

# AGENDA

## **RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE**

**Tuesday, June 14, 2022, 9:00 a.m.**

**Zoom meeting**

This meeting is open to the public. Members of the public are invited to attend virtually.

For anyone who wishes to participate in this meeting virtually, please register via Zoom at <https://planrva-org.zoom.us/j/89415827598?pwd=eExRZTZKWStSV0FmRDVLTHZGbFJ3dz09>

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

Meetings are also live streamed and archived on our YouTube Channel at [www.youtube.com/c/PlanRVA](http://www.youtube.com/c/PlanRVA).

### **Welcome and Introductions**

*(Le Duc)*

### **Statement Regarding Virtual Meetings**

*(Parsons)*

### **Roll Call & Certification of a Quorum**

*(Firestone)*

#### **1. Consideration of Amendments to the Meeting Agenda**

*(Le Duc)*

#### **2. [Approval of May 10, 2022, TAC Meeting Minutes](#) – Page 3**

*(Le Duc)*

**Action requested: approval of minutes as presented**

#### **1. Open Public Comment Period**

*(Le Duc/5 minutes)*

#### **2. TAC Chairman's Report**

*(Le Duc/10 minutes)*

#### **3. RRTPO Update**

*(Parsons /15 minutes)*

**a. [Current Work Efforts](#) – page 12**

**b. [CTAC Update](#) – page 16**

**c. 2050 Socioeconomic Data Workgroup -Update**

4. **Smart Scale Round 5 – RRTPO Projects** – page 18  
(Busching/10 minutes)  
**Action requested: motion to recommend a final list of 10 projects to the RRTPO Policy Board for Smart Scale Round 5 submission**
5. **Smart Scale Round 5 – Locality/Agency Project Endorsement** – page 23  
(Busching/10 minutes)  
**Action requested: motion to recommend RRTPO Policy Board approval of the resolution of endorsement**
6. **FY21 – FY24 TIP Amendment – Chesterfield Request - Update** – page 29  
(Busching/10 minutes)
7. **ConnectRVA 2045 Amendments**  
(Parsons/10 minutes)
  - a. **Reconnect Jackson Ward – City of Richmond** – page 31  
**Action requested: motion to recommend that the RRTPO Policy Board amend the ConnectRVA 2045 plan to include the Reconnect Jackson Ward project in its Vision Plan and open a 15-day public review period for this potential amendment.**
  - b. **I-64 Widening – VDOT** – page 35  
**Action requested: motion to recommend that the RRTPO Policy Board amend the ConnectRVA 2045 plan to include the I-64 widening project from Exit 211 to the James City County line in the Constrained Plan and open a 15-day public review period for this potential amendment.**
8. **Election of FY23 RRTPO TAC Chair and Vice Chair** - page 38  
(LeDuc/5 minutes)
9. **Transportation Agency Updates**  
(VDOT, DRPT/10 minutes)
  - c. **DRPT** – Dubinsky
  - d. **GRTC** – Torres
  - e. **RideFinders** – O’Keeffe
  - f. **VDOT** - Mueller
10. **Future Meeting Topics** – page 39  
(LeDuc/5 minutes)
11. **TAC Member Comments**  
(LeDuc/5 minutes)
12. **Next Meeting: July 12, 2022**  
(LeDuc)
13. **Adjournment**  
(LeDuc)

CAP/jf

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

**MINUTES OF ACTION MEETING**

**Zoom Meeting**

**May 10, 2022**

**9:00 a.m.**

**MEMBERS and ALTERNATES (A) PRESENT:**

<b>Town of Ashland</b>		<b>Charles City County</b>		<b>Chesterfield County</b>	
Nora D. Amos	X	Rhonda Russell		Barbara K. Smith	X
Vacant (A)		Gary Mitchell (A)		Chessa Walker (A)	X
<b>Goochland County</b>		<b>Hanover County</b>		<b>Henrico County</b>	
Thomas Ml. Coleman	X	Joseph E. Vidunas	X	Sharon Smidler, FY22 Vice Chair	X
Austin Goynes (A)	X	J. Michael Flagg (A)		Todd Eure (A)	
<b>New Kent County</b>		<b>Powhatan County</b>		<b>City of Richmond</b>	
Kelli Le Duc, FY22 Chair	X	Bret Schardein	X	Dironna Moore Clarke	X
		(vacant) (A)		Travis A. Bridewell (A)	X
<b>Capital Region Airport Commission</b>		<b>DRPT</b>		<b>GRTC</b>	
John B. Rutledge		Tiffany T. Dubinsky	X	Sam Sink	
		Daniel Wagner (A)	X	Patricia Robinson (A)	X
<b>PlanRVA</b>		<b>RideFinders</b>		<b>RMTA</b>	
Chet Parsons	X	Von S. Tisdale		Theresa Simmons	
Sulabh Aryal (A)		John O'Keeffe (A)	X		
<b>VDOT</b>					
Liz McAdory					
Nicole Mueller (A)	X				

The technology used for this 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. Voting record tables are attached to the meeting minutes in Appendix A. A recording of this meeting is available on our [Plan RVA YouTube Channel](#).

**STATEMENT REGARDING VIRTUAL MEETINGS**

Chet Parsons, PlanRVA, shared the statement on virtual meetings.

### **CALL TO ORDER**

The Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC) Chair, Kelli Le Duc, presided and called the May 10, 2022, RRTPO TAC meeting to order at 9:03 a.m.

### **ATTENDANCE ROLL CALL & CERTIFICATION OF MEETING QUORUM**

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

#### **1. Consideration of Amendments to the Action Meeting Agenda**

Seeing and hearing no objections, the May 10, 2022, agenda was approved by acclamation as presented.

#### **2. Approval of March 21 and April 12, 2022, Meeting Minutes**

On motion of Joseph E. Vidunas, seconded by Dironna Moore Clarke, the RRTPO Technical Advisory Committee unanimously approved the minutes of the March 21, meeting by acclamation (voice vote) as presented.

On motion of Joseph E. Vidunas, seconded by John O'Keeffe, the RRTPO Technical Advisory Committee unanimously approved the minutes of the April 12, 2022, meeting by acclamation (voice vote) as presented.

#### **3. Open Public Comment Period**

There were no requests to address the Technical Advisory Committee.

#### **4. TAC Chairman's Report**

There was no report from the Chair.

#### **5. RRTPO Update**

##### **a. Current Work Efforts**

Mr. Parsons directed the committee members to this report.

##### **b. Joint Board Meeting Update**

Mr. Parsons provided an update on the June 2, 2022, joint meeting.

#### **6. Unified Planning Work Program (FY2023)**

Mr. Parsons provided this update. The structure of the program remains the same but there are a number of new priorities and emphasis areas. Public outreach is a key new priority. Committee members had questions and Mr. Parson's provided clarification those items. Nicole Mueller, VDOT, gave an explanation of the amendment from VDOT that was received that morning.

On motion of John O'Keefe, seconded by Nicole Mueller, the RRTPO Technical Advisory Committee voted unanimously to adopt the FY2023 Unified Planning Work Program. (See Appendix A).

## **7. FY21 – FY24 TIP Amendment – VDOT Request**

Myles Busching, PlanRVA, presented this item to the committee and offered to answer any questions.

On motion of Barbara K. Smith, seconded by John O’Keeffe, the RRTPO Technical Advisory Committee voted unanimously to adopt the following resolution (see Appendix A):

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

- UPC 118148: Richmond Signal System – Phase IV; and,

**BE IT FURTHER RESOLVED** that this project is considered exempt from conformity under provisions contained in section 93.126 of the conformity rule for Safety: Traffic control devices and operating assistance other than signalization projects.

## **8. FY21 – FY24 TIP Amendment – DRPT Request**

Mr. Busching presented this item to the committee and offered to answer any questions.

On motion of Dironna Moore Clarke, seconded by Barbara K. Smith, the RRTPO Technical Advisory Committee voted unanimously to adopt the following resolution (see Appendix A):

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

- UPC CHS0004: Capital Cost of Contracting
- UPC: HCS0002: Capital Cost of Contracting; and,

**BE IT FURTHER RESOLVED** that these projects are considered exempt from conformity under provisions contained in section 93.126 of the conformity rule for mass transit.

## **9. 2050 Socioeconomic Data Workgroup**

Sulabh Aryal, PlanRVA, presented this item to the committee and explained that the members will be from localities, GRTC, DRPT and VDOT.

On motion of Thomas M. Coleman, seconded by Barbara K. Smith, the RRTPO Technical Advisory Committee voted unanimously to adopt the following resolution (see Appendix A):

**RESOLVED**, that the Richmond Regional Transportation Planning Organization Policy, Technical Advisory Committee, approves the establishment of the Socioeconomic Data Workgroup and designate appointees by May 27, 2022.

## 10. Transportation Agency Updates

### a. DRPT

Tiffany Dubinsky, Statewide Transit Planning Manager at DRPT, provided an update on DRPT activities, which is posted with the [meeting documents](#)..

### b. GRTC

Patricia Robinson, GRTC, updated the committee members on the upcoming GRTC Board meeting.

