

Photo: Pocahontas State Park, Chesterfield County

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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AGENDA

RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE

Wednesday, June 13, 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_4iTOoo7OTNafVSR11AfGLw

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 May 9, 2023, TAC Meeting Minutes** – page 4
(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. **Memorandum of Understanding for the Sub-allocation of Federal Transit Administration Grants to the Richmond Urbanized Area, State of Virginia** – page 14
(Parsons/5 minutes)
Action requested: motion to recommend approval of the MOU between the Greater Richmond Transit Company, Petersburg Area Transit, the Richmond Regional Transportation Planning Organization, and the Tri-Cities Area Metropolitan Planning Organization for the Sub-allocation of Federal Transit Administration Grants to the Richmond Urbanized Area, State of Virginia (voice vote).
9. **FY21 – FY24 TIP Amendment: VDOT Request - #SMART18 - Richmond-Henrico Turnpike - South Segment** – page 22
(Busching/5 minutes)
Action requested: motion to recommend the TIP amendment for approval (roll call vote).

10. **FY21 – FY24 TIP Amendment: City of Richmond Request – Main Street Station Improvements** - page 27
(Busching/5 minutes)
Action requested: motion to recommend the TIP amendments for approval (roll call vote).
11. **FY21 – FY24 TIP Amendment: City of Richmond Request – North-South Bus Rapid Transit Line** – page 30
(Busching/5 minutes)
Action requested: motion to recommend the TIP amendments for approval (roll call vote).
12. **West Broad Street BRT Corridor Analysis**
(Motta/20 minutes)
Action requested: motion to recommend approval of the plan.
13. **SMART SCALE Debrief** – page 34
(Rhodes/30 minutes)
Discussion item: review of round 5 results and preparation for round 6.
14. **Election of FY24 TAC Officers** – page 35
(Smidler/5 minutes)
Action requested: motion to elect a RRTPO TAC Chair and Vice Chair for FY24.
13. **Transportation Agency Updates**
(10 minutes)
 - a. **DRPT** – Dubinsky
 - b. **GRTC** – Torres
 - c. **RideFinders** – O’Keeffe
 - d. **VDOT** – Rhodes
14. **Future Meeting Topics** – page 36
(Smidler/5 minutes)
15. **TAC Member Comments**
(Smidler /5 minutes)
16. **Next Meeting: July 11, 2023**
(Smidler)
17. **Adjournment**
(Smidler)

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

ZOOM MEETING MINUTES

May 9, 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)		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	X	Tiffany T. Dubinsky		Sam Sink	
		Daniel Wagner (A)	X	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 May 9, 2023, TAC meeting to order at 9:02 a.m.

2. Statement Regarding Virtual Meetings

This statement was provided to members virtually.

3. Roll Call & Certification of a Quorum

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

4. Consideration of Amendments to the Meeting Agenda

There were no requested changes to the agenda.

5. Approval of April 11, 2023, Meeting Minutes

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

6. Open Public Comment Period

There were no requests to address the committee.

7. TAC Chairman's Report

Chair Smidler did not have a formal report.

8. FY21 – FY24 TIP Amendment – 288 NB HSR

Myles Busching, PlanRVA, presented this request and offered to answer any questions. 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.

Members had questions about the project. It was noted that the project has been before the TAC previously. Sarah Rhodes, VDOT, offered to provide further information on the project.

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

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

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	Daniel Wagner	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		14	0	0	2

9. Regional Conformity Assessment

Mr. Busching provided this request. He noted that, 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.

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) adopts the Richmond and Tri-Cities FY2024 – FY2027 Transportation Improvement Program and 2045 Long-Range Transportation Plan Regional Conformity Assessment as presented.

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	Daniel Wagner	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		14	0	0	2

10. FY24 – FY27 Transportation Improvement Program (TIP)

Mr. Busching provided this request and explained the requirements of TIP approval. 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.

Committee members had questions and Mr. Busching clarified that existing projects were done separately. After that, the funds left as well as funds from close-outs were listed for allocations for new projects.

