



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



NOTES

This meeting is open to the public. Members of the public are invited to attend virtually. Please alert the RRTPO at RRTPO@PlanRVA.org 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 TECHNICAL ADVISORY COMMITTEE

**Wednesday, May 9, 2023, 9:00 a.m.
Zoom Meeting**

If you wish to participate in this meeting virtually, please register via Zoom at the following link:
https://planrva-org.zoom.us/webinar/register/WN_xncm3hrrRu6jullMi3yCxA

- 1. Welcome and Introductions**
(Smidler)
- 2. Statement Regarding Virtual Meetings**
(Parsons)
- 3. Roll Call & Certification of a Quorum**
(Firestone)
- 4. Consideration of Amendments to the Meeting Agenda**
(Smidler)
- 5. [Approval of April 11, 2023, TAC Meeting Minutes](#) – page 3**
(Smidler)
Action requested: approval of minutes as presented (voice vote).
- 6. Open Public Comment Period**
(Smidler/5 minutes)
- 7. TAC Chairman's Report**
(Smidler/10 minutes)
- 8. [FY21 – FY24 TIP Amendment – 288 NB HSR](#) – page 10**
(Busching/10 minutes)
Action requested: review and provide a recommendation to the Policy Board on a request from VDOT to amend the FY21 – FY24 Transportation Improvement Program (TIP) to add one new project.
- 9. [Regional Conformity Assessment](#) – page 15**
(Busching/10 minutes)
Action requested: review the draft Regional Conformity Assessment and provide a recommendation to the RRTPO policy board.

10. **FY24 – FY27 Transportation Improvement Program (TIP)** – page 17
(Busching/10 minutes)
Action requested: review the draft FY24 – FY27 Transportation Improvement Program (TIP) and provide a recommendation to the RRTPO policy board.
11. **RRTPO Self-Certification** – page 19
(Busching/10 minutes)
Action requested: review the self-certification analysis and resolution and provide a recommendation to the RRTPO policy board.
12. **FY24 – FY29 Regional Funding Allocations** – page 27
(Busching/20 minutes)
Action requested: provide a recommendation to the policy board on proposed allocation plans and new project selections.
13. **Transportation Agency Updates**
(10 minutes)
 - a. **DRPT** – Dubinsky
 - b. **GRTC** – Torres
 - c. **RideFinders** – O’Keeffe
 - d. **VDOT** – Rhodes– page 38
14. **Future Meeting Topics** – page 40
(Smidler/5 minutes)
15. **TAC Member Comments**
(Smidler/5 minutes)
16. **Next Meeting: June 13, 2023**
(Smidler)
17. **Adjournment**
(Smidler)

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

ZOOM MEETING MINUTES

April 11, 2023, 9:00 a.m.

MEMBERS and ALTERNATES (A) PRESENT:

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

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

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

1. Welcome and Introductions

The Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC) Chair, Sharon Smidler, presided and called the April 11, 2023, TAC meeting to order at 9:02 a.m. Sarah Rhodes, VDOT Richmond District Assistant Planning Manager, was introduced as the newest TAC member.

2. Roll Call & Certification of a Quorum

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

3. Consideration of Amendments to the Meeting Agenda

Chet Parsons, PlanRVA, announced that the agenda will need to be amended to add an amendment to the FY23 UPWP. It will be the new item 9. The RRTPO Technical Advisory Committee members voted to approve the meeting agenda as amended (voice vote).

4. Approval of March 14, 2023, Meeting Minutes

On motion by Gary Mitchell, seconded by Dironna Moore Clarke, the RRTPO Technical Advisory Committee approved the meeting minutes as presented (voice vote).

5. Open Public Comment Period

There were no requests to address the committee.

6. TAC Chairman's Report

Chair Smidler reported on the success of the recent Transportation Forum.

7. RRTPO Update

a. CTAC Update

Mr. Parsons reported that CTAC has been invited to an upcoming Policy Board meeting to discuss the committee's role.

8. Socioeconomic Data 2050 Future Year Data Approval

Sulabh Aryal, PlanRVA, provided this report. The TPO is in process of developing its first Scenario Planning Process and Tools - Pathways to the Future (P2F). This will be followed by the development of the 2050 Long-Range Transportation Plan (LRTP).