### c. RideFinders

John O’Keeffe, Account Executive at RideFinders, reported the following:

- Attended two Bike to School events in person at Cool Springs Elementary in Hanover County and Chickahominy Middle School in Hanover County. There were over 275 participants at Cool Springs and 37 participants at Chickahominy Middle.
- Participated in the Earth Day Event, County of Henrico, Fairfield Library
- Continuing to work with GRTC and Mack Global on GRTC’s telework policy.
- Beginning to hear from more employees at state agencies regarding joining vanpools and we are assisting them with vans we currently have and the formation of new vanpools.
- Met with City of Richmond’s Office of Equitable Transit and Mobility about pursuing funds to support a van-share program for RRHA residents.
- Wrote, compiled supporting documentation and submitted entries for the 2022 Association for Commuter Transportation (ACT) Awards:
- Added Public Comment notice on our website regarding the Central Virginia Transportation Authority (CVTA) estimated \$276.4 million in transportation projects including regional bike, pedestrian, bridge and highway infrastructure.
- Continued promoting Way to Go Wednesday - to highlight the impact of our programs, celebrate commuting stories and testimonials, and share initiatives from our regional and community partners and stakeholders.
- Created and uploaded to RideFinders website three new kids activities to celebrate Earth Month on the Sustainability Resources for Kids webpage: Earth Day Word Search, Earth Day coloring activity and Earth Day coloring activity.
- Received federal authorization and signed off on FY22 T203 CMAQ contract.
- Met with Department of Rail and Public Transportation representatives regarding the Draft Six Year Improvement Plan recommendations and RideFinders two (2) grant applications.

### d. VDOT

Nicole Mueller, Planning Specialist at VDOT, provided this update, which is posted with the [meeting documents](#).

### **11. Future Meeting Topics**

Chair Le Duc reviewed the future meeting topics. Vice Chair Smidler suggested adding the SmartScale Round 5 final project selections for the region, to the next meeting agenda so that a recommendation can be forwarded to the policy board in June.

### **12. TAC Member Comments**

There were no member comments.

### **13. Next Meeting: June 14, 2022**

Chair Le Duc noted that the next regular RRTPO TAC action meeting will be held on June 14, 2022, beginning at 9:00 a.m.

### **14. Adjournment**

Chair Le Duc adjourned the meeting at 9:54 a.m.

CAP/jf

## **May 10, 2022 - RRTPO Technical Advisory Committee (TAC)**

### **APPENDIX A - Voting Record Tables**

#### Item 6 - Unified Planning Work Program (FY2023)

<b>Jurisdiction/Agency</b>	<b>Member</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>
<b>Town of Ashland</b>	Nora D. Amos	X			
<b>Charles City County</b>	Rhonda Russell				X
	Gary Mitchel (A)				X
<b>Chesterfield County</b>	Barbara K. Smith	X			
	Chessa Walker (A)				
<b>Goochland County</b>	Thomas M Coleman	X			
	Austin Goynes (A)				
<b>Hanover County</b>	Joseph E. Vidunas	X			
	Mike Flagg (A)				X
<b>Henrico County</b>	Sharon Smidler, VC	X			
	Todd Eure (A)				X
<b>New Kent County</b>	Kelli Le Duc, Chair	X			
<b>Powhatan County</b>	Bret Schardein	X			
<b>City of Richmond</b>	Dironna Moore Clarke	X			
	Travis A. Bridewell (A)				
<b>Capital Region Airport Commission</b>	John B. Rutledge				X
<b>DRPT</b>	Tiffany T. Dubinsky	X			
	Daniel Wagner (A)				
<b>GRTC Transit System</b>	Sam Sink				X
	Patricia Robinson (A)	X			
<b>PlanRVA</b>	Chet Parsons	X			
	Sulabh Aryal (A)				X
<b>RideFinders</b>	Von S. Tisdale				X
	John O'Keeffe (A)	X			
<b>RIC Metropolitan Transp. Authority</b>	Theresa Simmons				X
<b>VDOT</b>	Liz McAdory				X
	Nicole Mueller (A)	X			
<b>TOTAL</b>		13			

Quorum is at least one-half of TAC's membership to include a minimum of four local government representatives (as per Article V, Section 2 of the bylaws).



Item 7 - FY21 – FY24 TIP Amendment – VDOT Request

<b>Jurisdiction/Agency</b>	<b>Member</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>
<b>Town of Ashland</b>	Nora D. Amos	X			
<b>Charles City County</b>	Rhonda Russell				X
	Gary Mitchel (A)				X
<b>Chesterfield County</b>	Barbara K. Smith	X			
	Chessa Walker (A)				
<b>Goochland County</b>	Thomas M Coleman	X			
	Austin Goynes (A)				
<b>Hanover County</b>	Joseph E. Vidunas	X			
	Mike Flagg (A)				X
<b>Henrico County</b>	Sharon Smidler, VC	X			
	Todd Eure (A)				X
<b>New Kent County</b>	Kelli Le Duc, Chair	X			
<b>Powhatan County</b>	Bret Schardein	X			
<b>City of Richmond</b>	Dironna Moore Clarke	X			
	Travis A. Bridewell (A)				
<b>Capital Region Airport Commission</b>	John B. Rutledge				X
<b>DRPT</b>	Tiffany T. Dubinsky	X			
	Daniel Wagner (A)				
<b>GRTC Transit System</b>	Sam Sink				X
	Patricia Robinson (A)	X			
<b>PlanRVA</b>	Chet Parsons	X			
	Sulabh Aryal (A)				X
<b>RideFinders</b>	Von S. Tisdale				X
	John O'Keeffe (A)	X			
<b>RIC Metropolitan Transp. Authority</b>	Theresa Simmons				X
<b>VDOT</b>	Liz McAdory				X
	Nicole Mueller (A)	X			
<b>TOTAL</b>		13			

Item 8. - FY21 – FY24 TIP Amendment – DRPT Request

<b>Jurisdiction/Agency</b>	<b>Member</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>
<b>Town of Ashland</b>	Nora D. Amos	X			
<b>Charles City County</b>	Rhonda Russell				X
	Gary Mitchel (A)				X
<b>Chesterfield County</b>	Barbara K. Smith	X			
	Chessa Walker (A)				
<b>Goochland County</b>	Thomas M Coleman	X			
	Austin Goynes (A)				
<b>Hanover County</b>	Joseph E. Vidunas	X			
	Mike Flagg (A)				X
<b>Henrico County</b>	Sharon Smidler, VC	X			
	Todd Eure (A)				X
<b>New Kent County</b>	Kelli Le Duc, Chair	X			
<b>Powhatan County</b>	Bret Schardein	X			
<b>City of Richmond</b>	Dironna Moore Clarke	X			
	Travis A. Bridewell (A)				
<b>Capital Region Airport Commission</b>	John B. Rutledge				X
<b>DRPT</b>	Tiffany T. Dubinsky	X			
	Daniel Wagner (A)				
<b>GRTC Transit System</b>	Sam Sink				X
	Patricia Robinson (A)	X			
<b>PlanRVA</b>	Chet Parsons	X			
	Sulabh Aryal (A)				X
<b>RideFinders</b>	Von S. Tisdale				X
	John O'Keeffe (A)	X			
<b>RIC Metropolitan Transp. Authority</b>	Theresa Simmons				X
<b>VDOT</b>	Liz McAdory				X
	Nicole Mueller (A)	X			
<b>TOTAL</b>		13			

Item 9. - 2050 Socioeconomic Data Workgroup

<b>Jurisdiction/Agency</b>	<b>Member</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>
<b>Town of Ashland</b>	Nora D. Amos	X			
<b>Charles City County</b>	Rhonda Russell				X
	Gary Mitchel (A)				X
<b>Chesterfield County</b>	Barbara K. Smith	X			
	Chessa Walker (A)				
<b>Goochland County</b>	Thomas M Coleman	X			
	Austin Goynes (A)				
<b>Hanover County</b>	Joseph E. Vidunas	X			
	Mike Flagg (A)				X
<b>Henrico County</b>	Sharon Smidler, VC	X			
	Todd Eure (A)				X
<b>New Kent County</b>	Kelli Le Duc, Chair	X			
<b>Powhatan County</b>	Bret Schardein	X			
<b>City of Richmond</b>	Dironna Moore Clarke	X			
	Travis A. Bridewell (A)				
<b>Capital Region Airport Commission</b>	John B. Rutledge				X
<b>DRPT</b>	Tiffany T. Dubinsky	X			
	Daniel Wagner (A)				
<b>GRTC Transit System</b>	Sam Sink				X
	Patricia Robinson (A)	X			
<b>PlanRVA</b>	Chet Parsons	X			
	Sulabh Aryal (A)				X
<b>RideFinders</b>	Von S. Tisdale				X
	John O'Keeffe (A)	X			
<b>RIC Metropolitan Transp. Authority</b>	Theresa Simmons				X
<b>VDOT</b>	Liz McAdory				X
	Nicole Mueller (A)	X			
<b>TOTAL</b>		13			

### **Current Work Efforts Update – Item 3.-a.**

#### **Active Transportation Work Group (ATWG)**

Since the Policy board adopted the BikePedRVA 2045 plan in early May, the next steps include restarting the ATWG, which will be an important driver for implementation of the BikePedRVA Plan. In addition to the regular quarterly meetings, staff continues to work with partners to advance the goals of Active Transportation in the region:

Henrico County's active transportation committee continues to develop the bicycle and pedestrian chapter of the county's comprehensive plan. The county is currently in an open comment period with [henriconext.us](https://henriconext.us).