On motion of Barbara Smith, seconded by Joseph Vidunas, 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) adopts the FY24 – FY27 Transportation Improvement Program as presented.

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	Daniel Wagner	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		14	0	0	2

11. RRTPO Self-Certification

Mr. Busching provided this report. 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 certain laws and regulations.

On motion of Gary Mitchell, 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 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.

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	Daniel Wagner	X			
GRTC Transit System	Patricia Robinson	X			
PlanRVA	Chet Parsons	X			
RideFinders	John O'Keefe (A)	X			
RIC Metropolitan Transp. Authority	Theresa Simmons				X
VDOT	Sarah Rhodes	X			
Totals		14	0	0	2

12. FY24 – FY29 Regional Funding Allocations

Mr. Busching provided this request. He provided details of each of the projects. He noted that 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

There was discussion on specific projects. Mr. Busching provided clarification on those. He explained the options for including other specific projects. There was a consensus to use the balance entry.

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

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

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	Daniel Wagner	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

13. Transportation Agency Updates

a. DRPT

Daniel Wagner provided an update on recent and upcoming DRPT activity.

b. GRTC

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

c. RideFinders

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

- Started a new 7 passenger vanpool from Chesterfield to Ft. Pickett.
- All missing RideFinders signs along the interstates have been replaced by VDOT.
- Celebrated National Walking Day and encouraged people to host walking meetings, replace a car trip and walk to get lunch, and to take a break and go outside to take a walk if they are teleworking.
- Shared partner notices/announcements on Twitter, Instagram and/or Facebook for VDOT, DRPT, Henrico County and Southside ReLeaf.
- Attended Earth Day event at Riverfront Plaza.
- Held RideFinders Advisory Board meeting on April 17th.
- RideFinders staff is assisting GRTC with their origin and destination (O+D) survey by riding buses and conducting surveys of riders.
- Met virtually with DRPT to review result of FY23 grant applications. Notified that the Carpool Incentive (\$125,000) and the 5-year Strategic Plan (\$95,000) were approved.

d. VDOT

Sarah Rhodes provided an update on VDOT's recent and upcoming activities, which is posted in the [meeting agenda packet](#).

14. Future Meeting Topics

Chair Smidler reviewed the future meeting topics and noted that the FY24 Chair and Vice Chair will be selected at the next meeting.

15. TAC Member Comments

There were no member comments.

16. Next Meeting

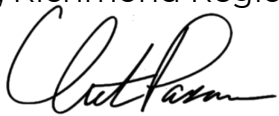
Chair Smidler noted the next meeting will be held on June 13, 2023.

17. Adjournment

Chair Smidler adjourned the meeting at 10:16 a.m.

TO: Ron Svejkovsky, Director of Transportation, Tri-Cities Area
Metropolitan Planning Organization

FROM: Chet Parsons, Secretary, Richmond Regional Transportation
Planning Organization

DATE: May 16, 2023 

RE: Proposed FTA Split MOU

Enclosed you will find draft documents that have been prepared to move forward with a recommended process to resolve the conflict in allocation of FTA Section 5307/5340 and FTA Section 5339 funds between Greater Richmond Transit Company (GRTC) and Petersburg Area Transit (PAT). As you know, we have worked together to host several meetings to discuss the need to resolve the disagreement over the last 24 months; despite those efforts, we've been unable to reach a consensus.

In order to move the process forward, we have developed the enclosed proposed Memorandum of Understanding (MOU) intended to guide the resolution of the funding allocation. The proposed MOU was developed using case studies from Charlotte, NC and Hampton Roads, VA.

Please review the enclosed materials and advise the date you expect to schedule the MOU for inclusion on an upcoming Tri-Cities MPO Policy Board meeting agenda. We will schedule the same for the RRTPO Policy Board. It is our hope that we can move forward quickly so as not to unnecessarily delay availability of funds to either of our communities.

