

AGENDA

RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION POLICY BOARD

Thursday, September 1, 2022, 9:30 a.m.

PlanRVA James River Board Room

This meeting is open to the public. Members of the public are invited to attend in-person or virtually.

If you wish to participate in this meeting virtually, please register via Zoom at https://planrva-org.zoom.us/webinar/register/WN_IM5BrUyIQ16LTb4vvY8b4w

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.

Call to Order (Lumpkins)

Pledge of Allegiance (Lumpkins)

Welcome and Introductions (Lumpkins)

Certification of a Quorum (Firestone)

A. ADMINISTRATION

- 1. Consideration of Amendments to the Meeting Agenda**
(Lumpkins)
- 2. [Approval of July 7, 2022, RRTPO Policy Board Meeting Minutes](#)** - page 3
(Lumpkins)
Action requested: motion to approve minutes as presented.
- 3. Open Public Comment Period**
(Lumpkins/5 minutes)
- 4. RRTPO Chair's Report**
(Lumpkins/10 minutes)
 - a. Charles City County Highlight**
- 5. RRTPO Secretary's Report**
(Parsons/10 minutes)
 - a. [Current Work Efforts](#)** - page 26
 - b. RRTPO Work Status and Financial Report for July 2022**
(to be distributed at meeting)

- c. **CTAC Report** – page 29

B. NEW BUSINESS

1. **Safe Streets for All Competitive Grants** – page 30
(Parsons/20 minutes)
 - a. Local Project Endorsement – Action Plan Grant - Chesterfield County
 - b. Local Project Endorsement – Action Plan Grant - Henrico County
 - c. Local Project Endorsement – Implementation Grant – City of Richmond**Action requested: motion to approve resolution endorsing the grant applications for Chesterfield and Henrico Counties, the City of Richmond and Richmond Regional TPO.**
2. **SMART SCALE Round 5 – Goochland County Project Endorsement** – page 44
(Busching/10 minutes)
Action requested: motion to approve resolution endorsing the I-64 at Ashland Rd. (Rte. 623) Interchange project as a Goochland County application for Smart Scale Round 5.
3. **Railroad Crossing Elimination Program – Ashland / Hanover County Project Endorsement** – page 47
(Parsons/10 minutes)
Action requested: motion to approve resolution endorsing the Vaughan Road Overpass project as a DRPT application for a federal Railroad Crossing Elimination grant.

C. AGENCY AND COMMITTEE REPORTS

1. **Transportation Agency Updates**
(15 minutes)
 - a. **CVTA** – Parsons – page 49
 - b. **GRTC** – Adams
 - c. **RMTA** – Dean
 - d. **DRPT** – Dubinsky
 - e. **VDOT** – Mann

D. OTHER BUSINESS

1. **Future Meeting Topics** – page 50
(Lumpkins/5 minutes)
2. **RRTPO Member Comments**
(Lumpkins/5 minutes)
3. **Next Meeting: October 6, 2022**
(Lumpkins)

E. ADJOURNMENT

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
POLICY BOARD MEETING MINUTES
Thursday, July 7, 2022 - 9:30 a.m.**

MEMBERS and ALTERNATES (A) PRESENT:

Town of Ashland		Charles City County		Chesterfield County	
John H. Hodges	X	Byron M. Adkins, Sr.	X	Kevin P. Carroll	X
Anita Barnhart (A)		Vacant (A)		James M. Holland	X
				Christopher Winslow	
Goochland County		Hanover County		Henrico County	
Susan F. Lascolette, FY22 Vice Chair	X	Sean M. Davis		Patricia S. O'Bannon	X
John L. Lumpkins Jr., FY23 Chair	X	W. Canova Peterson IV, FY23 Vice Chair	X	Frank J. Thornton	X
Vacant (A)		Faye O. Prichard (A)		Thomas Branin (A)	
Vacant (A)		Vacant (A)		Vacant (A)	
New Kent County		Powhatan County		City of Richmond	
Patricia A. Paige		David T. Williams, FY22 Chair	X	Andreas D. Addison	X
C. Thomas Tiller Jr.		Karin M. Carmack (virtual)	X	Katherine L. Jordan	X
Thomas W. Evelyn (A)		Vacant (A)		Stephanie A. Lynch	
Vacant (A)		Vacant (A)		Cynthia I. Newbille	
				Michael J. Jones (A)	
				Kristen Nye Larson (A)	
				Ellen F. Robertson (A) (virtual)	X
				Vacant (A)	
Capital Region Airport Commission		GRTC Transit System		RIC Metropolitan Transp. Authority (RMTA)	
John B. Rutledge		Julie E. Timm	X	Joi Taylor Dean	X
Vacant (A)		Sheryl Adams (A)		Vacant (A)	
Secretary of Trans. or Designee		CTAC		DRPT	
VDOT, R. Shane Mann	X	Upton S. Martin (non-voting) (virtual)	X	Tiffany T. Dubinsky (non-voting)	X
VDOT, Mark E. Riblett (A) (virtual)	X	Lisa M. Guthrie (non-voting) (virtual)	X	Grant Sparks (A) (non-voting)	
		Sera Erickson (FY 23 A) (non-voting) (virtual)	X		
Federal Highway Administration (FHWA)		Federal Transit Administration (FTA)		RideFinders	
Thomas L. Nelson Jr. (non-voting)		Daniel Koenig (Liaison)		Von S. Tisdale (non-voting) (virtual)	X
Richard Duran (A) (non-voting)		Vacant (A)		Cherika N. Ruffin (A) (non-voting)	
VA Dept. of Aviation (DOAV)					
P. Clifford Burnette Jr. (non-voting)					