East Coast Greenway Alliance (ECG) on potential designations of segments of the future route of the trail through the Richmond region. After an illness delayed the spring Virginia East Coast Greenway committee summit, a rescheduled virtual meeting is planned for May 24.

#### **Ashland Trolley Line Trail Study**

PlanRVA staff continues to work with the NPS and a local history team of experts from Ashland and Henrico counties on concepts that will depict the trolley line's former role (ca. 1907-1938) and community connections. We have engaged with Hanover Parks & Recreation but are still seeking a Hanover historian to join the team. Concepts include interpretative signage that can supplement 3 signs already being installed in Ashland, audio stories via app tied to different segments of the trail as it developed, and way-finding signage or mapping that will take trail users to adjacent sites of community interest. We are planning another meeting/site visit in June 7 and 8 with NPS and local history team. Two story maps for the project illustrate the importance and potential for the 14-mile Trolley Line Trail, now a segment of the Fall Line, and includes [history of the trolley line](#) and a [design sketchbook](#).

#### **Central Virginia Transportation Authority**

Continued staff support for the daily function of the Authority. Supported meetings of the Authority, Finance Committee, Technical Advisory Committee and Fall Line Working Group. Specific administrative work tasks included meeting administration and coordination, continued review of FY23 to FY26 Regional Fund Projects applications, presenting overview of requests, timeline updates, funding scenario options to the Authority, which approved the revised regional funding projections from FY23 to FY26. Other specific tasks included public notices, press release, compiling public comment received and other preparation for the FY23 to FY26 draft funding scenario public hearing, which was held April 29, 2022.

#### **Regional Bicycle and Pedestrian Plan Update**

The *BikePedRVA 2045* plan was adopted by the TPO Policy Board on May 5, 2022. With plan adoption, the web site was revised and reordered to create a central source of both document and related resources as a [BikePedRVA 2045 Information Hub](#) which includes:

- BikePedRVA 2045 story map
- Community Engagement Report story map
- Interactive Map showing bikeways, sidewalks, proposed projects, transit infrastructure, barriers, demographics, crash data, and more
- BikePedRVA 2045 PDF
- Community Engagement Report PDF

The information hub is designed to keep related materials organized and accessible while providing shared navigation. It will be updated periodically with new data and resources.

PlanRVA staff will work closely with partner agencies and localities on the Complete Streets toolbox or illustrated [story map](#) to update it as one resource intended to implement *BikePedRVA 2045*.

### **Long Range Transportaton Plan**

- Observed the April 1 meeting of the Tri-Cities MPO Technical Advisory Committee and prepared a summary of the major meeting points.
- Reviewed and provided suggested edits to the Regional Bicycle and Pedestrian Plan

### **Public Transportation Services**

- Reviewed the following documents:
  - Virginia Transit Equity and Modernization Interim Study Report
  - Uber for Seniors? Exploring Transportation Options for the Future
  - The New Older Driver in the United States and Canada: Changes and Challenges
  - Understanding the Ridesharing Needs of Older Adults
  - Expanding Seniors' Mobility through Phone Apps: Potential Responses from the Private and Public Sectors
  - Aging in Place, Stuck without Options: Fixing the Mobility Crisis Threatening the Baby Boom Generation
  - The Travel & Mobility Needs of Older People Now & in the Future
  - Transit and Micromobility
  - Putting People First-Smart Cities and Communities
- Participated in the April 1 Public Interest Law Review Symposium on Environmental Justice held by the University of Richmond School of Law.
- Participated virtually in the April 8 meeting of the VDRPT Transit Service Delivery Advisory Committee (TSDAC). Primary meeting topics included a review of the 2022 TSDAC Work Plan and proposed policy changes for the distribution of MERIT Capital Assistance funds. Submitted questions concerning measures to avoid the double counting of the transportation-disadvantaged population, and the impact of increased remote working on the need to provide public transportation that serves work-related trips.
- Observed the April 11 virtual meeting of the CVTA Technical Advisory Committee. Primary meeting topics included a discussion of the regional project prioritization process, including regional funding scenarios, and an update on the Fall Line Trail.
- Participated in the April 13 Complete Streets Work Group meeting hosted by Richmond City Health District.
- Observed the April 13 meeting of the CVTA Finance Committee. Primary topics included a report on the regional project prioritization final scoring results and adoption of a preferred regional funding scenario for public review and consideration by the Authority.

- Observed the April 19 meeting of the GRTC Board of Directors and prepared a summary of the meeting's main points.
- Participated in the April 20 Mass Transit magazine webinar, "Realizing the Promise of MaaS Today." The webinar featured presentations by representatives from NeoRide, the Regional Transportation Commission of South Nevada, Uber, and Masabi on how their agencies and organizations have created integrated trip planning, booking and fare payment apps that use a single platform for trips on both public transit and Uber. The trend in fare payments from cash to cards to mobile phones/contactless cards was noted, as well as the ability to incorporate a transit safety reporting app and apps providing access to bike share programs. Lessons learned include the need for consistent branding and continuous marketing, particularly in areas with high customer turnovers, such as tourism destinations.
- Participated in the April 21 VDRPT webinar, "Virginia Transit Equity and Modernization Study." The webinar included an overview of the HJR542-mandated study. Among the topics presented were key takeaways, issues of concern as articulated by the focus groups, needs and issues associated with the current state of transit in Virginia, and an action plan for addressing the needs.
- Observed the April 26 Virginia Statewide Bicycle and Pedestrian Advisory Committee (BPAC) meeting.
- Participated in the April 27 Smart Growth Online/Maryland Department of Planning webinar, "Creating equitable Transportation Systems from the Ground Up." The webinar featured remarks by Alison Sant and Ashwat Narayanan concerning effective ways to obtain input on transportation solutions that will help stem the effects of climate change and create more livable communities. Among the suggestions offered were to shift the decision-making processes through grassroots outreach, public forums and public messaging; undertake walk/bike/roll audits; develop transportation action plans for increasing the number of non-motorized trips; and use accessibility measures to gauge the effectiveness of proposed transportation improvements.
- Observed the April 29 meeting of the Central Virginia Transportation Authority. Primary topics included adoption of the FY23 administrative and operating expense budget and a discussion of the regional funding scenario. The latter included an extensive discussion of how to fund a project to widen I-64 through New Kent County.

### **Elderly and Disabled Outreach**

- Prepared and presented a summary of recent and upcoming transportation planning activities for the April 7 meeting of the Hanover Human Services Network

**Regional Housing**

- Reviewed the Virginia Housing “PDC Housing Development Program Handbook”
- Observed the April 19 meeting of a committee of the Partnership for Housing Affordability Board of Directors which reviewed and scored applications for Virginia Housing Authority funds for providing housing in the rural portions of the Richmond region.

## MEMORANDUM

**To:** Richmond Regional Transportation Planning Organization (RRTPO) Policy Board  
RRTPO Technical Advisory Committee

**From:** Kenneth Lantz, Jr., RRTPO Mobility Manager

**Date:** May 19, 2022

**Subj:** RRTPO Community Transportation Advisory Committee (CTAC) Meeting Report

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The following is a brief report on major discussion items from the May 19, 2022, CTAC meeting.

### **VDRPT Transit Equity and Modernization Study**

Tiffany Dubinsky of the Virginia Department of Rail and Public Transportation provided an update on the Virginia Transit Equity and Modernization Study. Her presentation reviewed the study background, the state of Transit in Virginia, and the development of action plans. The study is addressing several topics, including transit accessibility, adequacy of infrastructure, transit electrification, emerging technologies, transit safety, and system engagement and governance. The study has gathered data from transit riders, focus groups, agency and state sources, a survey, and technical working groups. Selected findings include basic transit infrastructure is insufficient; there are unique needs for and barriers to adopting emerging technology; and transit riders have limited opportunities to be part of the decision-making process. The study is developing action planning tasks and times for infrastructure, processes that center on rider needs, use of technology, decision-making, and new and expanded service.

### **Update on recent GRTC initiatives**

Adrienne Torres of GRTC provided a summary of her agency's current infrastructure and service planning enhancements. These include providing essential infrastructure at bus stops; construction of a temporary downtown transfer center and development of a permanent central and neighborhood centers; completion of fleet and facilities master plans; development of a park and ride lot near the western terminus of the Pulse; continuation of zero fare service; prioritized expansion of service; enhancement of communications; and a north-south BRT study.