A first task in the 'Pathways to the Future' and the LRTP development process is to update the Richmond/Tri-Cities (RTC) Regional Travel Demand Model and the supporting Socioeconomic (SE) data, also called as the Landuse Data. The RRTPO, the Tri-Cities MPO and VDOT Richmond District staff are working closely with VDOT modeling staff to update the RTC model.

The RTC model update requires a new set of horizon year (2050) population and employment data as a primary input. This data has been developed by a working group of the RRTPO TAC – the Socioeconomic (SE) Data Work Group. The SE Data workgroup convened its first meeting on July 13, 2022. The Workgroup is expected to approve the Future Year 2050 data in their April 6, 2023, meeting.

The draft '*Socioeconomic Data Report for the 2017 Base Year and the 2050 Forecast Year*' report and the '*Executive Summary*' report are provided as attachments for the TAC review and comments. The report provides estimates and projections of population, employment, housing, school and college enrollment and auto ownership data of the Richmond Region at the TAZ geography.

On motion of Gary Mitchell, seconded by Amy Inman, the RRTPO Technical Advisory Committee voted to approve the 2050 Future Year Data at the Traffic Analysis Zone (TAZ), Jurisdictional and Regional levels and recommend RRTPO Policy Board approval of the data (roll call vote):

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Gary Mitchell	X			
Chesterfield County	Barbara K. Smith	X			
Goochland County	Austin Goyne	X			
Hanover County	Joseph E. Vidunas, Vice Chair	X			
Henrico County	Sharon Smidler, Chair	X			
New Kent County	Amy Inman	X			
Powhatan County	Bret Schardein				X
City of Richmond	Dironna Moore Clarke	X			
Capital Region Airport Commission	John B. Rutledge				X
DRPT	Tiffany Dubinsky	X			
GRTC Transit System	Patricia Robinson	X			
PlanRVA	Chet Parsons	X			
RideFinders	John O'Keeffe (A)	X			
RIC Metropolitan Transp. Authority	Theresa Simmons				X
VDOT	Sarah Rhodes	X			
Totals		13	0	0	3

9. FY23 UPWP Amendment (added to agenda)

Mr. Parsons presented this matter and explained that 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.

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.

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

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) 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.

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Gary Mitchell	X			
Chesterfield County	Barbara K. Smith	X			
Goochland County	Austin Goyne	X			
Hanover County	Joseph E. Vidunas, Vice Chair	X			
Henrico County	Sharon Smidler, Chair	X			
New Kent County	Amy Inman	X			
Powhatan County	Bret Schardein				X
City of Richmond	Dironna Moore Clarke	X			
Capital Region Airport Commission	John B. Rutledge				X
DRPT	Tiffany Dubinsky	X			
GRTC Transit System	Corey Robinson	X			
PlanRVA	Chet Parsons	X			
RideFinders	John O'Keeffe (A)	X			
RIC Metropolitan Transp. Authority	Theresa Simmons				X
VDOT	Sarah Rhodes	X			
Totals		13	0	0	3

10. GRTC FY24 Regional Public Transportation Plan (RPTP)

Adrienne Torres, GRTC, reviewed the draft plan and explained that feedback is being sought on the priorities. Committee members had questions and Ms. Torres offered clarification on a number of aspects of the report, including zone prioritizations, microtransit and the expected timeframe. The plan is to seek Policy Board approval at an upcoming meeting.

The presentation is posted with the [meeting documents](#).

11. FY21 – FY24 TIP Amendments: Highway Maintenance Groupings

Mr. Parsons presented this matter and explained that 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.

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

Resolved, that the Richmond Regional Transportation Planning Organization (RRTPO) 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

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Gary Mitchell	X			
Chesterfield County	Barbara K. Smith	X			
Goochland County	Austin Goynes	X			
Hanover County	Joseph E. Vidunas, Vice Chair	X			
Henrico County	Sharon Smidler, Chair	X			
New Kent County	Amy Inman	X			
Powhatan County	Bret Schardein				X
City of Richmond	Dironna Moore Clarke	X			
Capital Region Airport Commission	John B. Rutledge				X
DRPT	Tiffany Dubinsky	X			
GRTC Transit System	Patricia Robinson	X			
PlanRVA	Chet Parsons	X			
RideFinders	John O'Keeffe (A)	X			
RIC Metropolitan Transp. Authority	Theresa Simmons				X
VDOT	Sarah Rhodes	X			
Totals		13	0	0	3

12. TIP Illustrative Project List

Mr. Parsons presented this matter and explained that in response to locality requests to include partially funded candidate projects in the TIP, the RRTPO has reviewed alternative approaches with a goal of streamlining the TPO process and positioning the region's

applications to be competitive. After extensive conversations with VDOT, staff propose including an illustrative project list in the TIP.