**MEMORANDUM OF UNDERSTANDING FOR THE SUB-
ALLOCATION OF FEDERAL TRANSIT ADMINISTRATION
GRANTS TO THE
RICHMOND URBANIZED AREA STATE OF VIRGINIA**

This Memorandum of Understanding ("MOU") is made this _____ day of _____, 2023, by and between the **Greater Richmond Transit Company** ("GRTC"); **Petersburg Area Transit** ("PAT"); the **Richmond Regional Transportation Planning Organization** ("RRTPO"); and the **Tri-Cities Area Metropolitan Planning Organization** ("Tri Cities MPO"). GRTC, PAT, RRTPO, and Tri Cities MPO are collectively referred to herein as "Parties".

WITNESSETH:

WHEREAS, Richmond, as the designated recipient of Federal Transit Administration (FTA) Section 5307/5340 and FTA Section 5339 funds, desires to share those funds on a proportional, annual basis with the other Parties performing transit operations for both the FTA bus/non-fixed guideway tier and the fixed guideway tier, respectively, and the other Parties desire to receive said funds pursuant to the terms of this MOU; and

WHEREAS, it has been determined beneficial to document this desire to share funds within a MOU; and

WHEREAS, Congress annually appropriates funds for FTA programs, and Section 5307/5340 and Section 5339 funds are annually appropriated by FTA to the Richmond VA Urbanized Area (UZA) based upon a formula; and

WHEREAS, the Parties agree that in the event that additional agreements are required between any Party that is an eligible direct grant recipient and any Party that is an eligible sub-recipient to facilitate the flow of funds received by the direct grant recipient to the sub-recipient, then the Parties shall in good faith enter into such agreements; and

WHEREAS, Parties are required to submit data to the National Transit Database (NTD), which is used by FTA to determine the annual distribution of Section 5307/5340 and Section 5339 funds to the Richmond VA UZA; and

WHEREAS, FTA distributes its Section 5307/5340 and Section 5339 bus tier/non-fixed guideway funds to the Richmond VA UZA using a formula with variable inputs based on UZA population, population density, bus vehicle revenue miles, bus passenger miles, and bus service operating cost; and

WHEREAS, FTA distributes its Section 5307 fixed guideway tier funds to the Richmond VA UZA using a formula with variable inputs based on fixed guideway revenue miles, fixed guideway route miles, fixed guideway passenger miles and fixed guideway operating cost, as well as a commuter rail floor and commuter rail incentive floor, if applicable; and

WHEREAS, FTA distributes a portion of Section 5307 funds to the Richmond VA UZA that are unspecific to transit mode and are based on low-income population and the projected population of the Richmond VA UZA as a proportion of national projected UZA population; and

WHEREAS, RRTPO and TriCities MPO, as the federally and state designated Metropolitan Planning Organizations (MPO) for the Richmond VA UZA, are responsible for concurring with the designated recipient's process for sub-allocation of FTA distributed urbanized area formula grants to eligible direct grant recipients within the Richmond VA UZA.

WHEREAS, the Parties jointly desire to outline the process and methodology for the annual apportionment and distribution of FTA Section 5307/5340 and Section 5339 funds that are available to the Richmond VA UZA.

NOW, THEREFORE, in consideration of the mutual covenants and agreements herein contained, the Parties hereto agree as follows:

1. The above recitals are hereby incorporated into this MOU.
2. Each Party agrees to submit all eligible urban data (especially eligible urban vehicle revenue miles) to the National Transit Database in order to help maximize potential funding to the Richmond VA UZA.
3. The formula agreed upon by the Parties is in the attached Exhibit, which is incorporated into this MOU by reference.
4. When the federal urbanized area formula grant allocations for the Richmond VA UZA are published, GRTC (as the designated recipient) will prepare a draft annual sub- allocation for review by PAT. If prepared in accordance with the sub-allocation methodology set forth in this MOU, the Parties shall accept the sub-allocations as prepared. After acceptance, GRTC shall finalize the annual split letter for submission to the FTA Region III Administrator with a copy to PAT.
5. Non-Discrimination. No party shall discriminate in violation of any applicable law.
6. Controlling Law. This MOU will be governed in all respects by the laws of the State of Virginia, without regard to its choice of law provisions.
7. Term. This MOU will have a term of ten (10) years from the date of execution by all Parties. This MOU may be terminated, extended, or amended only by written agreement of all Parties. The sub-allocation method reflected in this MOU has been agreed to by the Parties in reliance upon the formula that FTA currently uses for that purpose. As a result, if the FTA changes the formula it uses to allocate Section 5307/5340 or Section 5339 grant funds to urbanized areas, the sub-