### **CTAC Membership Committee**

The CTAC Membership Committee identified five candidate organizations as potential additional members of CTAC. After contacting these organizations, the following three have expressed a willingness to nominate at-large members: (1) City of Richmond Office of Office of Equitable Transit and Mobility; (2) RVA Rapid Transit; and (3) Senior Connections. Also, as a result of contacts with agencies currently represented on CTAC but having vacant members and/or alternates, the City of Richmond has appointed new alternate members Shelley Almond and Clinton Smith.

### **Next CTAC Meeting**

The next CTAC meeting is scheduled for Thursday, July 21, 2022.

KEL/

## **TAC AGENDA 06/14/22; ITEM 4.**

### **SMART SCALE ROUND 5: RRTPO Projects**

#### **Richmond Regional Transportation Planning Organization**

**REQUESTED ACTION:** Review the pre-applications that have been screened-in and provide a recommended list of 10 projects for submission to the RRTPO policy board.

**BACKGROUND:** SMART SCALE is a process that helps Virginia meet its most critical transportation needs using limited tax dollars. It evaluates potential transportation projects based on key factors like how they improve safety, reduce congestion, increase accessibility, contribute to economic development, promote efficient land use, and affect the environment. The anticipated benefits are calculated, and the projects are scored and ranked. This information is used by the Commonwealth Transportation Board to help guide and inform their project selection decisions.

The RRTPO was able to submit twelve (12) pre-applications in March for initial project screening. As only ten (10) projects can be submitted for full applications, the TAC is requested to provide a recommendation on the reduced project list for full applications.

**PRE-SCREENING RESULTS:** The Office of Intermodal Planning and Investment (OIP) released the prescreening results in early June. Eleven (11) projects were screened in and are eligible to be submitted as final applications.

**POLICY DISCUSSION:** One of the Chesterfield projects originally selected for pre-applications was funded through another program during the pre-application window. At Chesterfield's request, the Powhite Parkway Extension, Phase I project was included in the RRTPO pre-applications as a replacement project. As this project was not originally endorsed by the TAC or Policy Board, TAC must consider whether a project included outside of the normal process should be considered for advancement in this round.

Based on staff review of the pre-application, the project meets the internal screening criteria as it is regional in character and included in the constrained long-range plan, and the locality is providing significant leverage for the application (\$60 million of the \$200 million estimate noted in the pre-application; \$112 million in recent updates).

**STAFF RECOMMENDATION:** Staff recommends allowing the Powhite Extension project to be included as the project meets all the internal review criteria and has been screened in.

Staff recommends the Rte 288 - New SB Auxiliary Lane South of U.S. 250 project be removed from the project list. The project is expected to be fully funded by the CVTA this summer. The small gap (~\$1 million) shown in the attachment is attributable to cost escalation for the 2025 start date in Smart Scale Round 5.

Staff also recommends the Vaughan Road Overpass be removed from the project list. While a sub-project of the broader DC2RVA project, this improvement was deemed to have no benefit in addressing on-time rail service, congestion, and reliability issues along the I-95/Rt 1 corridor and is expected to be screened out. In preliminary discussions with state partners, other funding programs have been suggested as a better match for this project. Staff recommends that the RRTPO coordinate with the Town of Ashland and the Virginia Department of Rail and Public Transportation to prepare an application for Railroad Crossing Elimination Grant funding. This funding opportunity is expected to be available later this month. A summary of this grant program is attached to this staff report.

**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) selects the following ten (10) projects for Smart Scale Round 5:

1. I-95/Route 10 Interchange Improvement, Phase II
2. 288/360: Rt. 360 at Brad McNeer Pkwy. Continuous Green T
3. Powhite Parkway Extension, Phase I
4. SB 288 Continuous HSR Lane - West Creek Parkway to Route 711
5. W Broad Street Intersection Improvements at Parham Road
6. Nine Mile Road Improvements
7. Williamsburg Road Improvements
8. I-64 Gap: Exit 205 to Exit 211
9. Fall Line Trail - Commerce Road, Phase II
10. Broad Street Streetscape (US250) with Pulse Expansion, Phase III

**FURTHER RESOLVED** that the RRTPO directs staff to coordinate with the Virginia Department of Rail and Public Transportation and the Town of Ashland to submit the Vaughan Road Overpass for federal Railroad Crossing Elimination Grant funding.

Attachments:

- A. Regional Project Summaries
- B. Railroad Crossing Elimination Grant summary sheet

Project Title	Description	Jurisdiction	Smart Scale History		Latest Estimate	Leveraging Funds			Balance (Request)
			Previous Submissions	Average Benefit Score		CVTA (expected)	Other	Total Leverage	
Vaughan Road Overpass	This project will construct an east/west two-track rail overpass at the Vaughan Road crossing (Crossing# 860513W) to support enhanced service and higher speed rail between Richmond and DC as recommended in the DC2RVA FEIS. This project is a component of the DC2RVA project and supports the Transforming Rail in Virginia initiative. The overpass will be 39' 4" wide with 2 lanes and sidewalks to connect to sidewalks on either side. Right-of-way will need to be obtained to provide for proper alignment and elevation from Vaughan Road and Archie Cannon Road. This project will also relocate an existing access road on the western side of the rail crossing to the intersection of Park St & Vaughan Rd to accommodate the overpass.	Ashland	1	3.6	\$30,307,549	\$ 4,662,490	\$ 50,000	\$4,712,490	<b>\$25,595,059</b>
I-95/Route 10 Interchange Improvement, Phase II	Phase II improvements include: 1) Remove the weaving sections on I-95 and Route 10 by removing the NB I-95 to WB Route 10 and SB I-95 to EB Route 10 loop-ramps. 2) Signalize the SB and NB I-95 off-ramp intersections at Route 10. 3) Widen the SB off-ramp at the Route 10 intersection to provide 3 left-turn lanes to EB Route 10. 4) Widen the NB off-ramp at the Route 10 intersection to provide dual left-turn lanes to WB Route 10.	Chesterfield	1	3.7	\$27,086,282	\$ 17,086,282		\$17,086,282	<b>\$10,000,000</b>
1. 288/360: Rt. 360 at Brad McNeer Pkwy. Continuous Green T	Construct a Continuous Green-T at the intersection of Route 360 and Brad McNeer Parkway. Construct sidewalk on the south side of Route 360 from Brad McNeer to Commonwealth Centre Parkway. Construct sidewalk on both sides of Brad McNeer Parkway from Route 360 to the first shopping center entrance. Close the median opening and remove the Route 360 WB left-turn to Craig Rath Blvd.	Chesterfield	1	5.8	\$ 9,400,000			\$0	<b>\$9,400,000</b>
Powwhite Parkway Extension, Phase I	Extend Powwhite Parkway, as a four-lane road, to Woolridge Road. Interchanges are proposed at Charter Colony Parkway and Woolridge Road, with overpasses proposed at Brandermill Parkway and Watermill Parkway.	Chesterfield	No	N/A	\$201,492,872		\$ 60,000,000	\$60,000,000	<b>\$141,492,872</b>
Rte 288 - New SB Auxiliary Lane South of U.S. 250	This project will construct a new auxiliary lane on southbound 288 between the on-ramp from EB Broad Street Rd (Rte 250) and the off-ramp to WB Tuckahoe Creek Parkway (Rte 740). This project also includes a redesign of the existing stormwater management basin at the Tuckahoe Creek Pkwy interchange.	Goochland	2	4.7	\$17,823,323	\$ 16,814,989		\$16,814,989	<b>\$1,008,334</b>
SB 288 Continuous HSR Lane West Creek Parkway to Route 711	The project would reconstruct the shoulder on southbound Route 288 between the on-ramp of West Creek Parkway and the off-ramp of Route 711 to provide an 11-foot hard running shoulder lane to be employed during PM peak travel hours. Installation of gantries with signage detailing usage and ITS improvements within the Route 288 corridor are included. A 47,496 sf soundwall is included between the James River and River Road along NB 288. The project also includes construction of emergency pull-offs for disabled vehicles while the hard shoulder running lane is in operation.	Goochland / Powhatan	2	4.25	\$39,919,121	\$ 4,371,956		\$4,371,956	<b>\$35,547,165</b>
W Broad Street Intersection Improvements at Parham Road	Intersection improvements are proposed for W Broad Street at Parham Road, Parham Road at Skipwith Road, and W Broad Street at Skipwith Road in Henrico County. New sidewalks along W Broad Street. Access management at Carousel Lane.	Henrico	1	3	\$20,597,074	\$ 2,611,000		\$2,611,000	<b>\$17,986,074</b>
Nine Mile Road Improvements	Project includes intersection improvements, pedestrian accommodations, and access management improvements from Gordons Lane to Dabbs House Road.	Henrico	No	N/A	\$ 16,698,607			\$0	<b>\$16,698,607</b>
Williamsburg Road Improvements	This project will construct a five (5) foot wide sidewalk along both sides of Williamsburg Road from Randall Avenue to Charles City Road. Project will include ADA ramps and upgrades to two GRTC bus stops. Pedestrian signal-heads, pushbuttons, and crosswalks will be added at the signalized intersections of Eanes Lane and Charles City Road. Pedestrian lighting at the existing signalized intersections will be evaluated during the design phase. An eastbound right turn lane will be added to the intersection of Williamsburg Road and Charles City Road.	Henrico	No	N/A	\$ 10,295,372			\$0	<b>\$10,295,372</b>