Illustrative Project List: An illustrative project is defined in 23 CFR 450.104 as an additional transportation project that may be included in a financial plan for a metropolitan transportation plan, TIP, or STIP if reasonable additional resources were to become available (emphasis added). These projects are not included in the constrained plan but are recognized priorities for the region. In practice, this means that the TIP can include a near-term vision list.

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

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

8. Transportation Agency Updates

a. DRPT

There was no report from DRPT

b. GRTC

Patricia Robinson provided an update on recent and upcoming GRTC activity, including:

- The downtown transfer station will be opening in May.
- Pilot technology programs than are underway..
- An onboard survey starts at the end of April.
- The North-south BRT is underway.

c. RideFinders

John O'Keeffe, RideFinders, provided an update (following the meeting) on the following RideFinders' activities:

- Presented RideFinders services and programs to Chesterfield Chamber of Commerce non-profit committee meeting via Zoom.
- Continuing to work with VDOT on the replacement of the 6 missing RideFinders signs. Per VDOT all but 2 have been replaced and the remaining should be done soon waiting on 2 sign panels.
- On March 9th RideFinders held a look at the microtransit pilot program happening in the Richmond suburbs at the RideFinders office with almost 30 people in attendance with the Association for Commuter Transportation Chesapeake Chapter. We had representatives from GRTC and the City of Richmond discuss the upcoming microtransit pilot program.
- Created the newly developed Match Made Challenge – a two-week carpool and vanpool challenge, coinciding with college basketball's March Madness, to celebrate carpoolers and vanpoolers and encourage them to record their trips.
- Shared the results of the 2nd Annual Caring Commutes Challenge, a challenge in February encouraging commuters to show love for the environment by logging their

“green” commute trips, on social media platforms. The challenge resulted in 45,258 reduced vehicle miles traveled, 826 transit trips recorded, 178 vanpool trips recorded, and 106 bike trips recorded.

- Forwarded CAP 5 Year Strategic Plan Proposal and Timeline and GRTC Transportation Strategic Plan program to RAB for review and as an Information Item.

d. VDOT

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

16. Future Meeting Topics

Chair Smidler reviewed the future meeting topics. Mr. Parsons noted there are two BRT feasibility studies are underway; TAC may be interested in a presentation on these. Members expressed an interest in having it on the next meeting agenda; the north-south BRT corridor study in particular.

17. TAC Member Comments

Nora Amos commented that Ashland is moving forward with the microtransit project. There were no other member comments.

18. Next Meeting: November

Chair Smidler noted the next meeting will be held on April 26, 2023. Mr. Parsons reported that this is a special meeting. Topics will include allocations, STBG CMAQ and the updated TIP (this is currently under public review).

19. Adjournment

Chair Smidler adjourned the meeting at 10:22 a.m.

TAC AGENDA 5/9/23; ITEM 8

FY21 – FY24 TIP Amendment: 288 NB Hard Shoulder Running

Richmond Regional Transportation Planning Organization

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

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

1. UPC 122147: #SMART24 #ITTF23 - 288 NB HARD SHOULDER RUNNING (HSR)

The existing shoulder on northbound route 288 between the on-ramp of route 711 to the off-ramp of route 6 would be reconstructed to a width of 13 feet to provide an 11 feet hard running shoulder plus a 2 feet shoulder. to be used during the AM peak travel hours. Also, included would be installation of gantries with signage regarding usage. ITS improvements would also be included within the Route 288 corridor. Project would also include the construction emergency pull-offs to provide a refuge area for disabled vehicles while the hard shoulder running lane is in operation. This project also includes a soundwall on the north side of the James River crossing and two (2) stormwater management basins.

This project was a PlanRVA submission in Smart Scale Round 5. It is expected to be funded through a combination of Smart Scale, Innovation and Technology Transportation Fund (ITTF), and CVTA regional funds. The draft TIP amendment includes Advance Construction (AC) - Other for the Preliminary Engineering (PE) phase in FFY2023, meaning non-federal funds are proposed for this phase.

