns and membership in the PlanRVA planning district commission.*

TRANSPORTATION PLANNING AND PROGRAMMING PROCESS

- 1. Is the transportation planning process continuous, cooperative and comprehensive?** *Yes, the RRTPO serves as the forum for cooperative regional transportation decision-making. The RRTPO carries out metropolitan transportation planning in cooperation with the state and transit providers. The RRTPO develops the region's transportation plans and programs, and approves the long-range transportation plan, ConnectRVA 2045, which is a prerequisite for the allocation of federal-aid highway and transit funds. The development of an efficient and effective multimodal transportation network is essential for the region if it is to sustain a strong economy, clean environment, and high quality of life.*
- 2. Is there a currently adopted Unified Planning Work Program (UPWP)?** *Yes, the RRTPO's current UPWP can be found on the [PlanRVA website](#).*

- a. **Are tasks and products clearly outlined?** *Yes, the UPWP includes 14 main task areas which detail expected results or products.*
 - a. **Does the UPWP include sufficient detail of who will perform the work, the schedule for completing work, the resulting products, proposed funding and a summary of the total amounts of federal and matching funds?** *Yes, the UPWP includes an expected completion date, expected outcome, responsible party, and a budget for each task.*
 - b. **Is the work identified in the UPWP completed in a timely fashion?** *Yes, UPWP work is generally completed based on approved project schedules.*
- 3. Is there a valid Long Range Transportation Plan (LRTP)?** *Yes, the RRTPO's most recent Long-Range Transportation Plan entitled ConnectRVA 2045 was adopted October 4, 2021, and can be found on [the PlanRVA website](#).*
- a. **Does the LRTP have at least a 20-year horizon at the time of adoption?** *ConnectRVA 2045 has a 23-year planning horizon - 2022 to 2045. The plan was developed using the data for the Base Year 2017. The plan was adopted by the TPO Policy Board on October 4, 2021.*
 - b. **Does it address the required planning factors?** *These planning factors are the foundation of ConnectRVA 2045 and are addressed in various ways in the plan. The planning factors are first described in Chapter 2 under "Federal Guidance on Transportation Planning". The planning factors were incorporated in the seven Guiding Principles of the plan which shaped the Vision, Goals and Objectives (VGO) as described in Chapter 4. Along with the VGO, 15 performance measures were developed for the plan that provided the technical means (data) for measuring the progress toward meeting the goal and objectives. Some of the performance measures directly evaluated the planning factors. These performance measures were used to evaluate, score, and rank all the projects for inclusion in the constrained plan - see Technical Report E: Project Prioritization Process Report for details. Chapter 3 also provided discussion on planning factors including safety, environmental mitigation, resiliency, economic development, and tourism.*
 - c. **Does it cover all modes applicable to the area?** *Yes, the LRTP covers highway, active transportation, bus, and rail transit. Park and Ride and bridge improvements are also called out separately. A breakdown of project types by mode can be found in [exhibits 40 – 42d](#).*
 - d. **Does the LRTP specify the RRTPO's project selection methodology?** *Yes, the LRTP spells out the weighting of planning goal areas and specific performance measures within each area in Technical Report E: Project Prioritization Process Report. This prioritization methodology has been extended to the regional funding programs administered by the RRTPO.*
 - e. *Report E: Project Prioritization Process Report. This prioritization methodology has been extended to the regional funding programs administered by the RRTPO.*

- f. **Is it financially constrained?** *Yes, the financial plan includes cooperatively developed costs and revenues in year of expenditures dollars reasonably expected to be available. The financial information is summarized in Chapter 6 and the details are in [Technical Report F: Constrained Plan Development Report](#).*
 - g. **Does it include funding for the maintenance and operation of the system?** *Chapter 6 demonstrates that the plan's primary focus is on preservation and maintenance of the existing transportation system. Exhibit 36 shows that more than 45% of the available financial resources (constrained budget) for the plan will be dedicated to highway maintenance and operations and State of Good Repair.*
 - h. **Is it updated/reevaluated in a timely fashion (at least every four or five years)?** *Yes, the ConnectRVA 2045 plan was approved in October of 2021, five years after the Plan 2040 update.*
 - c. **Does the area have a process for including environmental mitigation discussions in the planning process?** *Yes, Chapter 3 has a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities under the "Environmental Resources & Mitigation" section.*
4. **Is there a valid Transportation Improvement Program (TIP)?** *Yes, the current FY21 – FY24 TIP can be found on [the PlanRVA website](#). The FY24 – FY27 TIP, effective October 1, can be found on the [dedicated TIP website](#).*
- a. **Is it consistent with the LRTP?** *Yes, all projects in the Transportation Improvement Program are screened against ConnectRVA 2045 for consistency with regional planning goal and objectives. The RRTPO reviews candidate projects for consistency prior to providing endorsements for projects seeking state and federal funding.*
 - b. **Is it fiscally constrained?** *Yes, all projects in the TIP have funding allocated and are feasible within projected obligation limits and available non-federal resources. The Financial Plan section of the TIP covers the constraint demonstration.*
 - c. **Is it developed cooperatively with the state and local transit operators?** *Yes, the TIP was developed in coordination with DRPT, GRTC, and 5310 providers. GRTC provides both projects and revenue projections critical to developing the TIP.*
 - d. **Is it updated at least every four years and adopted by the RRTPO and submitted to the Governor?** *Yes, the TIP is updated every three years. Upon approval, the TIP is submitted to VDOT and DRPT for the Governor's approval and submission to FHWA and FTA.*
5. **Does the area have a valid Congestion Management Process?** *Yes, the congestion management process can be found on [the PlanRVA website](#).*

- a. **Is it consistent with the LRTP?** *Yes, Technical Report I: FY-21 Congestion Management Process tracks the system performance measures, outlines strategies to manage demand, and works to ensure the continued reliability of the regional multimodal transportation system in the Richmond region. Exhibit 42a in Chapter 6 provides the constrained project list of projects in ConnectRVA 2045 that will add capacity to the region’s highway network. Any highway project under ‘Widening’, ‘New Road’, ‘Auxiliary Lane’ or ‘Road Extension’ will add capacity specifically for single-occupant vehicles.*
 - b. **Is it used for the development of the TIP?** *The CMP informs the project selection criteria for TPO-allocated funds and endorsement of applications for funding programs administered by others. Congestion mitigation and enhanced mobility account for 15% of the prioritization process for TPO-directed funds.*
 - c. **Is it monitored and reevaluated to meet the needs of the area?** *The CMP is updated approximately every 4 years in advance of updates to the Long-Range Transportation Plan.*
6. **Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process?** *To keep agencies aware of transportation projects in the ConnectRVA 2045 plan, RRTPO staff maintains a list of agency and local jurisdiction contacts and interested parties includes them on all the public review and comment period announcements. Partner agencies and advocacy organizations are regularly invited to sit on steering and advisory committees for various planning efforts.*

TITLE VI AND RELATED AUTHORITIES

- 1. **Does the planning process meet the following requirements of federal law?**
 - a. **Title VI: Are there procedures in place to address complaints related to Title VI of the Civil Rights Act of 1964 and related statutes and do they comply with federal regulation?** *The RRTPO has adopted a [Title VI and Limited English Proficiency \(LEP\) plan](#) that details policies and procedures in place to comply with the requirements of the Civil Rights Act and related statutes.*
 - b. **American Disabilities Act (ADA): Are there procedures in place to address ADA complaints of non-compliance and do they comply with federal regulation?** *Yes, the RRTPO accepts ADA complaints through the same grievance process as established for Title VI. Additionally, PlanRVA, as the supporting agency for RRTPO, has established a proactive request process for accommodations to ensure all interested parties have access to meetings and materials. The form is available in Spanish and English.*
 - c. **Disadvantaged Business Enterprises (DBE): Does the RRTPO have a DBE policy statement that expresses commitment to the DBE**

program? Yes, the RRTPO is committed to the DBE program. PlanRVA has committed to diversity in suppliers and intentionality in the Inclusive Purchasing Program policy. An overview of PlanRVA's inclusive purchasing program is found on [the PlanRVA website](#).