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

CALL TO ORDER

The Richmond Regional Transportation Planning Organization (RRTPO) Policy Board Chair, David T. Williams, presided and called the July 7, 2022, RRTPO Policy Board action meeting to order at 9:30 a.m. in PlanRVA's James River Board Room.

WELCOME AND INTRODUCTIONS

Chair Williams welcomed all the attendees and introduced Mr. Byron M. Adkins, Sr. as the new RRTPO member representing Charles City County.

ATTENDANCE, ROLL CALL & CERTIFICATION OF MEETING QUORUM

Janice Firestone, Program Coordinator, certified that a quorum was present.

A. ADMINISTRATION

1. Consideration of Amendments to the Meeting Agenda

On motion by David T. Williams, seconded by Frank J Thornton, the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board amended the July 7, 2022, meeting agenda to move the FY23 Election of Officers and the Long-Range Transportation Plan (LRTP) Amendment - Reconnect Jackson Ward – City of Richmond, items to A.-2. and A.-3. so that they could be addressed immediately. (Roll call vote.)

2. Election of Officers (moved up in order)

On motion by David T. Williams, seconded by John H. Hodges, the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board voted unanimously to elect John L. Lumpkins, Jr. as FY23 Chair and W. Canova Peterson, IV as FY23 Vice Chair by roll call vote (see Appendix A).

3. Long-Range Transportation Plan (LRTP) Amendment - Reconnect Jackson Ward – City of Richmond (moved up in order)

Chet Parsons presented this matter and offered clarification on the criteria for inclusion in the plan. Ms. Jordan, Ms. Robertson, Mr. Addison and Caleb Parks, City of Richmond, provided an overview and history of the project.

On motion by Ellen F. Robertson, seconded by James M. Holland, the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board approved the following resolution by roll call vote (see Appendix A).

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.

4. Approval of the May 5 and June 2, 2022, meeting minutes

On motion by W. Canova Peterson, IV, seconded by Kevin P. Carroll, the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board voted to approve the minutes of the May 5 and June 2, 2022, RRTPO meeting by roll call vote (see Appendix A).

5. Open Public Comment Period

There were no requests to address the RRTPO Policy Board.

Mr. Addison left the meeting at approximately 10:00 a.m.

6. RRTPO Chair's Report

Chairman Lumpkins wished Julie Timm, GRTC, well on her new position in Seattle. Ms. Timm addressed the board and expressed her appreciation to GRTC for her time there. She noted the strength of the organization.

Mr. Lumpkins expressed his appreciation for being elected Chairman. He noted that he will put an emphasis on keeping meetings to the set agenda times out of respect to board members' time. He noted there will be a couple meetings in the fall that will need to be held at alternate locations due to the timing of PlanRVA's move to new offices.

Mr. Williams shared comments as outgoing Chairman and reiterated his recommendations for strong communication between incoming/outgoing Chairs as well as Chairs of the other organizations. He also stressed the need for a plan to handle construction cost over-runs.

7. RRTPO Secretary's Report

a. Current Work Efforts

b. RRTPO Work Status and Financial Report for April/May 2022

c. Annual Meeting Update

Mr. Parsons reported on these three items and offered to answer any board member questions.