L RTP CONSISTENCY: This project is included in the constrained long-range plan for ConnectRVA 2045. The project scorecard can be found [in Technical Report E.](#)

AIR QUALITY CONFORMITY: This project is located outside of the former 1997 8-Hour ozone maintenance area and will not require an updated conformity analysis, despite adding capacity on a freeway.

STAFF RECOMMENDATION: Staff recommends approval of the TIP amendment as proposed.

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

Resolved, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY21 – FY24 Transportation Improvement Program (TIP) to include UPC 122147: #SMART24 #ITTF23 - 288 NB HARD SHOULDER RUNNING (HSR) as shown in the attached TIP pages; and

Finally resolved, that this project is located outside of the former 8-Hour Ozone Maintenance Area and does not require an updated Air Quality Conformity Analysis.

Attachments

1. VDOT STIP Block Request
2. Draft TIP Page

Richmond MPO

Interstate Projects

UPC NO		122147	SCOPE		Safety		
SYSTEM		Interstate	JURISDICTION		Multi-jurisdictional: Richmond MPO	OVERSIGHT	NFO
PROJECT		#SMART24 #ITTF23 - 288 NB HARD SHOULDER RUNNING (HSR)				ADMIN BY	VDOT
DESCRIPTION		FROM: Rte 711 TO: Rte 1250					
PROGRAM NOTE		TIP AMD - add \$4,839,454 (AC-Other) FFY23 PE phase					
ROUTE/STREET		RTE 288 (0288)				TOTAL COST	\$39,561,735
	FUND SOURCE		MATCH	FY21	FY22	FY23	FY24
PE AC	Federal - AC OTHER		\$0	\$0	\$0	\$4,839,454	\$0

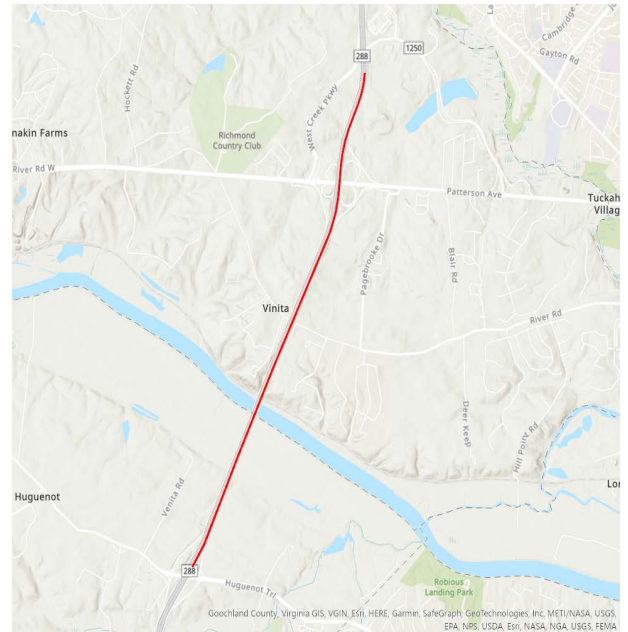
Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

Interstate

UPC 122147

Jurisdiction: Multi-jurisdictional: Richmond MPO I
Route/Street: 288/World War II Veterans Memorial Highway
Description: SMART24 #ITTF23 - 288 NB HARD SHOULDER RUNNING (HSR)
Scope: Safety
From: Huguenot Trail (Rte 711)
To: West Creek Pkwy (Rte 1250)
Length:
Administered By: VDOT **Regionally Significant:** Yes
MPO Note:



Schedule

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

Cost Estimates / Previous Obligations

Cost Estimates	
PE:	\$4,839,454
RW:	\$935,413
CN:	\$33,786,868
Total:	\$39,561,735

Goals addressed

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

Federal Obligations

Phase	Fund Source	Match	Federal Obligations			
			FY21	FY22	FY23	FY24
PE AC	AC OTHER				\$4,839,454	

Amendments

Amd 46 7/6/2023 Approved

This is a new project. Add \$4,839,454 (AC-Other) in FFY23 for PE phase.