- 2. Environmental Justice: Has the RRTPO identified low-income and minority populations within the planning area and considered the effects in the planning process?** Yes, the RRTPO has identified Equity Emphasis Areas (EEA) as part of ConnectRVA 2045. These areas are identified as having one or more indicators of potential disadvantage. The RRTPO uses the EEA to prioritize accessibility and active transportation projects, to ensure equitable investment throughout the region, and to develop targeted outreach as needed. The methodology for determining EEA is spelled out in [Technical Report G of ConnectRVA 2045](#).

PUBLIC PARTICIPATION PLAN

- 1. Does the area have an adopted Public Participation Plan (PPP)?** Yes, the Public Engagement Plan was adopted in March of 2020 and can be found on [the PlanRVA website](#).
- a. Did the public participate in the development of the PPP?** The plan was developed in coordination with the TAC and CTAC as representatives of member agencies and the broader public.
 - b. Was the PPP made available for public review for at least 45-days prior to adoption?** Yes, the plan was opened to a 45-day public review which resulted in six significant comments. Input from this public review led to changes to the plan prior to adoption.
 - c. Is adequate notice provided for public meetings?** Agendas and related reports are published a week before the meeting.
 - d. What sources does the RRTPO use to educate and inform the public about plans, programs, and activities (i.e. website, press releases, newspapers, mailers, etc.)?** The RRTPO uses websites, press releases, social media, newspapers, paid advertising and more. For each project, the RRTPO develops an engagement strategy using the [public engagement toolkit](#) based on the intended outcome of such outreach.
 - e. Are meetings held at convenient times and at accessible locations?** RRTPO board and committee meetings are general held at the PlanRVA offices which are accessible by GRTC and private vehicles. The location is accessible and has been developed with universal access in mind. While board meetings are during typical work hours, they are also available to livestream via Zoom Webinar and YouTube. Meetings are also recorded and available for viewing at a later time.
 - f. Is the public given an opportunity to provide oral and/or written comments on the planning process?** All Policy Board and committee meetings offer a period for public comment during which any written

comments are also read. For planning products, the engagement plan defines a set period for public review. Comments submitted during these reviews are provided to the policy board to inform the decision-making process.

- g. Does the RRTPO seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households?** *PlanRVA and the RRTPO are committed to engaging traditionally underserved communities in the planning process. The*
 - h. Is the PPP periodically reviewed and updated to ensure its effectiveness?** *The RRTPO annually reviews progress toward engagement goals and publishes an engagement report. The RRTPO has also committed to reviewing and updating the engagement plan every five years as a precursor to the next LRTP update.*
 - i. Are plans/program documents available in an electronic accessible format?** *Yes, all TPO plans and program documents are available on the PlanRVA website. Additionally, the RRTPO has made efforts to provide additional web-based tools and visualizations to increase visibility and easy access to information in the plans.*
- 2. Does the area participate in an interagency process designed to facilitate communication among involved agencies and make decisions on the transportation conformity process and air quality improvement matters?** *Yes, the RRTPO coordinates with local government staff, transit agency staff, Tri-Cities MPO staff, state agency staff, and federal agency staff in an interagency process for conformity. The latest conformity report can be found on [the PlanRVA website](#). The draft conformity report for the updated FY24 – FY27 TIP can be found on the [dedicated TIP website](#).*

DOCUMENTATION AND REPORTING

- 1. What supporting documentation/information is provided to the RRTPO Board when the self-certification is approved?** *This analysis and the latest federal certification are provided as reference for the Policy Board.*
- 2. How is self-certification provided to the Federal agencies?** *Yes, the self-certification is approved by the RRTPO and submitted to FHWA and FTA along with the TIP/STIP.*
- 3. Is there continuity and consistency between the self-certification and quadrennial Federal Certification?** *Yes, the Federal Certification review completed in 2021 found no corrective actions in the RRTPO program and received commendations for the LRTP, TIP, UPWP, Title VI, and multimodal planning.*

AGENDA 5/18/23; ITEM B-3.

FY24 – FY29 REGIONAL FUNDING DRAFT ALLOCATIONS

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Approval of the new project rankings and staff recommended allocations for FY24 – FY29 STBG/CMAQ.

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](#).

At the February meeting, the TAC recommended additional funding for five projects. These recommendations have been incorporated into the draft allocations plans. The recommended additional funding is summarized below.

Project (UPC)	Sponsor	Recommended Award
Route 1 Improvements: Ashcake Rd to Arbor Oak Dr (112042)	Ashland	\$3,728,815
#SMART18 - Rte 360 Widening (13551)	Hanover	\$1,600,000
Commerce Road – Widening (15958)	Richmond	\$3,770,000
Jahnke Road - 2 Lane Improvements (19035)	Richmond	\$3,000,000
RRTPO Scenario Planning Pilot (118143)	RRTPO	\$400,000

BUDGET SUMMARY: Prior to the March meeting, the RRTPO received updated program budgets including information about a new funding program, the Carbon Reduction Program (CRP). This new program is intended to fund programs and projects that reduce greenhouse gas (GHG) emissions. The FHWA factsheet which summarizes eligible project types [can be found here](#). The table below shows the available funding by program for the FY24 – FY29 Six-Year Improvement Plan (SYIP).

Fund	2024	2025	2026	2027	2028	2029
CMAQ	\$8,438,199	\$8,606,963	\$8,779,101	\$8,954,684	\$9,133,778	\$9,316,453
CRP	\$2,203,231	\$2,247,296	\$2,292,242	\$2,338,087	\$2,384,849	\$2,432,546
STBG	\$23,236,118	\$23,700,840	\$24,174,586	\$24,658,354	\$25,151,521	\$25,654,551

NEW PROJECT PRIORITIZATION: All the new project applications were screened by staff for eligibility and consistency with regional planning. After meeting with project sponsors to gain better understanding of the projects, staff scored each project based on the project selection criteria and performance measures. Both STBG and CMAQ projects are generally scored under the same criteria. CMAQ projects are also evaluated using the FHWA CMAQ Calculator Toolkit. This demonstration of emissions reduction is a critical piece of establishing project eligibility and submitted

to FHWA/VDOT along with any new projects. The performance measures and weights are summarized below:

Goal	Goal Weight	Measure	Measure Weight
Safety	25%	Crash Frequency	17.5%
		Crash Rate	7.5%
Mobility	15%	Person Throughput	7.5%
		Person Hours of Delay	7.5%
Equity & Accessibility	25%	Access to Jobs	7.5%
		Access to Jobs (EJ)	5%
		Access to Destinations	7.5%
		Access to Destination (EJ)	5%
Economic Development	15%	Job Growth	7.5%
		Truck Intensive Areas	3.75%
		Truck Throughput	3.75%
Environment & Land Use	20%	Sensitive Features (Environment & Cultural)	5%
		Air Pollution (NOx, VOC)	5%
		VMT/capita Reduction	5%
		Activity Centers	5%

Studies are scored separately in the STBG program as the purpose is to define and refine the projects for development and/or submission for competitive funding. Study scoring is summarized below:

Criteria	Goal	Weight
Is the study necessary to advance a project, recommendation, or policy in the Long-Range Transportation Plan?	--	40%
Do the Study Goals Address the Following?	--	--
Safety and Crash Reduction	Safety	15%
Congestion Management & Mobility	Mobility	9%
Multimodal Transportation & Mode Choice	Equity & Accessibility	7.5%
Equity and Access for Disadvantaged Populations	Equity & Accessibility	7.5%
Regional Economic Growth & Development	Economic Development	9%
Connections to and within Regional Activity Centers	Environment & Land Use	6%
Resiliency & Protection of the Natural Environment	Environment & Land Use	6%

ALLOCATION APPROACH: Consistent with the Regional Funding Framework, allocations were prioritized in the following order:

1. Unallocated balance to balance entry (UPC 70721/70719)
2. RideFinders FY26 award (\$500,000)

3. Additional funding for existing projects in FY24 – FY28
4. Next phase/balance of existing projects in FY29
5. New projects in order of priority

In cases where funding needs in a specific year exceeded the available funding, staff prioritized projects later in the development process (e.g., CN > RW > PE). Alternately, the draft allocations also generally frontload project funding to ensure federal reimbursement will be available when required by the project schedule.