allocation method in this MOU will no longer govern, and the Parties shall agree on a new sub-allocation method and amend this MOU to incorporate that new method. If the Parties cannot agree on a new sub-allocation method, future sub-allocations will be determined by RRTPO and Tri Cities MPO without reference to this MOU.

8. Dispute Resolution. In the event of any dispute between the Parties concerning the interpretation or application of this MOU or concerning any actual or alleged breach of or default under this MOU, the Parties shall seek to resolve that dispute solely using the process prescribed by this Section 10.
 - a. Good Faith Meeting. Representatives of each Party shall meet as soon as reasonably possible to attempt in good faith to resolve the dispute. All Parties must be represented by a person with the authority to settle the dispute on the Party's behalf, except to the extent that approval by the Party's governing board might be necessary. If resolution is not achieved from this good-faith meeting, the Parties shall initiate mediation as set forth below.
 - b. Mediation. The parties to a dispute that is ripe for mediation under this section shall proceed in the following manner:
 - i. Selection of Mediator. The parties shall in good faith select a mediator certified in accordance with the rules of mediator certification in Superior Court in Virginia.
 - ii. Mediation Agreement. Upon selection of the mediator, the parties to the dispute shall in good faith use diligent efforts to enter into a mediation agreement that shall include terms governing the time, place, scope, and procedural rules of the mediation including those set forth below. Such agreement shall also include reasonable terms governing the compensation, disqualification, and removal of the mediator. All terms of the mediation agreement must be consistent with the terms of this section and the MOU, as well as all applicable laws. If the parties fail to agree to the meditation agreement and the procedural rules to be used within 10 business days after selection of the mediator, then the American Arbitration Association Construction Industry Mediation Rules shall be used to the extent such rules are consistent with this MOU and applicable law.
 - iii. Stalemate. If after reasonable good-faith attempts to resolve the dispute have been made, it appears to the mediator that the Parties are at a stalemate with no

significant likelihood of reaching resolution, the mediator shall so inform the Parties (and such determination shall be made no later than three business days after conclusion of such meditation), and the mediator shall promptly issue a written notice of stalemate, which shall conclude the dispute resolution process, unless the parties to the dispute agree in writing otherwise.

- c. Escalation of Dispute Resolution to RRTPO Policy Board. Should the Parties not be able to resolve the dispute using the procedure stated above, after stalemate of the mediation, documentation of the dispute, along with a summary of the good-faith meeting and mediation, shall be prepared and submitted to the RRTPO and Tri Cities MPO Policy Boards for their consideration and negotiated final ruling. The Policy Boards' authority for resolving a dispute will be limited to making decisions about the sub-allocation of FTA grant funds for current or future years, and neither Policy Board can resolve any dispute by, for example, requiring any Party to change the services it provides or to take any action concerning non-FTA grant funds.
- d. Notwithstanding any other provision in this MOU, and as essential condition of this MOU, each Party agrees that this Section 10's dispute resolution process will be the sole and exclusive method of resolving any dispute covered by this Section 14. The Policy Boards' ruling on any such dispute will be final and will not be subject to direct or indirect challenge in any state or federal court, before any administrative body, or in any

other forum. Each Party waives any right it otherwise might have to file any action in state or federal court for any actual or alleged breach or default of this MOU.