Date Requested 4/25/2023

FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

Project Amendments - Tracking Records

Amd 46 122147 Multi-jurisdictional: Ric SMART24 #ITTF23 - 288 NB HARD SHOULDER RUNNING (HSR)

7/6/2023 Approved This is a new project. Add \$4,839,454 (AC-Other) in FFY23 for PE phase.

Date Requested 4/25/2023

TAC AGENDA 5/9/23; ITEM 9

Regional Conformity Assessment

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Review the draft Regional Conformity Assessment and provide a recommendation to the RRTPO policy board.

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.

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

Resolved, that the Richmond Regional Transportation Planning Organization (RRTPO) adopts the 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](#)

TAC AGENDA 5/9/23; ITEM 10

FY24 – FY27 Transportation Improvement Program

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Review the draft FY24 – FY27 Transportation Improvement Program (TIP) and provide a recommendation to the RRTPO policy board.

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.rttpotip.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.

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

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

Attachment

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

TAC AGENDA 5/9/23; ITEM 11

MPO Self-Certification

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Review the self-certification analysis and resolution and provide a recommendation to the RRTPO policy board.

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.

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

Resolved, that the Richmond Regional Transportation Planning Organization 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*
 - 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 generally 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.*

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.*

TAC AGENDA 5/9/23; ITEM 12.

FY24 – FY29 REGIONAL FUNDING DRAFT ALLOCATIONS

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Review the new project rankings and staff recommended allocations for FY24 – FY29 STBG/CMAQ funding and provide a recommendation to the policy board.

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	\$2,759,106
#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	\$3,053,339
CMAQ	\$2,726,694
CRP	\$4,718,611

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

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 (Powwhite - 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	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	\$ 11,509,980	\$ 2,759,106	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,759,106	\$ -	\$ 14,269,086	\$ (3,000)	Per sponsor, updated estimate: PE - \$1,614,484; RW - \$3,658,468; CN - \$8,993,134. Additional funding recommended by TAC: \$2,759,106
Charles City	TBD	Route 106 Corridor Study	VDOT	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000	\$ -	NEW PROJECT, FULLY FUNDS
Chesterfield	118146	#FLT Route 1 (Holiday Lane - Willis Road) Shared-Use Path	Local	\$ -	\$ 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	\$ -	Funding frontloaded, potential for swap
Chesterfield	107085	#SGR18VB - RTE 641 - REPLACE SD BRIDGE FED ID 5280	VDOT	\$ 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	\$ 420,000	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ 750,000	\$ -	\$ 1,170,000	\$ -	
Chesterfield	104889	RT 10 (Whitepine to Frith) WIDENING	Local	\$ 15,171,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,171,000	\$ -	
Chesterfield	104890	RTE 360 E (Lonas Pkwy to Castle Rock Rd) - WIDENING	Local	\$ 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	\$ -	
Chesterfield	118144	US 360 Superstreets Study	Local	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	
Chesterfield	118145	Route 60 Corridor Improvement Study	Local	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ -	
Chesterfield	TBD	RT 288 (Powwhite - Hull) Corridor Study	Local	\$ -	\$ 313,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 313,500	\$ 170,600	\$ 484,100	\$ -	NEW PROJECT, FULLY FUNDS; other funds are local
Chesterfield	TBD	Busy Street Extended	Local	\$ -	\$ -	\$ -	\$ 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	\$ 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	\$ -	
Goochland	121682	I-64/ASHLAND RD INTERCHANGE IMR	VDOT	\$ 360,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 360,000	\$ -	
GRTC	TBD	Installation of Essential Transit Infrastructure (ETI)	Local	\$ -	\$ 1,082,768	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,082,768	\$ -	\$ 1,082,768	\$ -	NEW PROJECT, FULLY FUNDS
Hanover	115195	Atlee Station Rd Widening (Phase 2)	Local	\$ 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	\$ 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	\$ 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	\$ -	\$ -	\$ 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	\$ 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	\$ -	\$ 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	\$ 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	\$ 5,436,912	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,410,851	\$ 6,847,763	\$ -	Other funding is CMAQ
Henrico	104148	SADLER RD - RECONSTRUCTION	Local	\$ 20,701,987	\$ 9,334,543	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,334,543	\$ 583,000	\$ 30,619,530	\$ (3,512,943)	RSTP replaces local funding; apparent surplus will be removed
Henrico	115769	Libbie Avenue Road Diet - Bethlehem Rd to W Broad St	Local	\$ 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	\$ -	
Henrico	113833	Three Chopt Rd Sidewalk Impr. (Dinwiddie Ave to Bexhill Rd)	Local	\$ 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	\$ 1,219,203	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 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	\$ -	
Richmond	115200	Hull Street Improvement Project Phase III	Local	\$ -	\$ 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	\$ 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	\$ 7,411,090	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,411,090	\$ 293,611	TAC recommended not funding deficit until project advances further