PREVIOUS FUNDING TRANSFERS: The RRTPO has adopted a new policy of retaining funding in reserve in the current fiscal year to provide flexibility to meet urgent project requests. Due to this policy as well as closeout of complete projects with surplus funding, the RRTPO has a balance of previous funding to reallocate to projects. Staff have proposed transfers to reallocate all the previous funding. The previous balances are summarized below:

Program	Previous Balance
STBG	\$2,635,090
CMAQ	\$2,726,694
CRP	\$4,718,611

PUBLIC REVIEW: A 15-day public review period was held between May 3 and May 17. The application materials for the new projects proposed for funding were posted on the PlanRVA website for review. Any comments received will be shared with the board prior to action on this item.

ACTION REQUESTED: The following resolution is presented for approval:

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves the allocation of regional Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), and Carbon Reduction Program (CRP) funds as show in the attached allocation plan spreadsheets.

FURTHER RESOLVED, that the RRTPO policy board approves the proposed transfers of previous funds as shown in the attached transfer plan spreadsheets and directs staff to take any necessary steps to coordinate the transfers with VDOT.

Attachments:

1. New Project Ranking Summary
2. Draft STBG Allocation Plan
3. Draft CMAQ Allocation Plan
4. Draft CRP Allocation Plan
5. Draft Transfers

ID	Project Title	Sponsor	Safety	Mobility	Access & Equity	Econ. Dev	Env. & Land Use	Benefit	Base Request	Score	Rank	RSTP	CMAQ	Staff Recommended
FY24-11	Installation of Essential Transit Infrastructure (ETI) including shelters, benches, trashcans, and landing pads at GRTC bus stops	GRTC	0.00	0.00	0.00	9.83	7.99	17.82	\$ 1,002,563	177.70	1	■	■	■
FY24-02	Automated Traffic Signal Performance Measures (ATSPM)	Richmond	17.74	13.19	25.00	13.22	19.28	88.43	\$ 6,300,000	140.37	2		■	■
FY24-14	Busy Street Extended	Chesterfield	1.06	0.34	15.44	0.28	5.25	22.36	\$ 1,695,556	131.86	3	■		■
FY24-05	I-95 / Rt. 54 - Diverging Diamond Interchange	Hanover	12.59	0.97	12.26	1.65	4.65	32.12	\$ 2,930,356	109.61	4	■		■
FY24-09	Judes Ferry Route 60	Powhatan	0.11	0.02	4.74	0.04	6.46	11.37	\$ 1,100,000	103.33	5	■		
FY24-08	Holly Hills Turn Lane	Powhatan	0.03	0.51	0.00	0.31	6.82	7.68	\$ 1,098,812	69.87	6	■		
FY24-20	Rt. 1 Improvement Ashcake to SCL	Ashland	1.21	7.44	2.26	2.15	6.67	19.72	\$ 3,011,028	65.49	7	■		
FY24-03	Atlee Station Rd Widening - Phase 3	Hanover	0.96	9.46	15.38	4.00	7.71	37.51	\$ 8,200,000	45.75	8	■		
FY24-16	Rt. 360 (Rockwood Sq. Shopping Ctr. - Price Club Blvd.) Sidewalk	Chesterfield	5.55	0.09	0.00	0.07	4.72	10.42	\$ 2,300,000	45.31	9	■	■	■
FY24-22	Belmont at Cogbill Roundabout	Chesterfield	3.47	0.23	6.65	0.28	7.29	17.93	\$ 6,000,000	29.88	10	■	■	
FY24-01	Richmond Signal System - Phase V	Richmond	0.00	0.00	0.00	8.77	8.94	17.71	\$ 6,600,000	26.84	11		■	
FY24-04	Atlee Rd / Mechanicsville Elementary School Left Turn Lanes	Hanover	0.00	0.00	0.00	0.01	4.83	4.84	\$ 1,822,000	26.57	12	■	■	
FY24-23	Center Pointe Parkway at Brandermill Parkway - Roundabout	Chesterfield	5.99	1.17	1.86	0.78	5.80	15.61	\$ 6,000,000	26.01	13	■	■	
FY24-10	Duncan and Early Sidewalks	Ashland	0.00	0.80	0.00	0.23	0.34	1.37	\$ 528,000	25.92	14	■	■	
FY24-13	Hey Road	Richmond	8.87	1.44	0.00	0.01	3.87	14.20	\$ 6,492,000	21.87	15	■		
FY24-18	Falling Creek ES & MS Sidewalk	Chesterfield	0.00	0.25	0.00	0.00	4.89	5.14	\$ 2,600,000	19.78	16	■	■	
FY24-17	Route 1 (General Blvd - Wonderview Dr) Transit Access Improvements	Chesterfield	0.00	0.22	0.00	0.44	4.85	5.50	\$ 3,500,000	15.73	17	■	■	
FY24-12	W. Broad and Glenside Intersection Improvements	Henrico	1.41	0.82	3.73	0.75	5.16	11.87	\$ 7,604,563	15.60	18	■		
FY24-24	Route 360 (Tacony Drive/Goodes Bridge - Turner) Bike/Pedestrian Improvements	Chesterfield	1.97	0.31	0.00	0.11	4.43	6.82	\$ 6,500,000	10.49	19	■	■	
FY24-25	Ironbridge Parkway at Ironbridge Boulevard - Roundabout	Chesterfield	1.73	0.00	0.00	0.02	3.02	4.78	\$ 6,000,000	7.97	20	■	■	
FY24-19	Rt. 1 and Ashcake Road Intersection	Ashland	0.00	0.80	0.00	0.65	1.98	3.43	\$ 4,885,049	7.03	21	■	■	
FY24-06	Glenside Drive/Horsepen Road Safety Improvements	Henrico	1.67	0.37	0.00	0.28	4.32	6.64	\$ 13,172,759	5.04	22	■	■	
FY24-15	Center Pointe Parkway Extended	Chesterfield	0.00	0.92	0.00	0.56	2.14	3.63	\$ 10,887,020	3.33	23	■		

ID	Project Title	Sponsor	Safety	Mobility	Access & Equity	Econ. Dev	Env. & Land Use	Project in CLRP	Benefit	Base Request	Rank	RSTP	CMAQ	Staff Recommended
FY24-21	RT 288 (Powhite - Hull) Corridor Study	Chesterfield	15.00	9.00	0.00	9.00	6.00	40.00	79.00	\$ 313,500	1	■		■
FY24-26	Route 106 Corridor Study	Charles City	15.00	0.00	7.50	9.00	0.00	0.00	31.50	\$ 250,000	2	■		■