Project Title	Description	Jurisdiction	Smart Scale History		Latest Estimate	Leveraging Funds			Balance (Request)
			Previous Submissions	Average Benefit Score		CVTA (expected)	Other	Total Leverage	
I-64 Gap: Exit 205 to Exit 211	This project will add a lane to I-64 in both directions between the current lane drop/addition at Exit 205 and Exit 211 and is the westernmost segment of the I-64 gap. The lane drop for EB will be 0.5 miles beyond the acceleration lane from Exit 211 (mm 212.2). The total length of this improvement is approximately 7.3 miles.	New Kent	3	17.7	\$189,003,430			\$0	<b>\$189,003,430</b>
Fall Line Trail - Commerce Road Phase II	This project will improve the typical section of Commerce Road along the 2-mile stretch between Decatur Street and Bellemeade Road by providing two through lanes in each direction, a raised median, dedicated turn lanes, a 10' sidewalk with 5' buffer along the west side of the corridor, and a 10' shared-use path with 5' buffer (Fall Line Trail) along the east side of the corridor. The project will further improve multimodal safety and operations by providing access management improvements, supporting access to port-related freight movements, and bike, pedestrian, and transit access improvements and crossing accommodations at eight intersections and two transit stops.	Richmond	No	N/A	\$46,676,700	\$ 8,000,000		\$8,000,000	<b>\$38,676,700</b>
Broad Street Streetscape (US250) with Pulse Expansion Phase III	This project will provide multimodal safety and operational improvements to the 1.3 mile stretch of Broad Street from Commonwealth Avenue to Libbie Avenue through two new dedicated BRT lanes, one transit queue jump lane, new clear width sidewalk with pedestrian accessible routes and ADA accessible ramp improvements for persons with disabilities to access transit, pedestrian crossing improvements including high visibility crosswalks, pedestrian hybrid beacons, and pedestrian refuge islands, access management through narrowing or eliminating crossovers and driveway entrances and providing dedicated left turn lanes, bike, pedestrian, and transit access improvements at transit stops, and other streetscape amenities.	Richmond	No	N/A	\$14,525,000	\$ 8,800,000		\$8,800,000	<b>\$5,725,000</b>



## Railroad Crossing Elimination Grant Program Fact Sheet

ADVANCED APPROPRIATIONS

**FY22-FY26 Funding: \$600 Million/Year**

AUTHORIZED FUNDING (\* FULLY AUTHORIZED LEVELS)

**FY22-FY26 Funding: \$500 Million/Year \***

The Federal Railroad Administration supports the nation's rail network through a variety of competitive and dedicated grant programs designed to improve highway-rail grade crossing safety and improve the mobility of people and goods.

**The Railroad Crossing Elimination grant program is a new grant program enacted in Section 22305 of the Bipartisan Infrastructure Law.**

### Railroad Crossing Elimination Grant Program

#### Purpose of Grant Program

To fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.  
(49 U.S.C. 22909)

#### Eligible Applicants

- States, including the District of Columbia, Puerto Rico, and other United States territories and possessions.
- Political subdivision of a State.
- Federally recognized Indian Tribe.
- A unit of local government or a group of local governments.
- A public port authority.
- A metropolitan planning organization.
- A group of the entities described above.

#### Eligible Projects

- Grade separation or closure, including through the use of a bridge, embankment, tunnel, or combination thereof.
- Track relocation.
- Improvement or installation of protective devices, signals, signs, or other measures to improve safety related to a separation, closure, or track relocation project.
- Other means to improve the safety if related to the mobility of people and goods at highway-rail grade crossings (including technological solutions).
- The planning, environmental review, and design of an eligible project type.

## TAC AGENDA 06/14/22; ITEM 5.

### SMART SCALE ROUND 5: LOCAL/AGENCY PROJECT ENDORSEMENTS

#### Richmond Regional Transportation Planning Organization

**REQUESTED ACTION:** Identify local and agency projects which will move forward to final application, review the resolution of endorsement, and provide a recommendation to the RRTPO policy board.

**BACKGROUND:** SMART SCALE is a process that helps Virginia meet its most critical transportation needs using limited tax dollars. It evaluates potential transportation projects based on key factors like how they improve safety, reduce congestion, increase accessibility, contribute to economic development, promote efficient land use, and affect the environment. The anticipated benefits are calculated, and the projects are scored and ranked. This information is used by the Commonwealth Transportation Board to help guide and inform their project selection decisions.

To support local and regional planning efforts and consistency with the Constrained Long-Range Plan (CLRP), a resolution of support from the MPO is needed for all projects within the MPO study area that are not included in or consistent with the adopted CLRP. This requirement applies to projects submitted by localities and transit agencies.

In addition to the consistency requirements, an MPO resolution of support is also required for all locality sponsored projects on Corridors of Statewide Significance (COSS). This requirement does not apply to transit agencies. Table 2.2 from the Smart Scale Technical Guide, which summarizes the requirements for MPO support, is reproduced below.

**Table 2.2 Eligibility to Submit Projects**

Project Type	Regional Entity (MPOs, PDCs)	Locality (Counties, Cities, and Towns)	Public Transit Agencies
Corridor of Statewide Significance	Yes	Yes, with a resolution of support from relevant regional entity	Yes, with resolution of support from relevant regional entity*
Regional Network	Yes	Yes, with a resolution of support from relevant MPO*	Yes, with resolution of support from relevant regional entity*
Urban Development Area	No	Yes, with a resolution of support from relevant MPO*	No
Safety	No	Yes, with a resolution of support from relevant MPO*	No

\* Projects within established MPO study areas that are not identified in or consistent with the regionally adopted Constrained Long-Range Plan (CLRP) must include a resolution of support from the respective MPO Policy Board.

**PROJECT LIST:** As project screening had not been completed at the time this staff report was prepared, the draft resolution includes all pre-applications submitted in the region. RRTPO staff requests project sponsors review their project lists and identify the final submissions. Staff will revise the project list based on sponsor feedback for final policy board approval.

Staff has reviewed each project using the LRTP to determine consistency with the regional plan. In the draft resolution, each project is identified as regionally significant and in the constrained plan, local/programmatic consistent with the plan, or regionally significant and not in the constrained plan. In a few cases where staff did not have sufficient detail, the project was marked as unclear with a note about the potential LRTP project identifier. Staff has similarly identified each project that appears to be located on or addressing a need in a corridor of statewide significance. The staff review is attached to this report.

Regionally significant projects that are not in the constrained plan will generally require an LRTP amendment if the project is selected for funding to ensure consistency between the LRTP and the TIP. Endorsing these projects is a commitment to taking these necessary steps in the future, if needed.

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

**WHEREAS** all Smart Scale projects within the MPO area not included in or consistent with the Constrained Long-Range Plan (CLRP) require a resolution of support from the Richmond Regional Planning Organization (RRTPO) Policy Board; and

**WHEREAS** all locality-sponsored Smart Scale applications addressing needs on Corridors of Statewide Significance also require a resolution of support from the RRTPO Policy Board;

**RESOLVED** that the RRTPO Policy Board supports submission of the following locality and transit agency projects in the MPO study area for Smart Scale Round 5:

*Ashland*

- Hill Carter Parkway Extension
- Trolley Line Trail Phase 2
- Vaughan Road Extended
- Green Chimney

*Chesterfield*

- Route 360 (Woodlake - Otterdale) Widening
- Route 60/Route 150 - Interchange Improvements
- Belmont Road/Cogbill Road - Roundabout
- Route 360/Deer Run Drive/Harbour View Court - RCUT



- Busy Street Extended
- Huguenot Rd at Robious & Cranbeck Capacity & Safety Improvmt
- Route 360/Harbour Pointe Pkwy/Mockingbird Ln - RCUT
- RT 360/Duckridge/Handcock Village Shopping Center - RCUT
- RT 360 at Winterpock Rd/Shopping Center Entrance - RCUT
- RT 360 at Spring Run Rd/Temie Lee Pkwy - RCUT
- Center Point Parkway/Brandermill Parkway Roundabout
- Route 360 at Turner Road Pedestrian Improvements

#### *Goochland*

- Three Chopt Rd Reconnection
- Route 288 NB Off Ramp/West Broad Street Improvements
- I-64 at Ashland Rd. (Rte. 623) Interchange
- I-64 at Oilville Road (Rte. 617) Interchange
- Hockett Road Re-alignment

#### *GRTC*

- A Arts District BRT Station ADA Access / Safety Streetscape
- B Main Street Station Improvements
- C Fall Line Trail with Transit Improvements Manchester Br.
- Route 60 (Ruthers Rd - Providence Rd) Pedestrian Improvemnts
- Rt 1 (General Blvd-Wonderview Dr) Transit Access Improvemts
- Rt 1 (South of Rt 10) Transit Access Improvements
- Rt 1 (Osborne Rd - Moores Lake Rd) Transit Access Improvemts
- Brook Road Improvements - Azalea Ave to Brook Run Shopping
- Nine Mile Road - Dabbs House Road to Laburnum Avenue
- #SMART18 - Broad St Pedestrian & Transit Stop Improvements
- S. Laburnum Ave Ped Improvements - Thornhurst St to Gay Ave