Sponsor	UPC	Title	Admin	Previous Funds (all sources)	FY24	FY25	FY26	FY27	FY28	FY29	STBG FY24 - FY29	Other Funds FY24 - FY29	Total	Balance	Notes
Richmond	15958	COMMERCE ROAD - WIDENING	Local	\$ 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
Richmond	19035	JAHNKE ROAD - 2 LANE IMPROVEMENTS	Local	\$ 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	\$ -	
RRTPO	86357	RRTPO Travel Demand Modeling & Scenario Planning Support	Local	\$ 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	\$ 1,789							\$ -	\$ -	\$ 1,789		
Regionwide	70721	RSTP Balance Entry	N/A	\$ -	\$ 2,324,556	\$ 2,371,879	\$ 2,418,463	\$ 4,931,915	\$ 7,545,573	\$ 11,626,339	\$ 31,218,725	\$ -	\$ 31,218,725		Transfer all previous to projects

	Available	\$ 2,636,879	\$ 23,236,118	\$ 23,700,840	\$ 24,174,586	\$ 24,658,354	\$ 25,151,521	\$ 25,654,551		Deficit
INCREASED COST ESTIMATE	Reserve	\$ -	\$ 2,324,556	\$ 2,371,879	\$ 2,418,463	\$ 4,931,915	\$ 7,545,573	\$ 11,626,339		Surplus
NEW PROJECT	Allocated	\$ 2,635,090	\$ 20,911,562	\$ 21,328,961	\$ 21,756,123	\$ 19,726,439	\$ 17,605,948	\$ 14,028,212		
TRANSFER PREVIOUS										



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 <i>unmatched</i> 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		Deficit
	Reserve	\$ -	\$ 843,820	\$ 860,696	\$ 877,910	\$ 1,790,937	\$ 2,740,133	\$ 3,176,053		Surplus
	Allocated	\$ 2,726,694	\$ 7,594,379	\$ 7,746,267	\$ 7,901,191	\$ 7,163,747	\$ 6,393,645	\$ 6,140,400		
	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	

CTB – April 2023 Meeting Update

- [Workshop Presentations](#)
 - Route 460 Southeast Location Decision Review
 - State Trails Office Update
 - Draft FY 2024 – 2029 Commonwealth Transportation Fund (CTF) Six-Year Financial Plan
 - Draft FY 2024 CTF and VDOT Budgets
 - Draft FY 2024 – 2029 Six-Year Improvement Program
 - SMART SCALE Process Review
 - VTRANS Vision and Goals
- [Action Meeting](#)
 - Authorized the Issuance and Sales of Commonwealth of Virginia Transportation Revenue Bonds, Series 2023 (U.S. Route 58 Corridor Development Program)
 - Approved the FY23-28 Six-Year Improvement Program Transfers for February 18, 2023, through March 17, 2023 ([SYIP Allocation Transfer Threshold Report](#))
 - Approved the Addition of Projects to the Revised Six-Year Improvement Program for FY23-28 ([Amendments to the Revised FY23-28 SYIP](#))
 - Includes the following three Pipeline studies:
 - U.S. Route 301 –Chamberlayne Road (from E Parham Rd to Atlee Station) in Hanover
 - VA Route 6 – Patterson Avenue (from Three Chopt Rd to Pump Rd) in Henrico
 - U.S. Route 301 – Chamberlayne Road (from Azalea Ave to I-95) in Henrico

[CTB – Next Meeting](#) (Culpeper District)

- Workshop Meeting on May 23 at 9:00 am
- Action Meeting on May 24 at 8:30 am

[SMART SCALE – Round 5 \(FY24 – FY29 SYIP\)](#)

- Project [Scorecards and Staff Recommended Funding Scenario](#) have been presented to the CTB and the public in January 2023
- CTB will finalize the funding scenario and take action to approve prior to July 1, 2023
 - Funded Round 5 SMART SCALE projects will be included in the FY24-29 SYIP