Sponsor	UPC	Title	Admin	Total Current Est	Previous Funds (all sources)	FY24	FY25	FY26	FY27	FY28	FY29	STBG FY24 - FY29	Other Funds FY24 - FY29	Total	Balance	Notes
Ashland	112042	ROUTE 1 IMPROVEMENTS: ASHCAKE RD TO ARBOR OAK DR	VDOT	\$ 15,238,795	\$ 11,509,980	\$ 3,243,961	\$ 484,854	\$ -	\$ -	\$ -	\$ -	\$ 3,728,815	\$ -	\$ 15,238,795	\$ -	Per sponsor, updated estimate: PE - \$1,614,484; RW - \$3,658,468; CN - \$8,993,134. Additional funding recommended by TAC: \$3,728,815
Charles City	TBD	Route 106 Corridor Study	VDOT	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000	\$ -	NEW PROJECT, FULLY FUNDS
Chesterfield	118146	#FLT Route 1 (Holiday Lane - Willis Road) Shared-Use Path	Local	\$ 4,370,000	\$ -	\$ 332,000	\$ -	\$ 906,000	\$ 3,132,000	\$ -	\$ -	\$ 4,370,000	\$ -	\$ 4,370,000	\$ -	
Chesterfield	115063	Route 60 (Ruthers Rd-Stonebridge Plaza Ave) Sidewalk	Local	\$ 5,504,000	\$ 5,504,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,504,000	\$ -	Funding frontloaded, potential for swap
Chesterfield	107085	#SGR18VB - RTE 641 - REPLACE SD BRIDGE FED ID 5280	VDOT	\$ 17,200,430	\$ 12,904,206	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,904,206	\$ 4,296,224	Large estimate change due to merger of multiple UPCs related to project; no request for TPO funding for deficit
Chesterfield	113846	Early Settlers Rd Sidewalk: Robious Rd to Hospital/Park	Local	\$ 1,170,000	\$ 420,000	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ 750,000	\$ -	\$ 1,170,000	\$ -	
Chesterfield	104889	RT 10 (Whitepine to Frith) WIDENING	Local	\$ 15,171,000	\$ 15,171,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,171,000	\$ -	
Chesterfield	104890	RTE 360 E (Lonas Pkwy to Castle Rock Rd) - WIDENING	Local	\$ 6,855,176	\$ 7,452,476	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,452,476	\$ (597,300)	Surplus is local no-post; will be removed with project closeout
Chesterfield	101020	#HB2.FY17 RTE 10 (BERMUDA TRIANGLE RD TO MEADOWVILLE RD)	Local	\$ 66,061,655	\$ 66,061,655	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,061,655	\$ -	
Chesterfield	118144	US 360 Superstreets Study	Local	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	
Chesterfield	118145	Route 60 Corridor Improvement Study	Local	\$ 125,000	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ -	
Chesterfield	TBD	RT 288 (Powhite - Hull) Corridor Study	Local	\$ 484,100	\$ -	\$ 313,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 313,500	\$ 170,600	\$ 484,100	\$ -	NEW PROJECT, FULLY FUNDS; other funds are local
Chesterfield	TBD	Busy Street Extended	Local	\$ 21,869,922	\$ -	\$ -	\$ -	\$ 2,018,899	\$ -	\$ -	\$ -	\$ 2,018,899	\$ -	\$ 2,018,899	\$ 19,851,023	NEW PROJECT, LEVERAGING FUNDS ONLY; PE leverage scheduled to align with Smart Scale round 6
Goochland	105733	#SMART24 - RTE 623 - IMPROVE INTERSECTION	Local	\$ 16,787,222	\$ 669,598	\$ 1,143,385	\$ -	\$ -	\$ 3,399,103	\$ 4,574,000	\$ 5,941,198	\$ 15,057,686	\$ 18,041	\$ 15,745,325	\$ 1,041,897	Balance expected from Smart Scale based on Rd 5 Staff Recommended Scenario
Goochland	118147	IAR - Route 288 (West Creek Area)	VDOT	\$ 499,900	\$ 499,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 499,900	\$ -	
Goochland	121682	I-64/ASHLAND RD INTERCHANGE IMR	VDOT	\$ 360,000	\$ 360,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 360,000	\$ -	
GRTC	TBD	Installation of Essential Transit Infrastructure (ETI)	Local	\$ 1,082,768	\$ -	\$ 1,082,768	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,082,768	\$ -	\$ 1,082,768	\$ -	NEW PROJECT, FULLY FUNDS
Hanover	115195	Atlee Station Rd Widening (Phase 2)	Local	\$ 31,529,239	\$ 13,657,403	\$ -	\$ -	\$ -	\$ 3,944,839	\$ 2,981,000	\$ 3,953,000	\$ 10,878,839	\$ 6,992,997	\$ 31,529,239	\$ -	Full TPO award restored -- fully funds; other funds are revenue sharing & telefee
Hanover	109260	POLE GREEN RD WIDENING	Local	\$ 20,506,116	\$ 8,505,082	\$ 801,825	\$ 4,730,524	\$ 5,802,399	\$ -	\$ -	\$ -	\$ 11,334,748	\$ 967,414	\$ 20,807,244	\$ (301,128)	
Hanover	13551	#SMART18 - RTE 360 WIDENING	Local	\$ 33,840,073	\$ 34,162,837	\$ 1,181,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,181,200	\$ -	\$ 35,344,037	\$ (1,503,964)	Transfer \$1,600,000 in previous for CN as recommended by TAC; will replace portion of local funding
Hanover	TBD	I-95 / Rt. 54 - Diverging Diamond Interchange	Local	\$ 41,477,440	\$ -	\$ -	\$ 3,489,175	\$ -	\$ -	\$ -	\$ -	\$ 3,489,175	\$ 818,000	\$ 4,307,175	\$ 37,170,265	NEW PROJECT, LEVERAGING FUNDS ONLY; other funds include Ashland local contribution (\$200,000) and Hanover proffers (\$618,000); expected submission for next round of CVTA regional
Henrico	109194	#SMART20 - N. PARHAM RD TRAFFIC SIGNAL AND SIDEWALK PROJECT	VDOT	\$ 5,410,598	\$ 3,189,802	\$ -	\$ -	\$ -	\$ 2,054,734	\$ -	\$ -	\$ 2,054,734	\$ 333,750	\$ 5,578,286	\$ (167,688)	Surplus is local funds
Henrico	118470	W Broad St Pedestrian and Transit Improvements - Glenside Dr	VDOT	\$ 11,951,231	\$ -	\$ 1,577,935	\$ -	\$ 3,305,163	\$ 2,827,001	\$ 4,241,132	\$ -	\$ 11,951,231	\$ -	\$ 11,951,231	\$ -	
Henrico	118597	W Broad St Intersection Improvements at Dominion and Cox	VDOT	\$ 17,096,037	\$ 1,611,698	\$ 254,418	\$ 3,689,329	\$ -	\$ 3,618,762	\$ 3,787,816	\$ 4,134,014	\$ 15,484,339	\$ -	\$ 17,096,037	\$ -	Transfer \$678,640 from balance entry (70721) for PE
Henrico	118153	Brook Road & Hilliard Road Trail #FLT	Local	\$ 6,847,763	\$ 5,436,912	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,410,851	\$ 6,847,763	\$ -	Other funding is CMAQ
Henrico	104148	SADLER RD - RECONSTRUCTION	Local	\$ 27,106,587	\$ 20,701,987	\$ 9,334,543	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,334,543	\$ 583,000	\$ 30,619,530	\$ (3,512,943)	
Henrico	115769	Libbie Avenue Road Diet - Bethlehem Rd to W Broad St	Local	\$ 1,942,500	\$ 412,500	\$ -	\$ 1,530,000	\$ -	\$ -	\$ -	\$ -	\$ 1,530,000	\$ -	\$ 1,942,500	\$ -	TAC recommended not replacing no post until project advances in development
Henrico	50529	RTE 9999 (THREE CHOPT ROAD) WIDEN TO 4 LANES	Local	\$ 30,818,528	\$ 30,818,528	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,818,528	\$ -	
Henrico	113833	Three Chopt Rd Sidewalk Impr. (Dinwiddie Ave to Bexhill Rd)	Local	\$ 1,506,060	\$ 2,288,853	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,288,853	\$ (782,793)	Significant decrease in current estimate; transfer of surplus to be coordinated with locality
Henrico	109190	LABURNUM AVENUE SIDEWALK	Local	\$ 1,126,246	\$ 1,219,203	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,219,203	\$ (92,957)	Apparent surplus is local funding
Port of Virginia	113832	Richmond Marine Terminal (RMT) - Drop Lot	Local	\$ 4,388,630	\$ 4,388,630	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,388,630	\$ -	
Richmond	115200	Hull Street Improvement Project Phase III	Local	\$ 11,664,209	\$ -	\$ 727,127	\$ 1,213,420	\$ 9,723,662	\$ -	\$ -	\$ -	\$ 11,664,209	\$ -	\$ 11,664,209	\$ -	
Richmond	104888	#SGR23VB - RT 360 - REPLACE MAYO'S BRIDGE SUPERSTRUCTURE	Local	\$ 90,000,000	\$ 22,274,262	\$ -	\$ -	\$ -	\$ -	\$ 2,022,000	\$ -	\$ 2,022,000	\$ 65,703,737	\$ 89,999,999	\$ 1	Funding moved back to match new schedule; earlier phases already overfunded
Richmond	104281	DEEPWATER TERMINAL RD - EXTEND EXISTING ROADWAY	Local	\$ 7,704,701	\$ 7,411,090	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,411,090	\$ 293,611	TAC recommended not funding deficit until project advances further
Richmond	15958	COMMERCE ROAD - WIDENING	Local	\$ 36,272,153	\$ 35,611,885	\$ 1,110,205	\$ 3,676,513	\$ -	\$ -	\$ -	\$ -	\$ 4,786,718	\$ -	\$ 40,398,603	\$ (4,126,450)	Cost increase; project to be readvertised; additional funding recommended by TAC - \$3,770,000; RSTP will replace portion of local funds