9. No Waiver of Non-Compliance with MOU. No provision of this MOU will be deemed to have been waived by any Party hereto unless such waiver is in writing and executed by the Party granting the waiver. The failure of any Party hereto at any time to require strict performance by the other of any provision hereof shall in no way affect the right of the other Party to thereafter enforce the same. In addition, no waiver or acquiescence by a Party hereto of any breach of any provision hereof by another Party shall be taken to be a waiver of any succeeding breach of such provision or as a waiver of the provision itself.
10. Liability of Officers and Agents. No officer, agent or employee of any Party will be subject to any personal liability or accountability by reason of the execution of this MOU or any other documents related to the transactions contemplated hereby. Such officers, agents or employees will be deemed to execute such documents in their official capacities only, and not in their individual capacities. This section will not relieve any such officer, agent or employee from the performance of any official duty provided by law.
11. No Third-Party Beneficiaries. There are no third-party beneficiaries to this MOU.

IN WITNESS THEREOF, the Parties hereto have made and executed this MOU as of the day and year first above written.

IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed as of the day, month, and year first herein written.

Greater Richmond Transit Company ("GRTC")

Signature

Typed or printed name of signatory

Title

Date

Signature of Witness

Date

Petersburg Area Transit ("PAT")

Signature

Typed or printed name of signatory

Title

Date

Signature of Witness

Date

Richmond Regional Transportation Planning Organization ("RRTPO")

Signature

Typed or printed name of signatory

Title

Date

Signature of Witness

Date

Tri-Cities Area Metropolitan Planning Organization ("Tri Cities MPO")

Signature

Typed or printed name of signatory

Title

Date

Signature of Witness

Date

EXHIBIT

The following is the basis of the formula agreed upon by the Parties of this memorandum of understanding.

Calculation of variables.

1. Total Population (Richmond UZA) (Richmond and Tri-Cities split %)
2. Total Ridership (GRTC + PAT) plus split %
3. Total Vehicle Revenue Miles (GRTC+PAT) plus split %

Once the variables are determined, use the following formula for GRTC and PAT:

For GRTC = $\frac{1}{3} * \text{Total Available Funds} * \text{Percentage split of Total Population}$
 $\frac{1}{3} * \text{Total Available Funds} * \text{Percentage split of Total Ridership}$
 $\frac{1}{3} * \text{Total Available funds} * \text{Percentage Split of Total Vehicle Revenue Miles}$

For PAT = $\frac{1}{3} * \text{Total Available Funds} * \text{Percentage split of Total Population}$
 $\frac{1}{3} * \text{Total Available Funds} * \text{Percentage split of Total Ridership}$
 $\frac{1}{3} * \text{Total Available funds} * \text{Percentage Split of Total Vehicle Revenue Miles}$

TAC AGENDA 06/13/23; ITEM #9.

FY21 – FY24 TIP AMENDMENT: VDOT REQUEST – #SMART18 - RICHMOND-HENRICO TURNPIKE - SOUTH SEGMENT

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Review the requested amendment of the FY21 – FY24 Transportation Improvement Program (TIP) and provide a recommendation to the RRTPO policy board.

BACKGROUND: The RRTPO has received a request from VDOT to revise a project in the FY21 – FY24 TIP.

- UPC 111716 – #SMART18 - Richmond-Henrico Turnpike - South Segment (Henrico County)

This project is a Smart Scale Round selection and will widen Richmond-Henrico Turnpike from the intersection of Laburnum Avenue north to Hummingbird Road. The existing 2-lane, undivided roadway will be improved to a four-lane, divided roadway with a 16-foot raised median. A sidewalk will be constructed along the west side of Richmond-Henrico Turnpike and a shared-use path will be added along the east side.

The proposed amendment will make the following changes to the planned estimate and obligations:

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

AC - OTHER: Other non-federal funding; potential to convert to federal obligations in the future.

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 this TIP amendment as requested.