B. NEW BUSINESS

1. SmartScale Round 5 – Locality/Agency Project Endorsement

Mr. Parsons presented this matter and explained that the TAC has reviewed each project and recommends Policy Board approval. It was noted that the I-64 widening project is not on this list because it was not submitted as a locality project. It will be addressed in the next agenda item.

On motion by W. Canova Peterson, seconded by Patricia S. O'Bannon, the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board approved the following resolution (see Appendix A)

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 Oilville Road (Rte. 617) Interchange
- Hockett Road Re-alignment

GRTC

- Arts District BRT Station ADA Access / Safety Streetscape
- Main Street Station Improvements
- 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

PlanRVA

- I-95/Willis Road – Interchange Improvements
- Parham Rd Ped Improvements – Holly Hill Rd to Three Chopt Rd
- Route 288 Northbound – Hard Shoulder Running
- Route 360/I-64 Interchange Reconfiguration

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

2. Smart Scale Round 5 – RRTPO Projects

Mr. Parsons presented this matter and explained that the TAC has reviewed each project and recommends Policy Board approval.

On motion by Patricia S. O'Bannon, seconded by John H. Hodges, the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board approved the following resolution (see Appendix A) (see Appendix A) (see Appendix A)

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

3. FY21 – FY24 TIP Amendment – VDOT Request

Mr. Parsons presented this matter and explained that the TAC has reviewed the request and recommends Policy Board approval.

On motion by Patricia S. O'Bannon, seconded by Frank J. Thornton, the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board approved 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.

4. FY21 – FY24 TIP Amendment – DRPT Request

Mr. Parsons presented this matter and explained that TAC has reviewed the request and recommends Policy Board approval. Board members discussed the Hanover DASH program and the Care on Demand program. Ms. Timm expressed support on behalf of GRTC. There was a discussion on micro-mobility. These programs are a hybrid of that and serve people who cannot use a personal vehicle or are out of the range of other transit services.

On motion by W. Canova Peterson, seconded by David T. Williams, the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board approved 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.

5. Long-Range Transportation Plan (LRTP) Amendment - I-64 Widening – VDOT

Mr. Parsons presented this request. R. Shane Mann, VDOT, offered clarification on several aspects of the project and funding. Board members had further questions about the amount of funding committed by the CVTA (100 million), Hampton Roads funding and where any additional funds will come from.

On motion by Kevin P. Carroll, seconded by David T. Williams, the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board approved the following resolution (see Appendix A):

RESOLVED that the Richmond Regional Transportation Planning Organization (RRTPO) amends the ConnectRVA 2045 plan to include the I-64 widening project from Exit 211 to the James City County line in the Constrained Plan.

C. AGENCY AND COMMITTEE REPORTS

1. Transportation Agency Updates

- a. Shane Mann, VDOT, provided an update on VDOT agency activity. A copy of the update is available on the TPO meeting web page.
- b. Tiffany Dubinsky, DRPT, provided an update on DRPT agency activity. A copy of the update is available on the TPO meeting web page.

D. OTHER BUSINESS

1. Future Meeting Topics

There were no additional meeting topics suggested by members.

2. RRTPO Member Comments

Mr. Peterson commented on the Hanover Tomato Festival that will be held on July 15th and 16th at Pole Green Park in Mechanicsville. It is a two-day event this year. There will be plenty of vendors and activities.

Chairman Lumpkins congratulated Chesterfield County on the Lego project.

Ms. Timm suggested future meeting agendas include agency updates from GRTC, RMTA and CVTA. Chair Lumpkins concurred and noted future agendas will have a time for agency representatives to provide such an update if they wish.

3. Next RRTPO Policy Board Meeting

The next meeting will be held on Thursday, September 1, 2022.

D. ADJOURNMENT:

Chair Lumpkins adjourned the meeting at approximately 10:55 a.m.