Sponsor	UPC	Title	Admin	Total Current Est	Previous Funds (all sources)	FY24	FY25	FY26	FY27	FY28	FY29	STBG FY24 - FY29	Other Funds FY24 - FY29	Total	Balance	Notes
Richmond	19035	JAHNKE ROAD - 2 LANE IMPROVEMENTS	Local	\$ 22,015,668	\$ 15,079,805	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 18,079,805	\$ 3,935,863	Cost increase; project to be readvertised; locality to cover balance; additional funding recommended by TAC - \$3,000,000
Richmond	19036	FOREST HILL AVENUE IMPROVEMENTS	Local	\$ 14,189,886	\$ 14,189,886	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,189,886	\$ -	
RRTPO	86357	RRTPO Travel Demand Modeling & Scenario Planning Support	Local	\$ 1,443,550	\$ 1,400,000	\$ 43,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,550	\$ -	\$ 1,443,550	\$ -	Cost increase; additional funding (\$400,000) to support scoped study and contract recommended by TAC; transfer majority from balance entry 70721; consolidated 2 modeling UPCs (118143, 86357)
Regionwide	101492	Richmond Region-Wide Traffic Operations Improvements	N/A	\$ 34,539,742	\$ 1,789							\$ -	\$ -	\$ 1,789		
Regionwide	70721	RSTP Balance Entry	N/A	\$ -	\$ -	\$ 1,839,701	\$ 1,887,025	\$ 2,418,733	\$ 4,931,915	\$ 7,545,573	\$ 11,626,339	\$ 30,249,286	\$ -	\$ 30,249,286		Transfer all previous to projects

INCREASED COST ESTIMATE
NEW PROJECT
TRANSFER PREVIOUS

Available	Available	\$ 2,636,879	\$ 23,236,118	\$ 23,700,840	\$ 24,174,856	\$ 24,658,354	\$ 25,151,521	\$ 25,654,551
Reserve	Reserved	\$ -	\$ 1,839,701	\$ 1,887,025	\$ 2,418,733	\$ 4,931,915	\$ 7,545,573	\$ 11,626,339
Allocated	Allocated/Transferred	\$ 2,635,090	\$ 21,396,417	\$ 21,813,815	\$ 21,756,123	\$ 19,726,439	\$ 17,605,948	\$ 14,028,212

Deficit
Surplus

Sponsor	UPC	Title	Admin	Total Current Est	Previous (all sources)	FY24	FY25	FY26	FY27	FY28	FY29	CMAQ FY24 - FY29	Other FY24 - FY29	Total	Balance	Notes
Chesterfield	TBD	Rt. 360 (Rockwood Sq. Shopping Ctr. - Price Club Blvd.) Sidewalk	Local	\$ 3,280,249	\$ -						\$ 3,280,249	\$ 3,280,249	\$ -	\$ 3,280,249	\$ -	New Project; Funding to be matched to schedule in future years
Chesterfield	118154	Old Bermuda Hundred Road at Ramblewood Drive Roundabout	Local	\$ 5,146,000	\$ 262,481	\$ 262,519	\$ 906,000		\$ 2,606,000	\$ 1,109,000		\$ 4,883,519	\$ -	\$ 5,146,000	\$ -	Transfer matched previous CMAQ from 70719 (\$262,481) for PE
Chesterfield	118156	Brad McNeer Parkway Access Management and Roundabout	Local	\$ 9,336,000	\$ -	\$ 530,000	\$ 404,438	\$ 1,195,840	\$ 1,768,098	\$ 2,577,473	\$ 2,860,151	\$ 9,336,000	\$ -	\$ 9,336,000	\$ -	
Chesterfield	115784	Meadowdale Blvd (Dalebrook Drive to Beulah Rd) Ped-Bike Imps	Local	\$ 3,660,000	\$ 3,660,000							\$ -	\$ -	\$ 3,660,000	\$ -	Proposed CRP funds to cover CN; front loaded
Chesterfield	113843	Route 1 (Merriewood Rd to Elliham Ave) Sidewalk	Local	\$ 1,573,894	\$ 1,686,000							\$ -	\$ -	\$ 1,686,000	\$ (112,106)	Surplus
Chesterfield	115063	Route 60 (Ruthers Rd-Stonebridge Plaza Ave) Sidewalk	Local	\$ 5,504,000	\$ 5,504,000							\$ -	\$ -	\$ 5,504,000	\$ -	
Chesterfield	111712	#SMART18 - Route 1 (Marina Dr. to Merriewood Rd.) SW #FLT	Local	\$ 4,608,921	\$ 3,949,361							\$ -	\$ 916,266	\$ 4,865,627	\$ (256,706)	Replace local no-post not required for CMAQ match with CRP; no request - proposed due to available funds to support FLT
Chesterfield	121730	LEWIS ROAD AT ROUTE 10 DUAL-LEFT TURN LANES	Local	\$ 1,406,000	\$ -	\$ 190,000		\$ 1,216,000				\$ 1,406,000	\$ -	\$ 1,406,000	\$ -	Schedule advanced based on available funds
Chesterfield	121731	RTE 360/WOODLAKE VILLAGE PARKWAY-TURN LANE IMPROVEMENTS	Local	\$ 3,271,000	\$ -	\$ 860,000		\$ 2,411,000				\$ 3,271,000	\$ -	\$ 3,271,000	\$ -	Schedule advanced based on available funds
GRTC	-20113	Replacement Of Rolling Stock CNG Buses	DRPT	\$ 2,465,420	\$ 2,550,420							\$ -	\$ -	\$ 2,550,420	\$ (85,000)	
Hanover	121732	CREIGHTON RD/CREIGHTON PKWAY & WALNUT GROVE RD - ROUNDABOUT	Local	\$ 6,678,850	\$ 2,971,678				\$ 1,000,000	\$ 2,707,172		\$ 3,707,172	\$ -	\$ 6,678,850	\$ -	
Henrico	118153	Brook Road & Hilliard Road Trail #FLT	Local	\$ 6,847,763	\$ 7,901,125							\$ -	\$ -	\$ 7,901,125	\$ (1,053,362)	Transfer unmatched previous CMAQ to replace FY24 funding and local project contribution (required match: \$615,624.25, CVTA available \$1,037,401); Transfer \$1,716 in matched previous; No request - proposed due to availability of surplus closeout funds to support FLT; funding front loaded
Henrico	118150	Nuckols Road Pedestrian Improvements	Local	\$ 2,160,000	\$ 332,000			\$ 1,828,000				\$ 1,828,000	\$ -	\$ 2,160,000	\$ -	
Henrico	118155	Rt 33-60-Beulah Roundabout	Local	\$ 5,519,000	\$ -	\$ 689,000						\$ 689,000	\$ -	\$ 689,000	\$ 4,830,000	Locality requested to maintain schedule and will start project while continuing to seek other sources to fund RW & CN costs
Henrico	115201	Patterson Avenue Sidewalks	VDOT	\$ 4,040,000	\$ 1,500,000			\$ 750,351	\$ 1,789,649			\$ 2,540,000	\$ -	\$ 4,040,000	\$ -	Proposed CRP funds to cover deficit & replace CMAQ for RW; no request - proposed due to available funds to support project
Henrico	109951	Henrico County Automated Traffic Management System (ATMS)	Local	\$ 9,797,835	\$ 9,799,600							\$ -	\$ -	\$ 9,799,600	\$ (1,765)	
Henrico	109190	LABURNUM AVENUE SIDEWALK	Local	\$ 1,126,246	\$ 1,219,203							\$ -	\$ -	\$ 1,219,203	\$ (92,957)	
Henrico	101034	#HB2.FY17 RTE 6 PATTERSON AVE AT PARHAM RD INTERSECTION	VDOT	\$ 13,540,981	\$ 13,620,971							\$ -	\$ -	\$ 13,620,971	\$ (79,990)	
Henrico	106299	PEDESTRIAN & SIGNAL IMPROVEMENTS - VARIOUS LOCATIONS(AZALEA)	Local	\$ 1,615,000	\$ 1,615,000							\$ -	\$ -	\$ 1,615,000	\$ -	
Port of Virginia	115815	I-64 Express Barge Service Expansion	Local	\$ 2,999,999	\$ 2,342,442							\$ -	\$ -	\$ 2,342,442	\$ 657,557	Barge acquired via other sources; project expected to be cancelled; FY24 funding removed pending cancellation
Richmond	118148	Richmond Signal System - Phase IV	Local	\$ 5,488,000	\$ 2,422,231	\$ 3,065,769		\$ -				\$ 3,065,769	\$ -	\$ 5,488,000	\$ -	Funding frontloaded to match available funds
Richmond	105890	SIGNAL SYSTEM	Local	\$ 7,339,977	\$ 7,340,000							\$ -	\$ -	\$ 7,340,000	\$ (23)	
Richmond	121733	Richmond Signal System Retiming Improvements	Local	\$ 1,765,000	\$ 1,765,000							\$ -	\$ -	\$ 1,765,000	\$ -	
Richmond	TBD	Automated Traffic Signal Performance Measures (ATSPM)	Local	\$ 7,423,920	\$ -	\$ 1,488,091	\$ 5,935,829	\$ -				\$ 7,423,920	\$ -	\$ 7,423,920	\$ -	NEW PROJECT; FULLY FUNDS
Ridefinders	-203	Regionwide Air Pollution Reduction Program	DRPT	N/A	N/A	\$ 509,000	\$ 500,000	\$ 500,000				\$ 1,509,000	\$ -	\$ -	\$ -	\$500k in year 3 per Regional Project Framework
Regionwide	101492	Richmond Region-Wide Traffic Operations Improvements	N/A	N/A	\$ -							\$ -	\$ -	\$ -	\$ -	