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) amends the #SMART18 - Richmond-Henrico Turnpike - South Segment project (UPC 111716) as follows:

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

FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

Secondary

UPC 111716

Jurisdiction: Henrico County
 Route/Street: Richmond-Henrico Turnpike
 Description: Richmond-Henrico Turnpike - South Segment
 Scope: Reconstruction w/ Added Capacity
 From: Laburnum Avenue
 To: Hummingbird Rd
 Length:
 Administered By: Locally Regionally Significant: No
 MPO Note:



Schedule

Phase	Start	End	Status
Preliminary Engineering (PE):	11/27/2017	2/23/2021	Completed
Right of Way (RW):	2/23/2021	11/8/2022	Completed
Construction (CN):	11/8/2022	12/20/2024	Underway

Cost Estimates / Previous Obligations

Cost Estimates	Previous Obligations
PE:	Fund Source
RW:	Obligation
CN:	
Total: \$29,678,850	

Goals addressed

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

Federal Obligations

Phase	Fund Source	Match	Federal Obligations			
			FY21	FY22	FY23	FY24
PE	AC CONVERSION	\$0	\$0	\$0	\$0	\$92,100
RW	AC	\$0	\$0	\$0	\$1,732,358	\$0
RW	AC CONVERSION	\$0	\$0	\$0	\$0	\$1,732,358
PE	AC	\$0	\$0	\$0	\$92,100	\$0
RW	STP/STBG	\$0	\$0	\$2,756,642	\$0	\$0
PE	STP/STBG	\$0	\$1,479,174	\$165,826	\$0	\$0

Amendments

Amd 48 7/6/2023 Approved

Update project estimate from \$18,642,000 to \$29,678,850. Move \$165,826 (STP/STBG) from FFY23 to FFY22, add \$92,100 (AC-STP/STBG) FFY23, add \$92,100 (ACC-STP/STBG) FFY24PE phase; release \$4,484,000 (AC-Other) FFY21, add \$2,756,642 (STP/STBG), release \$1,866,522 (ACC-STP/STBG) FFY22, add \$1,732,358 (AC-STP/STBG) FFY23, add \$1,732,358 (ACC-STP/STBG) FFY24 RW phase; release \$12,513,000 (AC-Other) FFY23 CN phase

Date Requested 5/9/2023

Adjustments

Adj 102 10/6/2022 Completed

FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

Secondary

UPC 111716

1.) Move \$366,522 (ACCSTP/STBG) from FFY23 to FFY21 & add an addit'l \$1,112,652 PE phase. 2.) Add \$1,866,522 (ACC-STP/STBG) FFY22 RW phase. 3.) Remove \$1,645,000 AC FFY21 PE phase.

Date Requested 9/26/2022

FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

Project Amendments - Tracking Records

Amd 48 111716 Henrico County Richmond-Henrico Turnpike - South Segment

7/6/2023 Approved Update project estimate from \$18,642,000 to \$29,678,850. Move \$165,826 (STP/STBG) from FFY23 to FFY22, add \$92,100 (AC-STP/STBG) FFY23, add \$92,100 (ACC- STP/STBG) FFY24PE phase; release \$4,484,000 (AC-Other) FFY21, add \$2,756,642 (STP/STBG) , release \$1,866,522 (ACC-STP/STBG) FFY22, add \$1,732,358 (AC-STP/STBG) FFY23, add \$1,732,358 (ACC-STP/STBG) FFY24 RW phase; release \$12,513,000 (AC-Other) FFY23 CN phase
Date Requested 5/9/2023

TAC AGENDA 06/13/23; ITEM #10.

FY21 – FY24 TIP AMENDMENT: CITY OF RICHMOND REQUEST – MAIN STREET STATION IMPROVEMENTS

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Review the requested amendment of the FY21 – FY24 Transportation Improvement Program (TIP) and provide a recommendation to the RRTPO policy board.

BACKGROUND: The RRTPO has received a request from the City of Richmond to add a new project to the FY21 – FY24 TIP.

- COR001 – Main Street Station Improvements (City of Richmond)

This project has received Community Project Funding (CPF), also known as Congressionally Directed Spending (CDS). This funding totals \$700,000 and is administered by the Federal Transit Administration (FTA). CPF requires a 20% match, or \$175,000.

This project will improve the safety and security of rail passengers and station visitors and contribute to the vision to bring the proposed Southeast High Speed Rail Line to its northern terminus at Main Street Station. The improvements to Main Street Station include ADA improvements and detectable warning surfaces on the west platform of Main Street Station, steel awning safety improvements for the multimodal loading zone, pedestrian plaza, and tunnel beneath the station, and building, office, and technology upgrades to include real-time passenger information displays. These improvements are necessary to accommodate and add passenger rail service on the west platform of Main Street Station.