#### *Hanover*

- Greenwood Church/Blanton/Ashland/Ashcake Roads Roundabout
- Rt. 54 Left Turn Lane at Goddins Hill Rd
- Creighton Rd LTLs at Sledd's Lake Rd & Tammy Ln
- Walnut Grove Rd and Creighton Rd/Creighton Pkwy Roundabout

#### *Henrico*

- Staples Mill Road Improvements
- Springfield Road Improvements
- W Broad Street Short Pump
- Carolina Avenue Improvements
- Route 60/Route 33/Beulah Rd Roundabout & Gateway Project

- E. Parham Road Improvements - I-95 to Cleveland St
- Glenside Drive/Horsepen Road Safety Improvements
- Gaskins Road Interchange @ I-64 (SW Quad Partial Cloverleaf)
- S. Laburnum Ave Ped Improvements - Thornhurst St to Gay Ave
- Gaskins Road Interchange @ I-64 (North Quad & Aux Lanes)
- S. Laburnum Ave - Gay Ave Thru Cut
- Nine Mile Road - Gordon Lane to Dabbs House Road

#### *Powhatan*

- Carter Gallier Boulevard Extension: Phase II
- U.S. Route 60 at State Route 13/603 RCUT
- Dorset Road, Batterson Road & Route 60 RCUT
- New Dorset Road & Route 60 RCUT
- U.S. Route 60 at Red Lane Road: Continuous Green-T

#### *Richmond*

- A Gillies Creek Greenway
- B US360 Hull Street Phase II
- C Forest Hill Avenue Phase II Improvements
- D Clay Street Streetscape Improvements
- E Belt Boulevard (SR161) Streetscape
- F Hey Road Streetscape
- G Walmsley Boulevard Streetscape Improvements
- H Norfolk Street Bridge Connection
- I Commerce Road Streetscape
- J Hull Street Shared Use Path Improvements

#### Attachments:

##### A. Project List Consistency Summary

Project Title	Sponsor	VTRANS	L RTP				Endorsement Required	Note
		CoSS	Regional	Local / Programmatic	CLRP ID	Consistent?		
Hill Carter Parkway Extension	Ashland Town			X		Yes	No	
Trolley Line Trail Phase 2	Ashland Town			X		Yes	No	
Vaughan Road Extended	Ashland Town			X		Yes	No	
Green Chimney	Ashland Town			X		Yes	No	
Route 360 (Woodlake - Otterdale) Widening	Chesterfield County		X		FHW-127	Yes	No	
Route 60/Route 150 - Interchange Improvements	Chesterfield County	X	X		FHW-154	Yes	Yes	
Belmont Road/Cogbill Road - Roundabout	Chesterfield County			X		Yes	No	
Route 360/Deer Run Drive/Harbour View Court - RCUT	Chesterfield County		X		FHW-131	Yes	No	
Busy Street Extended	Chesterfield County	X		X		Yes	Yes	
Huguenot Rd at Robious & Cranbeck Capacity & Safety Improvmt	Chesterfield County		X			No	Yes	In vision list, not in CLRP
Route 360/Harbour Pointe Pkwy/Mockingbird Ln - RCUT	Chesterfield County		X		FHW-131	Yes	No	
RT 360/Duckridge/Hancock Village Shopping Center - RCUT	Chesterfield County		X		FHW-131	Yes	No	
RT 360 at Winterpock Rd/Shopping Center Entrance - RCUT	Chesterfield County		X		FHW-131	Yes	No	
RT 360 at Spring Run Rd/Temie Lee Pkwy - RCUT	Chesterfield County		X		FHW-131	Yes	No	
Center Point Parkway/Brandermill Parkway Roundabout	Chesterfield County			X		Yes	No	
Route 360 at Turner Road Pedestrian Improvements	Chesterfield County			X		Yes	No	
Three Chopt Rd Reconnection	Goochland County		X		FHW-112	Yes	No	
Route 288 NB Off Ramp/West Broad Street Improvements	Goochland County	X	X		FHW-163	Yes	Yes	
I-64 at Ashland Rd. (Rte. 623) Interchange	Goochland County	X	X		FHW-52	Yes	Yes	
I-64 at Oilville Road (Rte. 617) Interchange	Goochland County	X	X		FHW-902	Yes	Yes	
Hockett Road Re-alignment	Goochland County		X		FHW-29	Yes	No	
A Arts District BRT Station ADA Access / Safety Streetscape	Greater Richmond Transit Company (GRTC)	X		X		Yes	Yes	
B Main Street Station Improvements	Greater Richmond Transit Company (GRTC)			X		Yes	No	
C Fall Line Trail with Transit Improvements Manchester Br.	Greater Richmond Transit Company (GRTC)		X			No	Yes	Realigned corridor - not identified in CLRP but consistent with intent
Route 60 (Ruthers Rd - Providence Rd) Pedestrian Improvemnts	Greater Richmond Transit Company (GRTC)	X		X		Yes	Yes	
Rt 1 (General Blvd-Wonderview Dr) Transit Access Improvemts	Greater Richmond Transit Company (GRTC)	X		X		Yes	Yes	
Rt 1 (South of Rt 10) Transit Access Improvements	Greater Richmond Transit Company (GRTC)	X		X		Yes	Yes	
Rt 1 (Osborne Rd - Moores Lake Rd) Transit Access Improvemts	Greater Richmond Transit Company (GRTC)	X		X		Yes	Yes	
Brook Road Improvements - Azalea Ave to Brook Run Shopping	Greater Richmond Transit Company (GRTC)					Unclear	Yes	
Nine Mile Road - Dabbs House Road to Laburnum Avenue	Greater Richmond Transit Company (GRTC)			X		Yes	No	

Project Title	Sponsor	VTRANS	L RTP				Endorsement Required	Note
		CoSS	Regional	Local / Programmatic	CLRP ID	Consistent?		
#SMART18 - BROAD ST PEDESTRIAN & TRANSIT STOP IMPROVEMENTS	Greater Richmond Transit Company (GRTC)	X		X		Yes	Yes	
S. Laburnum Ave Ped Improvements - Thornhurst St to Gay Ave	Greater Richmond Transit Company (GRTC)			X		Yes	No	
Greenwood Church/Blanton/Ashland/Ashcake Roads Roundabout	Hanover County			X		Yes	No	
Rt. 54 Left Turn Lane at Goddins Hill Rd	Hanover County			X		Yes	No	
Creighton Rd LTLs at Sledd's Lake Rd & Tammy Ln	Hanover County			X		Yes	No	
Walnut Grove Rd and Creighton Rd/Creighton Pkwy Roundabout	Hanover County			X		Yes	No	
Staples Mill Road Improvements	Henrico County	X	X		FHW-56	Yes	Yes	
Springfield Road Improvements	Henrico County					Unclear	Yes	Maybe FHW-110
W Broad Street Short Pump	Henrico County					Unclear	Yes	Maybe FHW-124
Carolina Avenue Improvements	Henrico County					Unclear	Yes	Maybe FHW-8
Route 60/Route 33/Beulah Rd Roundabout & Gateway Project	Henrico County	X		X		Yes	Yes	
E. Parham Road Improvements - I-95 to Cleveland St	Henrico County					Unclear	Yes	
Glenside Drive/Horsepen Road Safety Improvements	Henrico County			X		Yes	No	
Gaskins Road Interchange @ I-64 (SW Quad Partial Cloverleaf)	Henrico County	X	X		FHW-53	Yes	Yes	
S. Laburnum Ave Ped Improvements - Thornhurst St to Gay Ave	Henrico County			X		Yes	No	
Gaskins Road Interchange @ I-64 (North Quad & Aux Lanes)	Henrico County	X	X		FHW-53; FHW-40 or 41	Yes	Yes	
S. Laburnum Ave - Gay Ave Thru Cut	Henrico County			X		Yes	No	
Nine Mile Road - Gordon Lane to Dabbs House Road	Henrico County			X		Yes	No	
Carter Gallier Boulevard Extension: Phase II	Powhatan County		X		FHW-9	Yes	No	
U.S. Route 60 at State Route 13/603 RCUT	Powhatan County	X	X		FHW-141	Yes	Yes	
Dorset Road, Batterson Road & Route 60 RCUT	Powhatan County	X		X		Yes	Yes	
New Dorset Road & Route 60 RCUT	Powhatan County	X		X		Yes	Yes	
U.S. Route 60 at Red Lane Road: Continuous Green-T	Powhatan County	X		X		Yes	Yes	
A Gillies Creek Greenway	Richmond City			X		Yes	No	
B US360 Hull Street Phase II	Richmond City			X		Yes	No	
C Forest Hill Avenue Phase II Improvements	Richmond City			X		Yes	No	
D Clay Street Streetscape Improvements	Richmond City			X		Yes	No	
E Belt Boulevard (SRI61) Streetscape	Richmond City			X		Yes	No	
F Hey Road Streetscape	Richmond City			X		Yes	No	
G Walmsley Boulevard Streetscape Improvements	Richmond City		X		FHW-180	Yes	No	
H Norfolk Street Bridge Connection	Richmond City			X		Yes	No	
I Commerce Road Streetscape	Richmond City	X				Unclear	Yes	Maybe FHW-19
J Hull Street Shared Use Path Improvements	Richmond City			X		Yes	No	

## TAC AGENDA 06/14/22; ITEM 6.

### FY21 – FY24 TIP AMENDMENT REQUEST – CHESTERFIELD COUNTY

#### Richmond Regional Transportation Planning Organization

**REQUESTED ACTION:** No action requested at this time.

**BACKGROUND:** The RRTPO has received a request from Chesterfield County to add a new project to the TIP. The requested project is the Powhite Parkway Extension, Phase 1 (Old Hundred Rd to Woolridge Rd). Based on the information submitted by the county, the project is not yet fully funded, but the county has already identified approximately \$112 million in funding for the project of a total cost of \$170 million. The county intends to seek the balance through SMART SCALE, federal discretionary grants, and other funding programs as needed.