Sponsor	UPC	Title	Admin	Total Current Est	Previous (all sources)	FY24	FY25	FY26	FY27	FY28	FY29	CMAQ FY24 - FY29	Other FY24 - FY29	Total	Balance	Notes
Regionwide	70719	CMAQ Balance Entry	N/A	N/A	\$ -	\$ 843,820	\$ 860,696	\$ 877,910	\$ 1,790,937	\$ 2,740,133	\$ 3,176,053	\$ 10,289,549	\$ -	\$ 10,289,549		

Available	\$ 2,726,694	\$ 8,438,199	\$ 8,606,963	\$ 8,779,101	\$ 8,954,684	\$ 9,133,778	\$ 9,316,453
Reserve	\$ -	\$ 843,820	\$ 860,696	\$ 877,910	\$ 1,790,937	\$ 2,740,133	\$ 3,176,053
Allocated	\$ 2,726,694	\$ 7,594,379	\$ 7,746,267	\$ 7,901,191	\$ 7,163,747	\$ 6,393,645	\$ 6,140,400

Deficit
Surplus

INCREASED COST
NEW PROJECT

Sponsor	UPC	Title	Admin	Total Current Est	Previous (all sources)	FY24	FY25	FY26	FY27	FY28	FY29	CRP FY24 - FY29	Other FY24 - FY29	Total	Balance	Notes
Chesterfield	111712	#SMART18 - Route 1 (Marina Dr. to Merriewood Rd.) SW #FLT	Local	\$ 4,608,921	\$ 3,949,361	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,949,361	\$ 659,560	Transfer \$256,706 to replace portion on local no-post not required for CMAQ match
Henrico	115201	Patterson Avenue Sidewalks	VDOT	\$ 4,040,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 2,540,000	Transfer \$721,627 to fund deficit and replace CMAQ for RW
Chesterfield	115784	Meadowdale Blvd (Dalebrook Drive to Beulah Rd) Ped-Bike Imps	Local	\$ 3,660,000	\$ 3,660,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,660,000	\$ -	Transfer \$2,660,000 to replace CMAQ for CN
Richmond	118148	Richmond Signal System - Phase IV	Local	\$ 5,488,000	\$ 2,422,231	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,422,231	\$ 3,065,769	Transfer \$1,080,278 to replace CMAQ for CN
Regionwide	T27907	CRP Balance Entry	N/A	N/A	\$ -	\$ 2,203,231	\$ 2,247,296	\$ 2,292,242	\$ 2,338,087	\$ 2,384,849	\$ 2,432,546	\$ 13,898,251	\$ -	\$ 13,898,251		

INCREASED COST
NEW PROJECT
TRANSFER PREVIOUS

Available	\$ 4,718,611	\$ 2,203,231	\$ 2,247,296	\$ 2,292,242	\$ 2,338,087	\$ 2,384,849	\$ 2,432,546
Reserve	\$ -	\$ 2,203,231	\$ 2,247,296	\$ 2,292,242	\$ 2,338,087	\$ 2,384,849	\$ 2,432,546
Allocated	\$ 4,718,611	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Deficit

Surplus

STBG Transfers

Status	Total	Transfer ID	Donor	Recipient	FY	Federal	State	Total	Local Match
Proposed	\$ 1,600,000	Transfer #1	70721	13551	2022	\$ 308,420	\$ 77,104	\$ 385,524	
			70721	13551	2023	\$ 971,581	\$ 242,895	\$ 1,214,476	
Proposed	\$ 356,450	Transfer #2	70721	118143	2023	\$ 285,160	\$ 71,290	\$ 356,450	
Proposed	\$ 678,640	Transfer #3	70721	118597	2023	\$ 542,912	\$ 135,728	\$ 678,640	

CMAQ Transfers

Status	Total	Transfer ID	Donor	Recipient	FY	Federal	State	Total	Local Match
Proposed	\$ 2,463,870	Transfer #4	70719	118153	2005	\$ 1,241,997.00		\$ 1,241,997.00	\$ 310,499.25
					2006	\$ 339,309.00		\$ 339,309.00	\$ 84,827.25
					2007	\$ 5,973.00		\$ 5,973.00	\$ 1,493.25
					2008	\$ 740,021.00		\$ 740,021.00	\$ 185,005.25
					2012	\$ 135,197.00		\$ 135,197.00	\$ 33,799.25
					2017	\$ 1,372.80	\$ 343.20	\$ 1,716.00	
Proposed	\$ 262,481	Transfer #5	70719	118154	2009	\$ 11,747.00	\$ 2,938.00	\$ 14,685.00	
					2012	\$ 77,236.00	\$ 19,309.00	\$ 96,545.00	
					2017	\$ 971.20	\$ 242.80	\$ 1,214.00	
					2019	\$ 120,030.00	\$ 30,007.00	\$ 150,037.00	

CRP Transfers

Status	Total	Transfer ID	Donor	Recipient	FY	Federal	State	Total	Local Match
Proposed	256706	Transfer #6	T27907	111712	2022	\$ 205,364.80	\$ 51,341.20	\$ 256,706.00	
Proposed	721627	Transfer #7	T27907	115201	2022	\$ 577,301.60	\$ 144,325.40	\$ 721,627.00	
Proposed	2660000	Transfer #8	T27907	115784	2022	\$ 1,250,303.20	\$ 312,575.80	\$ 1,562,879.00	
				115784	2023	\$ 877,696.80	\$ 219,424.20	\$ 1,097,121.00	
Proposed	1080278	Transfer #9	T27907	118148	2023	\$ 864,222.40	\$ 216,055.60	\$ 1,080,278.00	

CVTA AGENCY UPDATE

RRTPO Policy Board Meeting – May 18, 2023

April 10th Technical Advisory Committee Meeting

The committee discussed the following topics and recommended Authority approval of both:

- Requests for use of portions of leveraged CVTA regional funds for developing 30% plans.
- Project Selection and Allocation Framework – Recommendations for Full Authority

April 12th CVTA Finance Committee Meeting

The committee heard the following updates/presentations:

- PFM Presentation on Debt & Reserve Policy
- Project Selection and Allocation Framework (recommendations from CVTA TAC)
- Requests for use of portions of leveraged CVTA regional funds for developing 30% plans. (recommendations from CVTA TAC)
- CVTA/Locality SPA Immediate Needs

April 19th CVTA Fall Line Working Group Meeting

The group members reviewed the wayfinding proposals and voted to recommend Authority approval of AB Design as the vendor.