[Six-Year Improvement Program \(SYIP\) Development](#)

- The development of the FY24-29 Six-Year Improvement Program is underway
- The Richmond District Public Meeting was held on April 24th at the Richmond District Office
 - VDOT would like to thank the speakers and attendees for participating and providing feedback
 - Written comments will be accepted through the [online form](#), by email or posted mail until May 24, 2023
- The draft SYIP was presented to the CTB in April and a final SYIP is anticipated to be provided for CTB action at the June Board meeting

The Fall Line

- VDOT Design-Build Packages
 - DB#1 (Holly Hill Rd to Walder Ln; includes Chickahominy River crossing) - Contract has been awarded
 - Construction is expected to begin in late summer/fall 2023
 - DB#2
 - Survey and RFP development are underway
 - Alignment at southern terminus is not yet finalized; VDOT is coordinating with VSU and navigating historic resources
 - Advertisement is anticipated for late 2023

I-64 GAP Widening

- Design Public Hearing took place in December 2022
- VDOT will release a Request for Proposals for Segment A (from Mile Marker 204.9 to 215.6) in spring 2023
- Design-Build contract is expected to be awarded in the fall of 2023
- Estimated completion of this section is winter 2026-27

Upcoming Public Hearings/Citizen Information Meetings

- Fall Line Trail – Henrico Southern Section Public Information Meeting scheduled for May 16, 2023, at Lewis Ginter Botanical Garden
- Hilliard Road Safety & Mobility Improvements Public Information Meeting scheduled for May 16, 2023, at Lewis Ginter Botanical Garden

Fall Line Trail: Henrico Southern Section Public Information Meeting



Please join us for the upcoming, open house, public information meeting for the Fall Line Trail: Henrico Southern Section from the intersection of Bryan Park Avenue and Lakeside Avenue to Lakeside Avenue and Brook Road. The Henrico Southern Section includes five phases of the County administered Fall Line Trail. The Fall Line Trail is a 43-mile, multi-use paved trail that will connect Petersburg to Ashland. Project plans and schematics will be available to view, and County staff will be available to answer questions. You will also have the opportunity to provide comments.

Date: Tuesday, May 16, 2023
Time: 5:00 p.m. - 6:30 p.m.
Location: Lewis Ginter Botanical Garden
1800 Lakeside Avenue
Henrico, VA 23228

If unable to attend in person, project information and comment forms for each of the five phases are available online at:

Pedestrian Accommodations at Spring Park - <https://henrico.us/projects/flt-park-street/>
Lakeside Community Trail, Phases 1-3 - <https://henrico.us/projects/lakeside-community-trail/>
Brook and Hilliard Trail - <https://henrico.us/projects/flt-brook-hilliard/>

Should you have any questions, please contact Capital Projects Managers Kristen Burton, at (804) 501-5414 or burt146@henrico.us or Sarah Briggs, at (804) 501-4616 or bri114@henrico.us.

Hilliard Road Safety & Mobility Improvements Public Information Meeting



Please join us for the upcoming, open house, public information meeting for the Hilliard Road Safety & Mobility Improvements project. The project proposes to improve safety, reduce the number of vehicular travel lanes on Hilliard Road from Brook Road to Lakeside Avenue to accommodate buffered bike lanes on both sides of the roadway. This meeting will be held in conjunction with the Fall Line Trail: Henrico Southern Section Public Information Meeting. The Fall Line Trail is a 43-mile, multi-use paved trail that will connect Petersburg to Ashland. Project plans and schematics will be available to view, and County staff will be available to answer questions. You will also have the opportunity to provide comments.

Date: Tuesday, May 16, 2023
Time: 5:00 p.m. - 6:30 p.m.
Location: Lewis Ginter Botanical Garden
1800 Lakeside Avenue
Henrico, VA 23228

If unable to attend in person, project information and comment forms for this project are available online at:

<https://henrico.us/projects/hilliard-road-reconfiguration/>

Should you have any questions, please contact Ryan Levering, Capital Projects Coordinator at (804) 501-4244 or lev004@henrico.us.

TAC AGENDA 5/9/23

TAC Future Meeting Topics*

Future Meeting Topics

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

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