STAFF RECOMMENDATION: Staff recommends approval of this TIP amendment as requested.

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) amends the FY21 – FY24 Transportation Improvement Program (TIP) to add the COR001 – Main Street Station Improvements project.

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

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

FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

Public Transportation

UPC COR001

Jurisdiction: Richmond

Route/Street:

Description: Main Street Station Improvements

Scope: Transit

From:

To:

Length:

Administered By: Locally

Regionally Significant: No

MPO Note:

Schedule

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

Cost Estimates / Previous Obligations

Goals addressed

Cost Estimates	Access	No	Congestion	No	Environment	No
PE:	Freight	No	Landuse	No	Maintenance	Yes
RW:	Safety	Yes	Reliability	No	Multimodal	Yes
CN:						
Total: \$875,000						

Federal Obligations

Fund Source	Federal Obligations			
	FY21	FY22	FY23	FY24
Local			\$175,000	
CPF			\$700,000	

Amendments

Amd 47 7/6/2023 Approved

This is a new project. Add \$700,000 in Community Project Funding (CPF) and local match (\$175,000) to FFY23.

Date Requested 4/24/2023

FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

Project Amendments - Tracking Records

Amd 47	COR001	Richmond	Main Street Station Improvements
7/6/2023	Approved	This is a new project. Add \$700,000 in Community Project Funding (CPF) and local match (\$175,000) to FFY23.	
		Date Requested 4/24/2023	

TAC AGENDA 06/13/23; ITEM #11.

FY21 – FY24 TIP AMENDMENT: CITY OF RICHMOND REQUEST – NORTH-SOUTH BUS RAPID TRANSIT LINE

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Review the requested amendment of the FY21 – FY24 Transportation Improvement Program (TIP) and provide a recommendation to the RRTPO policy board.

BACKGROUND: The RRTPO has received a request from the City of Richmond to add a new project to the FY21 – FY24 TIP.

- COR002 – North South Bus Rapid Transit Line (City of Richmond)

This project has received Community Project Funding (CPF), also known as Congressionally Directed Spending (CDS). This funding totals \$3,000,000 and is administered by the Federal Transit Administration (FTA). CPF requires a 20% match, or \$750,000.

The CPF funding will be used to implement ITS technologies to facilitate safe and efficient transportation for all users including dedicated communication with the Richmond Signal System, emergency vehicle preemption, and transit signal priority. This project will provide reliable, high-speed communications to the proposed BRT stations and amenities, including real-time bus arrival information signs, totem bus arrival indicator lights, CCTV security cameras, emergency phones, ticket vending machines, transit signal priority queue jump technologies, and signal operations via an advanced fiber optic network.

This project is a portion of a larger project that will improve multimodal safety and operations along the 0.9-mile stretch of Commerce Road and 9th Street (Manchester Bridge) between Perry Street and Byrd Street by providing a 14' continuous shared use path within a widened median as part of the regional Fall Line Trail. The project will also provide a dedicated bus-only lane along both sides of 9th Street between Semmes Avenue and Byrd Street, along 9th Street between Byrd Street and Leigh Street, and along 8th Street between Byrd Street and Leigh Street for a total of 1.9 miles. These other pieces of the larger project are expected to be funded in Smart Scale Round 5.

In consultation with VDOT and DRPT, staff have prepared a TIP amendment to add the project with the FTA-administered earmark funds only. The balance of the larger project is expected to be funded with FHWA-administered funds and handled under a separate project UPC. Project notes will be added to link the two UPCs.

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

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) amends the FY21 – FY24 Transportation Improvement Program (TIP) to add the COR002 - North South Bus Rapid Transit Line project.