April 28th CVTA Meeting

The Authority meeting included the following presentations and discussions:

- PFM Presentation on Debt & Reserve Policy
- CVTA Leadership and CVTA Finance Committee Membership Rotation Discussion
 - A Nominating Committee will be appointed to develop recommendations

The Authority took action on the following items:

- Project Selection and Allocation Framework
 - Voted to approve the revised Project Selection and Allocation Framework.
- Advanced Funding for CVTA Leveraged Projects
 - Voted to approve the locality requests to advance 30% preliminary engineering.
- CVTA-Locality SPA Requests
 - Voted to approve five agreements for projects in Chesterfield County and an agreement for seven projects in Henrico County.
- CVTA Wayfinding Plan
 - Voted to authorize CVTA staff to enter contract negotiations with AB Design as the Wayfinding Plan Vendor.

Upcoming Meetings:

- May 8th CVTA Technical Advisory Committee
- May 10th CVTA Finance Committee
- May 18th CVTA

AGENDA 5/18/23; ITEM D-1.

Technical Advisory Committee Project Cost Estimates Report and Recommendations Richmond Regional Transportation Planning Organization

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 developing the FY23 – FY28 allocations plans, VDOT identified large shortfalls on three projects that had not been previously requested through the TPO application process. In total, these shortfalls totaled over \$13 million. To meet these existing project needs, no new projects were selected for the second year in a row.

The RRTPO policy board directed staff to review the performance of the STBG and CMAQ programs and identify opportunities to reduce cost overruns and their impacts on regional funding programs. Staff reviewed all active projects based on the SYIP estimates by phase over time. Staff presented the requested information at the January policy board meeting. The [presentation materials can be found here](#).

Of the 39 projects analyzed, staff found the median project was about 26% over the original estimate and TPO funding had increased by about 19%. These figures are within the AASHTO expected range for cost increases on projects selected in the planning phase.

Staff also identified a handful of mostly legacy projects which negatively impact the program. The cost of 11 (28%) projects has at least doubled for the original estimate, with 6 of them dating to the 2000s or earlier. On 8 (20%) projects, the TPO's funding commitment had at least doubled over the life of the project. In several cases, the estimate increases were driven by evolving project scopes (for example, the Mayo Bridge project started as a rehabilitation and evolved into a replacement).

The policy board has referred this question of how to address cost estimating and overruns to TAC with the following requests:

1. Provide an explanation for the cost increases in all cases where an active or recently completed project has exceeded its original budget (requested last month), and
2. Determine what policy changes are needed (if any) to reduce cost overruns and their impacts on regional funding programs. Some options to consider include:
 - a. Using more conservative estimate assumptions (like Smart Scale)
 - b. Increasing project definition before selection (e.g., requiring 10% or 30% design)
 - c. Reducing TPO exposure to overruns by awarding funds for a single phase or fixed dollar amounts
 - d. Improving time to delivery

TAC BACKGROUND: At recent meetings, the committee reviewed the cost change summary and discussed possible causes and solutions. Members submitted their respective jurisdiction's preference on how to address project cost estimating and overruns.

Standardizing estimates for all applicants by using the Cost Estimate Workbook (CEWB) was identified as the best solution.

TAC RECOMMENDATION:

TAC recommends that VDOT's Cost Estimate Workbook (CEWB) be used for all applications for regional funding to standardize estimate reporting and inflation and to allow for easy comparison with VDOT's estimates when reviewing candidate projects. To encourage CEWB usage, successful candidate projects that are submitted using other estimating processes would not be eligible for additional funding.

ACTION REQUESTED:

The following resolution is presented for approval:

WHEREAS, the Richmond Regional Transportation Planning Organization (RRTPO) policy board has recognized the need for a review of cost estimating practice and procedures for regional funding; and,

WHEREAS, the RRTPO Technical Advisory Committee (TAC) has conducted a comprehensive review of current project performance and the reasons for current cost increases; and,

WHEREAS, the RRTPO TAC recommends the use of VDOT's Cost Estimating Workbook (CEWB) to standardize cost estimate reporting and inflation and allow easy comparison with VDOT-developed estimates; and,

WHEREAS, the RRTPO TAC recommends new projects that do not use the CEWB should not be eligible for additional funding if costs increase; therefore, be it

RESOLVED, that the RRTPO's cost estimating policy is to encourage applicants to use the CEWB for all applications for projects that lead to construction, effective July 1, 2023; and,

FURTHER RESOLVED, that staff is directed to update the Regional Project Selection framework to remove eligibility for additional funding for projects submitted after July 1, 2023, that do not use VDOT's Cost Estimate Workbook (CEWB).

AGENDA 5/18/23; ITEM D-2.

CTAC ROLE

Richmond Regional Transportation Planning Organization

BACKGROUND: The members of CTAC have expressed a desire to be more fully engaged, offer insights and suggestions that are taken into account by the Policy Board, and be regarded as more effective and meaningful Advisory Committee. Three broad areas have been identified as opportunities for increased involvement:

Long-range Planning:

Pathways to the Future: there will be opportunities for public engagement during the spring of 2023, during which time a Strengths, Weaknesses, Opportunities, and Threats analysis will be undertaken to help shape the scenario narratives. A second opportunity will occur during late summer of 2023, when the scenario results are presented and the implications for regional policy and investment strategies are assessed.

Plan2050: While the scope for the plan has not been finalized, it is expected that the public engagement process will be similar to that used for the development of the 2045 plan. These include community outreach meetings; transportation issues interactive mapping; vision, goals, priorities, strategies and budget allocation surveys; online and in-person community meetings; and on-demand public meetings.

Schedules and deadlines may not allow for the review of these items within the current schedule of every-other-month meetings of CTAC. Staff will see that information is conveyed to the members of CTAC when it is available, and the feedback may be in the form of e-mails with members, special meetings and virtual discussions.

Public documents and processes:

Efforts can be made to increase CTAC's involvement and there will be opportunities for members to provide their input. Examples include the UPWP, TIP and Title VI Plan. Additionally, other documents and processes such as agenda reviews and feedback on local projects were noted.

Public outreach and engagement activities:

PlanRVA staff has been making increased efforts to participate in community/public events. When a calendar of community events is developed for 2023, this information will be shared with members of CTAC, and it is hoped that members of the Committee will be available to help PlanRVA employees staff these events. In addition to educating the public about the work of PlanRVA, these events could serve as opportunities for members of CTAC to interact with the public and perhaps even help recruit new and additional members for the Committee.

The members of the CTAC also had the following suggestions for increased involvement:

- Making increased use of social media
- Developing outreach material and guides about the planning process
- Adding a citizens' public involvement tool-kit to the PlanRVA website
- Making use of telephone town halls.

The information was presented and discussed at the March 2023 RRTPO Executive Committee and Policy Board meetings. CTAC members were invited to attend the May 2023 Policy Board meeting so the recommendation on the role of the CTAC can be discussed.

AGENDA 5/18/23; ITEM D-3.

ELECTION OF FISCAL YEAR 2024 RRTPO OFFICERS

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Action is requested of the RRTPO Policy Board to elect an FY24 Chair and Vice Chair to serve from July 1, 2023, through June 30, 2024.

BACKGROUND: The RRTPO (MPO) bylaws establish the rotation order for the RRTPO Chair. Established RRTPO policy in the bylaws' [Non-binding Governance documents](#) stipulate that the RRTPO Vice Chair be from the jurisdiction next in line to serve as RRTPO Chair. For FY 2024, the proposed Chair will be Hanover County and the proposed Vice Chair will be Chesterfield County.

ACTION REQUESTED: The RRTPO Policy Board is requested to elect an FY24 Chair and Vice Chair to serve from July 1, 2023, through June 30, 2024.