In general, highway projects are added to the TIP after they have received allocations in the Six Year Improvement Program (SYIP). In this case, however, the project is regionally significant, and PE is already underway using non-federal funds.

**FEDERAL REQUIREMENTS:** The requirements for the TIP are detailed in 23 CFR § 450.326. There are several key requirements which apply to this request:

**(f) For public information and conformity purposes, the TIP shall include** all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as **all regionally significant projects to be funded with non-Federal funds.**

**(k) The TIP shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.** In nonattainment and maintenance areas, projects included in the first 2 years of the TIP shall be limited to those for which funds are available or committed.

Staff has consulted with FHWA on the applicability of these requirements; FHWA reiterated that any regionally significant project needs to be included in the TIP, regardless of funding source.

**AIR QUALITY CONFORMITY:** This project is already included in the most recent conformity analysis as a project in ConnectRVA 2045. Based on preliminary conversations with VDOT Environmental Division, “a strong case could be made that adding the project to the TIP/STIP would not trigger a new conformity analysis.” This approach has been used previously by VDOT for project amendments conducted solely for financial purposes.

**OTHER POLICY CONSIDERATIONS:** Staff is coordinating with VDOT to determine the appropriate process for adding non-federally funded projects to the TIP and STIP. Richmond District and MPO staff are reviewing applicable guidance from central

office and practices in other regions of the state and will bring this item back for TAC consideration at a future meeting.

## **TAC AGENDA 06/14/22; ITEM 7.-a.**

### **ConnectRVA 2045 Amendment 2022-01 Richmond Regional Transportation Planning Organization**

**REQUESTED ACTION:** Review the request for inclusion of a City of Richmond project in ConnectRVA 2045 and provide a recommended action to the RRTPO policy board.

**BACKGROUND:** The Long-Range Transportation Plan is a dynamic, living document that projects regionally-significant transportation needs in the Richmond region over a long-term basis. In October 2021, the Richmond Regional Transportation Planning Organization completed its latest long range plan, title ConnectRVA 2045. This plan identifies needs out to the year 2045 across all jurisdictions and includes all travel modes. The plan is divided into two main implementation sections – a fiscally constrained plan and a vision plan.

The Federal Highway Administration and Federal Transit Administration require the long range plan to be fiscally constrained – meaning it is realistic based on expected available funds over the length of the plan. RRTPO worked with VDOT, DRPT and CVTA to reasonably project available funding out to the year 2045 and used that “budget” to develop a priority constrained plan. This implementation plan was limited by cost and was not able to encompass all the needed projects identified in the planning process – for that reason, a second plan component was developed. This plan is referred to as the Vision Plan and contains those projects that were not able to be included in the constrained plan.

The expectation has and continues to be that ConnectRVA 2045 will need to be amended from time to time as projects are constructed on time and other funds are leveraged that allow for early funding commitments.

**LOCALITY REQUEST:** The City of Richmond has submitted a request that the Reconnect Jackson Ward project be considered for inclusion in the Richmond Long Range Transportation Plan (LRTP). Jackson Ward has played an important role in both the history of black Richmonders and Richmond City as a whole. Once a hub for economic and social development, the construction of the Richmond-Petersburg Turnpike disconnected Jackson Ward from itself and the surrounding community, and its effects are still visible today.

Within the City’s comprehensive plan, Richmond 300: A Guide for Growth, strategy 9.2.c states "Explore capping highways to re-establish connections between disconnected areas, focusing first on the Downtown Expressway between 2nd and 7th, and I-95/I-64 at Jackson Ward". The plan identifies the project to reconnect Jackson Ward by decking over the highway as one of six short-term "Big Moves" to implement the master plan.

Presently, the City of Richmond is working in collaboration with the Virginia Office of Intermodal Planning and Investment (OIPI) and the Virginia Department of Transportation to conduct a community-driven process to develop and evaluate

feasible options to reconnect Jackson Ward and the surrounding neighborhoods. The Reconnect Jackson Ward Feasibility Study, set to conclude July 2022, will identify a preliminary concept and cost estimate to provide for a new connection over existing Interstates 95 and 64 between Chamberlayne Parkway and 1<sup>st</sup> Street. This new connection will include community amenities, green spaces, bicycle and pedestrian paths, and other programmable spaces that are anticipated to be regionally significant.

For this project, the City will be seeking funding through the Reconnecting Communities Pilot Program, a grant opportunity established as part of the Infrastructure Investment and Jobs Act (IIJA). The Reconnecting Communities Pilot Program provides two competitive grant funding opportunities: Planning grants and Capital Construction grants. The RJW initiative is tailored to address transportation infrastructure that is currently impeding mobility, access, or economic development.

**ConnectRVA 2045 impacts:** This project is early in its development process and the current feasibility study will be complete during the summer of 2022. The scope and scale of the concept is regional in nature and has the potential to be a major improvement to regional travel safety, connect displaced neighborhoods, provide improved accessibility, and directly address existing inequities in the region.

Based on staff review of the request, the project fits well within the regional Vision, Goals, and Objectives of ConnectRVA 2045 and would be a worthy addition to the long range transportation plan. At this time the project does not have committed funding, but the potential of winning IIJA Reconnecting Communities funding would benefit from the project being included in the plan.

**STAFF RECOMMENDATION:** Staff recommends inclusion of the Reconnect Jackson Ward project in the Vision Plan of ConnectRVA 2045. This action would position the City to be highly competitive in the IIJA Reconnecting Communities program.

This action would not require an air quality conformity review and would retain the current priority ranking of the fiscally constrained long range transportation plan.

**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 ConnectRVA 2045 plan to include the Reconnect Jackson Ward project in its Vision Plan, and be it

**ALSO RESOLVED** that the Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee open a 15-day public review period for this potential amendment from June 16, 2022 until July 1, 2022.

Attachments:

A. City of Richmond letter requesting project inclusion





OFFICE OF EQUITABLE TRANSIT AND MOBILITY  
DEPARTMENT OF PUBLIC WORKS  
CITY OF RICHMOND, VA

June 9, 2022

David T. Williams  
Executive Committee Chair  
Richmond Regional Transportation Planning Organization  
9211 Forest Hill Ave  
Richmond, VA 23235

Dear Mr. Williams:

The City of Richmond respectfully requests inclusion in the Richmond Long Range Transportation Plan (LRTP) for the Reconnect Jackson Ward project. Jackson Ward has played an important role in both the history of black Richmonders and Richmond City as a whole. Once a hub for economic and social development, the construction of the Richmond-Petersburg Turnpike disconnected Jackson Ward from itself and the surrounding community, and its effects are still visible today.

The City's comprehensive plan, [Richmond 300: A Guide for Growth](#), was adopted in December 2020 and includes a vision for an equitable transportation system in 2037 where "Richmond prioritizes the movement of people over the movement of vehicles through a safe, reliable, equitable, and sustainable transportation network" (p.107). Goal 9 of the plan states to "build and improve streets and bridges to expand connectivity for all users" (p.122). Within Goal 9, the plan identifies strategy 9.2.c which states "Explore capping highways to re-establish connections between disconnected areas, focusing first on the Downtown Expressway between 2nd and 7th, and I-95/I-64 at Jackson Ward" (p. 126). The plan identifies the project to reconnect Jackson Ward by decking over the highway as one of six short-term "Big Moves" to implement the master plan. Richmond 300 calls for creating a feasibility study to advance the Reconnect the City Big Move (p. 200).

Presently, the City of Richmond is working in collaboration with the Virginia Office of Intermodal Planning and Investment and the Virginia Department of Transportation to conduct a community-driven process to develop and evaluate feasible options to reconnect Jackson Ward and the surrounding neighborhoods. The Reconnect Jackson Ward Feasibility Study, set to conclude July 2022, will identify a preliminary concept and cost estimate to provide for a new connection over existing Interstates 95 and 64 between Chamberlayne Parkway and 1<sup>st</sup> Street. This new connection will include community amenities, green spaces, bicycle and pedestrian paths, and other programmable spaces that are anticipated to be regionally significant.