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

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

FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

Public Transportation

UPC COR002

Jurisdiction: Richmond
 Route/Street: Manchester Bridge/8th St/9th St
 Description: North-South Bus Rapid Transit Line
 Scope: Transit
 From: Leigh St
 To: Perry St
 Length:
 Administered By: Locally Regionally Significant: No
 MPO Note:

Schedule

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

Cost Estimates / Previous Obligations

Cost Estimates	
PE:	
RW:	
CN:	
Total:	\$3,750,000

Goals addressed

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

Federal Obligations

Fund Source	Federal Obligations			
	FY21	FY22	FY23	FY24
Local			\$750,000	
CPF			\$3,000,000	

Amendments

Amd 49 7/6/2023 Approved

This is a new project. Added \$3,000,000 in Community Project Funding (CPF) and local match (\$750,000) in FFY23.

Date Requested 4/24/2023

FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

Project Amendments - Tracking Records

Amd 49	COR002	Richmond	North-South Bus Rapid Transit Line
7/6/2023	Approved	This is a new project. Added \$3,000,000 in Community Project Funding (CPF) and local match (\$750,000) in FFY23.	
		Date Requested 4/24/2023	

TAC AGENDA 06/13/23; ITEM #13.

SMART SCALE DEBRIEF

Richmond Regional Transportation Planning Organization

Purpose

Establishing a structured coordination process for SMART SCALE Round 6.

Background

Ahead of SMART SCALE Round 6, VDOT Richmond District is reaching out to applicants to gather feedback on how to improve the application development and validation process for SMART SCALE Round 6. This review process will focus on the District's role; specifically, how we can improve communication, in what areas can we better assist applicants, and what parts of the process need the most improvement.

Concurrently, a broader statewide review of the SMART SCALE process is being conducted by the Office of Intermodal Planning and Investment (OIPI), VDOT, and DRPT. This review began in February 2023. The Commonwealth Transportation Board (CTB) has been briefed on the review process at each CTB workshop since March. The CTB will hold a SMART SCALE Retreat in July 2023. All meetings are public. The completion of the review process is scheduled for October 2023.

Meeting Presentation and Discussion

Richmond District will present a draft strategy for moving forward with SMART SCALE Round 6 at the June Technical Advisory Committee meetings for both the RRTPO and Tri-Cities. These presentations will provide a summary of each MPO's SMART SCALE history. It will also provide a preliminary schedule for SMART SCALE Round 6. Finally, it will include discussion of process pain points to determine how the District can help alleviate those issues.

Feedback from these meetings will help structure the SMART SCALE Round 6 process. Please be prepared to provide feedback on the following:

- Proposed Schedule
- SMART Portal/Application Development
- Scoring
- Validation
- Scope
- Schedule
- Estimates

Point of Contact

Sarah Rhodes
Assistant District Planner, Richmond District
(804) 599-7415
sarah.rhodes@VDOT.Virginia.gov

RRTPO POLICY BOARD AGENDA ITEM #14.

ELECTION OF FISCAL YEAR 2024 RRTPO TAC OFFICERS

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Action is requested of the RRTPO Technical Advisory Committee (TAC) to elect an FY24 Chair and Vice Chair to serve from July 1, 2023, through June 30, 2024.

BACKGROUND: The RRTPO (MPO) [Non-Binding Governance Guidance Document](#) establishes the rotation order for the TAC Chair and Vice-Chair. As the outgoing Chair is a representative from Henrico, a representative of Hanover is next in line to serve as TAC Chair. The Guidance Document further stipulates that the Vice Chair may be elected by the TAC from the jurisdiction following that of the TAC Chairman, which under the order of rotation of leadership established by the Guidance Document would be a representative of Charles City County.

ACTION REQUESTED: The RRTPO Technical Advisory Committee is requested to elect Joseph E. Vidunas as FY24 Chair and Gary Mitchell as Vice Chair to serve from July 1, 2023, through June 30, 2024.

RESOLVED, that the Richmond Regional Transportation Planning Organization elects Joseph E. Vidunas as FY24 Chair and Gary Mitchell as FY24 Vice Chair.

CAP/jf

TAC AGENDA 6/13/23

TAC Future Meeting Topics*

Future Meeting Topics

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

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