RRTPO POLICY BOARD FY24 PROPOSED MEETING SCHEDULE

MEETING DATE (all meetings are on Thursdays)	TIME	LOCATION
July 6, 2023	9:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
August – no meeting		
September 7, 2023	9:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
October 5, 2023	9:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
November 2, 2023	9:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
December 7, 2023	9:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
January 4, 2024	9:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
February 1, 2024	9:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
March 7, 2024	9:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
April 4, 2024	9:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
May 2, 2024	9:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
June 6, 2024 (Joint annual meeting with CVTA and PlanRVA)	TBD	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224

RRTPO EXECUTIVE COMMITTEE FY24 PROPOSED MEETING SCHEDULE

MEETING DATE (all meetings are on Thursdays)	TIME	LOCATION
July 6, 2023	8:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
August – no meeting		
September 7, 2023	8:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
October 5, 2023	8:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
November 2, 2023	8:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
December 7, 2023	8:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
January 4, 2024	8:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
February 1, 2024	8:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
March 7, 2024	8:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
April 4, 2024	8:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
May 2, 2024	8:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
June – no meeting		

RRTPO TECHNICAL ADVISORY COMMITTEE (TAC) FY24 PROPOSED MEETING SCHEDULE

MEETING DATE (all are on Tuesdays)	TIME	LOCATION
July 11, 2023	9:00 a.m.	Virtual, via Zoom*
August 15, 2023	9:00 a.m.	Virtual, via Zoom*
September 12, 2023	9:00 a.m.	Virtual, via Zoom*
October 10, 2023	9:00 a.m.	Virtual, via Zoom*
November 14, 2023	9:00 a.m.	Virtual, via Zoom*
December 12, 2023	9:00 a.m.	Virtual, via Zoom*
January 9, 2024	9:00 a.m.	Virtual, via Zoom*
February 13, 2024	9:00 a.m.	Virtual, via Zoom*
March 12, 2024	9:00 a.m.	Virtual, via Zoom*
April 9, 2024	9:00 a.m.	Virtual, via Zoom*
May 14, 2024	9:00 a.m.	Virtual, via Zoom*
June 11, 2024	9:00 a.m.	Virtual, via Zoom*

*subject to change if current virtual meeting participation guidelines change.

RRTPO COMMUNITY TRANSPORTATION ADVISORY COMMITTEE (CTAC) FY24 PROPOSED MEETING SCHEDULE

MEETING DATE (all meetings are on Thursdays)	TIME	LOCATION
July 20, 2023	12:00 p.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
September 21, 2023	12:00 p.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
November 16 2023	12:00 p.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
January 18, 2024	12:00 p.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
March 21, 2024	12:00 p.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224
May 16, 2024	12:00 p.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond, VA 23224

THE RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

POLICY FOR THE REMOTE PARTICIPATION OF MEMBERS

Adopted: October 6, 2022

1. AUTHORITY AND SCOPE

a. This policy is adopted pursuant to the authorization of Va. Code § 2.2-3708.3 and is to be strictly construed in conformance with the Virginia Freedom of Information Act (VFOIA), Va. Code §§ 2.2-3700—3715.

b. This policy shall not govern an electronic meeting conducted to address a state of emergency declared by the Governor or a local governing body. Any meeting conducted by electronic communication means under such circumstances shall be governed by the provisions of Va. Code § 2.2-3708.2. This policy also does not apply to an all-virtual public meeting.

2. DEFINITIONS

a. “**RRTPO**” means the Richmond Regional Transportation Planning Organization or any committee, subcommittee, or other entity of the Richmond Regional Transportation Planning Organization.

b. “**Member**” means any member of the RRTPO.

c. “**Remote participation**” means participation by an individual member of the RRTPO by electronic communication means in a public meeting where a quorum of the RRTPO is physically assembled, as defined by Va. Code § 2.2-3701.

d. “**Meeting**” means a meeting as defined by Va. Code § 2.2-3701.

e. “**Notify**” or “**notifies**,” for purposes of this policy, means written notice, such as email or letter. Notice does not include text messages or communications via social media.

3. MANDATORY REQUIREMENTS

Regardless of the reasons why the member is participating in a meeting from a remote location by electronic communication means, the following conditions must be met for the member to participate remotely:

a. A quorum of the RRTPO must be physically assembled at the primary or central meeting location; and

b. Arrangements have been made for the voice of the remotely participating member to be heard by all persons at the primary or central meeting location. If at any point during the meeting

the voice of the remotely participating member is no longer able to be heard by all persons at the meeting location, the remotely participating member shall no longer be permitted to participate remotely.

4. PROCESS TO REQUEST REMOTE PARTICIPATION

a. On or before the day of the meeting, and at any point before the meeting begins, the requesting member must notify the RRTPO Chair (or the Vice-Chair if the requesting member is the Chair) that they are unable to physically attend a meeting due to (i) a temporary or permanent disability or other medical condition that prevents the member's physical attendance, (ii) a family member's medical condition that requires the member to provide care for such family member, thereby preventing the member's physical attendance, (iii) their principal residence location more than 60 miles from the meeting location, or (iv) a personal matter and identifies with specificity the nature of the personal matter.

b. The requesting member shall also notify the RRTPO staff liaison of their request, but their failure to do so shall not affect their ability to remotely participate.

c. If the requesting member is unable to physically attend the meeting due to a personal matter, the requesting member must state with specificity the nature of the personal matter. **Remote participation due to a personal matter is limited each calendar year to two meetings or 25 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater.** There is no limit to the number of times that a member may participate remotely for the other authorized purposes listed in (i)—(iii) above.

d. The requesting member is not obligated to provide independent verification regarding the reason for their nonattendance, including the temporary or permanent disability or other medical condition or the family member's medical condition that prevents their physical attendance at the meeting.

e. The Chair (or the Vice-Chair if the requesting member is the Chair) shall promptly notify the requesting member whether their request is in conformance with this policy, and therefore approved or disapproved.

5. PROCESS TO CONFIRM APPROVAL OR DISAPPROVAL OF PARTICIPATION FROM A REMOTE LOCATION

When a quorum of the RRTPO has assembled for the meeting, the RRTPO shall vote to determine whether:

a. The Chair's decision to approve or disapprove the requesting member's request to participate from a remote location was in conformance with this policy; and

b. The voice of the remotely participating member can be heard by all persons at the primary or central meeting location.

6. **RECORDING IN MINUTES**

a. If the member is allowed to participate remotely due to a temporary or permanent disability or other medical condition, a family member's medical condition that requires the member to provide care to the family member, or because their principal residence is located more than 60 miles from the meeting location the RRTPO shall record in its minutes (1) the RRTPO's approval of the member's remote participation; and (2) a general description of the remote location from which the member participated.

b. If the member is allowed to participate remotely due to a personal matter, such matter shall be cited in the minutes with specificity, as well as how many times the member has attended remotely due to a personal matter, and a general description of the remote location from which the member participated.

c. If a member's request to participate remotely is disapproved, the disapproval, including the grounds upon which the requested participation violates this policy or VFOIA, shall be recorded in the minutes with specificity.

7. **CLOSED SESSION**

If the RRTPO goes into closed session, the member participating remotely shall ensure that no third party is able to hear or otherwise observe the closed meeting.

8. **STRICT AND UNIFORM APPLICATION OF THIS POLICY**

This Policy shall be applied strictly and uniformly, without exception, to the entire membership, and without regard to the identity of the member requesting remote participation or the matters that will be considered or voted on at the meeting.

The Chair (or Vice-Chair) shall maintain the member's written request to participate remotely and the written response for a period of one year, or other such time required by records retention laws, regulations, and policies.

**RRTPO POLICY BOARD AGENDA 5/18/23
FUTURE MEETING TOPICS***

Topic	Anticipated Meeting Date
Joint Annual Meeting	June 1, 2023
FY21 – FY24 TIP Amendment – 288 NB HSR Program (TIP) to add one new project.	July 6, 2023
Presentation on Hanover DASH Program and other potential programs for rural localities	July 6, 2023
Richmond – Census Urbanized Area Boundary	July 6, 2023
SE Data Approval	July 6, 2023
CTAC Update	August 3, 2023
TA Set-Aside Projects Endorsement	September 7, 2023
CTAC Update	October 5, 2023
CTAC Update	December 7, 2023
Transportation Forum	TBD**
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.