**OFFICE OF EQUITABLE TRANSIT AND MOBILITY  
DEPARTMENT OF PUBLIC WORKS  
CITY OF RICHMOND, VA**

For this project, we will be seeking funding through the Reconnecting Communities Pilot Program, a grant opportunity established as part of the Infrastructure Investment and Jobs Act (IIJA). The Reconnecting Communities Pilot Program provides two competitive grant funding opportunities: Planning grants and Capital Construction grants. Federal funding allocated for the grant may not exceed 80 percent of the total project costs. Under both grants, applicants are required to have a minimum 20 percent match of the total project cost. The RJW initiative is tailored to address transportation infrastructure that is currently impeding mobility, access, or economic development.

We are requesting inclusion in the region's LRTP, ConnectRVA 2045, in order to demonstrate how the Reconnect Jackson Ward project has the potential to transform the region. ConnectRVA 2045 identified safety, environment/land use, equity/accessibility, and economic growth among its five goals, which coincides precisely with the goals of the Reconnect Jackson Ward project to encourage economic growth, improve connections, and make it simpler to move about, improve safety and quality of travel, and link Jackson Ward's heritage and population. Inclusion in this plan would allow the Reconnect Jackson Ward project to reach a wider audience and increase awareness of the project and its goals.

Thank you for your consideration of this request. We look forward to further coordination and collaboration with the Richmond Regional Transportation Planning Organization to advance this important project. Please do not hesitate to reach out with any questions you have.

Sincerely,

Dironna Moore Clarke  
Office of Equitable Transit and Mobility

cc: Mr. Chet Parsons, Director of Transportation, PlanRVA  
Ms. Maritza Mercado Pechin, City of Richmond Office of Equitable Development

## **TAC AGENDA 06/14/22; ITEM 7.-b.**

### **ConnectRVA 2045 Amendment 2022-02**

#### **Richmond Regional Transportation Planning Organization**

**REQUESTED ACTION:** Review the request for inclusion of a VDOT project in ConnectRVA 2045 and provide a recommended action to the RRTPO policy board.

**BACKGROUND:** The Long-Range Transportation Plan is a dynamic, living document that projects regionally-significant transportation needs in the Richmond region over a long-term basis. In October, 2021, the Richmond Regional Transportation Planning Organization completed its latest long range plan, title ConnectRVA 2045. This plan identifies needs out to the year 2045 across all jurisdictions and includes all travel modes. The plan is divided into two main implementation sections – a fiscally constrained plan and a vision plan.

The Federal Highway Administration and Federal Transit Administration require the long range plan to be fiscally constrained – meaning it is realistic based on expected available funds over the length of the plan. RRTPO worked with VDOT, DRPT and CVTA to reasonably project available funding out to the year 2045 and used that “budget” to develop a priority constrained plan. This implementation plan was limited by cost and was not able to encompass all the needed projects identified in the planning process – for that reason, a second plan component was developed. This plan is referred to as the Vision Plan and contains those projects that were not able to be included in the constrained plan.

The expectation has and continues to be that ConnectRVA 2045 will need to be amended from time to time as projects are constructed on time and other funds are leveraged that allow for early funding commitments.

**VDOT REQUEST:** The Virginia Department of Transportation has submitted a request that the Interstate 64 widening project from Exit 211 to the James City County line be considered for inclusion in the Richmond Region’s Constrained Long Range Transportation Plan.

Commissioner Brich submitted the attached letter requesting that RRTPO amend the region's 2045 CLRP to include construction of the I-64 capacity expansion between Exit 211 and the metropolitan area boundary/James City County Line prior to the 2045 horizon year. Recently the I-64 corridor received dedicated appropriations as part of the proposed 2020-2022 and 2022-2024 State Budget. Over the 20 year horizon of the CLRP, it is reasonable to anticipate funding will be provided to implement this project.

VDOT will provide RRTPO with a detailed project description and financial information necessary to amend the CLRP. Funding will be coming from previously unidentified money, specifically state money totaling up to \$470M. This will be augmented, to be determined, with federal grant money, CVTA, HRTAC, and other CTB directed funds (e.g. PTF, GARVEE, IOEP).

**ConnectRVA 2045 impacts:** This project has been identified as a priority regional project by RRTPO and the CVTA. The inclusion of the project in ConnectRVA 2045 from exits 205-211 illustrates the commitment of the region. The project estimate at the time ConnectRVA 2045 was adopted was too high for inclusion in the fiscally constrained plan.

Based on staff review of the request, the project fits well within the regional Vision, Goals, and Objectives of ConnectRVA 2045 and would be a worthy addition to the long range transportation plan. At this time, the project has been identified as a priority by the Youngkin administration and has received commitments for \$470 million in state funds, with additional funds expected through a combination of other sources noted above. The remaining needed funding for the RRTPO section of the project is estimated by VDOT to be roughly \$70 million. The administration is confident that the full amount of funding will be identified and committed over the life of the plan.

**STAFF RECOMMENDATION:** Staff recommends inclusion of the I-64 widening project from Exit 211 to the James City County line in the Constrained Plan of ConnectRVA 2045. This action would position the project to begin the engineering, right-of-way and construction process and compete for additional federal funding from the Infrastructure Investment and Jobs Act (IIJA).

This action would not require an air quality conformity review and would retain the current priority ranking of the fiscally constrained long range transportation plan due to the funding commitments from outside sources including the Virginia State budget, Commonwealth Transportation Board, and FHWA.

**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 consider amendment of the ConnectRVA 2045 plan to include the I-64 widening project from Exit 211 to the James City County line in the Constrained Plan, and be it

**ALSO RESOLVED** that the Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee open a 15-day public review period for this potential amendment from June 16, 2022, until July 1, 2022.

Attachments:

A. VDOT letter requesting project inclusion



# COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION  
1401 EAST BROAD STREET  
RICHMOND, VIRGINIA 23219-2000

Stephen C. Brich, P.E.  
COMMISSIONER

June 9, 2022

Mr. Chet Parsons  
Secretary, Richmond Regional Transportation Planning Organization  
9211 Forest Hill Avenue, Suite 200  
Richmond, VA 23235

SUBJECT: Reasonable Assurance of Funding for I-64 Corridor Improvements

Dear Mr. Parsons,

The Virginia Department of Transportation (VDOT) acknowledges the Richmond Regional Transportation Planning Organization's (TPO) interest in the capacity expansion of the I-64 corridor in New Kent County. As you are no doubt aware, construction of the I-64 capacity expansion is a top priority for Governor Youngkin—improvements to the corridor are critical to continued economic growth in the Richmond and Hampton Roads regions as well as the Commonwealth.

The expansion of capacity on the I-64 corridor between Exits 205 and 234 was identified as a recommendation within the Commonwealth Transportation Board's adopted I-64 Corridor Improvement Plan. VDOT is appreciative that the Exit 205 to 211 capacity expansion segment has already been included in the MPO Constrained Long Range Plan (CLRP), and the Exit 211 to 214 segment was included in the MPO Vision Plan. I respectfully request that the TPO amend the region's 2045 CLRP to include construction of the I-64 capacity expansion between Exit 211 and the metropolitan area boundary/James City County Line prior to the 2045 horizon year. Recently the I-64 corridor received dedicated appropriations as part of the proposed 2020-2022 and 2022-2024 State Budget. Over the 20 year horizon of the CLRP, it is reasonable to anticipate funding will be provided to implement this project.

VDOT will provide the TPO with a detailed project description and financial information necessary to amend the CLRP. The TPO's support of the I-64 capacity expansion is essential to the success of moving the project forward in a timely manner. Please let me know if you have any questions concerning this request.

Sincerely,

A handwritten signature in blue ink, reading "Stephen C. Brich".

Stephen C. Brich, PE

## **RRTPO POLICY BOARD AGENDA 6/14/22; ITEM 8**

### **ELECTION OF FISCAL YEAR 2023 RRTPO TAC OFFICERS**

#### **Richmond Regional Transportation Planning Organization**

**REQUESTED ACTION:** Action is requested of the RRTPO Technical Advisory Committee (TAC) to elect an FY23 Chair and Vice Chair to serve from July 1, 2022, through June 30, 2023.

**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 New Kent County, a representative of Henrico County 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 Hanover County.

**ACTION REQUESTED:** The RRTPO Technical Advisory Committee is requested to elect an FY23 Chair and Vice Chair to serve from July 1, 2022, through June 30, 2023.

**RESOLVED,** that the Richmond Regional Transportation Planning Organization elects \_\_\_\_\_ as FY23 Chair and \_\_\_\_\_ as FY23 Vice Chair.

CAP/jf

## **TAC AGENDA 6/14/22**

### **TAC Future Meeting Topics\***

#### **Future Meeting Topics**

- DRPT –Virginia Statewide Rail Plan
- Scenario Planning
- CVTA Project Prioritization Updates

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