Election of Officers

Vote Totals 22 0 1 Yays Over 2/3

Williams/Hodges	Voting			Status	Weighted Vote		
	Yay	Nay	Abstain		Yay	Nay	Abstain
Jurisdiction							
Ashland (1)							
John H. Hodges	x			Present	1	0	0
Anita Barnhart (A)				Absent	0	0	0
Charles City (1)							
Byron Adkins	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Chesterfield (4)							
Kevin P. Carroll	x			Present	2	0	0
James M. Holland	x			Present	2	0	0
Christopher Winslow				Absent	0	0	0
Leslie Haley (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Goochland (2)							
John L. Lumpkins Jr.	x			Present	1	0	0
Vice Chair Susan F. Lascolette	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Hanover (3)							
Sean M. Davis				Absent	0	0	0
W. Canova Peterson	x			Present	3	0	0
Faye O. Prichard (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Henrico (4)							
Patricia S. O’Bannon	x			Present	2	0	0
Frank J. Thornton	x			Present	2	0	0
Thomas M. Branin (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
New Kent (2)							
Patricia A. Paige				Absent	0	0	0
C. Thomas Tiller Jr.				Absent	0	0	0
Thomas W. Evelyn (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Powhatan (2)							
Chair David T. Williams	x			Present	1	0	0
Karin M. Carmack	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Richmond (4)							
Andreas D. Addison	x			Present	1	0	0
Katherine L. Jordan	x			Present	1	0	0

Stephanie A. Lynch		Absent	0	0	0
Cynthia I. Newbille		Absent	0	0	0
Michael J. Jones (A)		Absent	0	0	0
Kristen Nye Larson (A)		Absent	0	0	0
Ellen F. Robertson (A)	x	Present	0	0	1
Vacant (A)		Vacant	0	0	0
CRAC (1)					
John B. Rutledge		Absent	0	0	0
Vacant (A)		Vacant	0	0	0
GRTC (1)					
Julie E. Timm	x	Present	1	0	0
Sheryl Adams (A)		Absent	0	0	0
RMTA (1)					
Joi Taylor Dean	x	Present	1	0	0
Vacant (A)		Vacant	0	0	0
VDOT (1)					
R. Shane Mann	x	Present	1	0	0
Mark E. Riblett (A)		Non Voting /	0	0	0
			22	0	1
			Yea	Nay	Abstain

Item 3 - Jackson Ward

Item 3 - Jackson Ward				Yays				
Vote Totals		22	0	1	Over 2/3			
Robertson/Hodges		Voting			Weighted Vote			
Jurisdiction		Yay	Nay	Abstain	Status	Yay	Nay	Abstain
Ashland (1)								
	John H. Hodges	x			Present	1	0	0
	Anita Barnhart (A)				Absent	0	0	0
Charles City (1)								
	Byron Adkins	x			Present	1	0	0
	Vacant (A)				Vacant	0	0	0
Chesterfield (4)								
	Kevin P. Carroll	x			Present	2	0	0
	James M. Holland	x			Present	2	0	0
	Christopher Winslow				Absent	0	0	0
	Leslie Haley (A)				Absent	0	0	0
	Vacant (A)				Vacant	0	0	0
	Vacant (A)				Vacant	0	0	0
Goochland (2)								
	John L. Lumpkins Jr.	x			Present	1	0	0
	Vice Chair Susan F. Lascolette	x			Present	1	0	0
	Vacant (A)				Vacant	0	0	0
	Vacant (A)				Vacant	0	0	0
Hanover (3)								
	Sean M. Davis				Absent	0	0	0
	W. Canova Peterson	x			Present	3	0	0
	Faye O. Prichard (A)				Absent	0	0	0
	Vacant (A)				Vacant	0	0	0
Henrico (4)								
	Patricia S. O'Bannon	x			Present	2	0	0
	Frank J. Thornton	x			Present	2	0	0
	Thomas M. Branin (A)				Absent	0	0	0
	Vacant (A)				Vacant	0	0	0
New Kent (2)								
	Patricia A. Paige				Absent	0	0	0
	C. Thomas Tiller Jr.				Absent	0	0	0
	Thomas W. Evelyn (A)				Absent	0	0	0
	Vacant (A)				Vacant	0	0	0
Powhatan (2)								
	Chair David T. Williams	x			Present	1	0	0
	Karin M. Carmack	x			Present	1	0	0
	Vacant (A)				Vacant	0	0	0
	Vacant (A)				Vacant	0	0	0
Richmond (4)								
	Andreas D. Addison	x			Present	1	0	0
	Katherine L. Jordan	x			Present	1	0	0

Stephanie A. Lynch		Absent	0	0	0
Cynthia I. Newbille		Absent	0	0	0
Michael J. Jones (A)		Absent	0	0	0
Kristen Nye Larson (A)		Absent	0	0	0
Ellen F. Robertson (A)		Present	0	0	1
Vacant (A)		Vacant	0	0	0
CRAC (1)					
John B. Rutledge		Absent	0	0	0
Vacant (A)		Vacant	0	0	0
GRTC (1)					
Julie E. Timm	x	Present	1	0	0
Sheryl Adams (A)		Absent	0	0	0
RMTA (1)					
Joi Taylor Dean	x	Present	1	0	0
Vacant (A)		Vacant	0	0	0
VDOT (1)					
R. Shane Mann	x	Present	1	0	0
Mark E. Riblett (A)		Non Voting /	0	0	0
			22	0	1
			Yea	Nay	Abstain

Item 4 - Approval of Minutes

				Yays			
Vote Totals				22	0	1	Over 2/3
Peterson/Carroll (acclamation vote)				Voting			Weighted Vote
Jurisdiction	Yay	Nay	Abstain	Status	Yay	Nay	Abstain
Ashland (1)							
John H. Hodges	x			Present	1	0	0
Anita Barnhart (A)				Absent	0	0	0
Charles City (1)							
Byron Adkins	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Chesterfield (4)							
Kevin P. Carroll	x			Present	2	0	0
James M. Holland	x			Present	2	0	0
Christopher Winslow				Absent	0	0	0
Leslie Haley (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Goochland (2)							
John L. Lumpkins Jr.	x			Present	1	0	0
Vice Chair Susan F. Lascolette	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Hanover (3)							
Sean M. Davis				Absent	0	0	0
W. Canova Peterson	x			Present	3	0	0
Faye O. Prichard (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Henrico (4)							
Patricia S. O'Bannon	x			Present	2	0	0
Frank J. Thornton	x			Present	2	0	0
Thomas M. Branin (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
New Kent (2)							
Patricia A. Paige				Absent	0	0	0
C. Thomas Tiller Jr.				Absent	0	0	0
Thomas W. Evelyn (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Powhatan (2)							
Chair David T. Williams	x			Present	1	0	0
Karin M. Carmack	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Richmond (4)							
Andreas D. Addison	x			Present	1	0	0
Katherine L. Jordan	x			Present	1	0	0

Stephanie A. Lynch		Absent	0	0	0
Cynthia I. Newbille		Absent	0	0	0
Michael J. Jones (A)		Absent	0	0	0
Kristen Nye Larson (A)		Absent	0	0	0
Ellen F. Robertson (A)		Present	0	0	1
Vacant (A)		Vacant	0	0	0
CRAC (1)					
John B. Rutledge		Absent	0	0	0
Vacant (A)		Vacant	0	0	0
GRTC (1)					
Julie E. Timm	x	Present	1	0	0
Sheryl Adams (A)		Absent	0	0	0
RMTA (1)					
Joi Taylor Dean	x	Present	1	0	0
Vacant (A)		Vacant	0	0	0
VDOT (1)					
R. Shane Mann	x	Present	1	0	0
Mark E. Riblett (A)		Non Voting /	0	0	0
			22	0	1
			Yea	Nay	Abstain

SmartScale Round 5 – Locality/Agency Project Endorsement	Yays			
Vote Totals	21	0	2	Over 2/3

Peterson/O'Bannon	Voting			Status	Weighted Vote		
	Yay	Nay	Abstain		Yay	Nay	Abstain
Jurisdiction							
Ashland (1)							
John H. Hodges	x			Present	1	0	0
Anita Barnhart (A)				Absent	0	0	0
Charles City (1)							
Byron Adkins	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Chesterfield (4)							
Kevin P. Carroll	x			Present	2	0	0
James M. Holland	x			Present	2	0	0
Christopher Winslow				Absent	0	0	0
				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Goochland (2)							
John L. Lumpkins Jr.	x			Present	1	0	0
Vice Chair Susan F. Lascolette	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Hanover (3)							
Sean M. Davis				Absent	0	0	0
W. Canova Peterson	x			Present	3	0	0
Faye O. Prichard (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Henrico (4)							
Patricia S. O'Bannon	x			Present	2	0	0
Frank J. Thornton	x			Present	2	0	0
Thomas M. Branin (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
New Kent (2)							
Patricia A. Paige				Absent	0	0	0
C. Thomas Tiller Jr.				Absent	0	0	0
Thomas W. Evelyn (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Powhatan (2)							
Chair David T. Williams	x			Present	1	0	0
Karin M. Carmack	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Richmond (4)							
Andreas D. Addison			x	Present	0	0	1
Katherine L. Jordan	x			Present	1	0	0

Stephanie A. Lynch		Absent	0	0	0
Cynthia I. Newbille		Absent	0	0	0
Michael J. Jones (A)		Absent	0	0	0
Kristen Nye Larson (A)		Absent	0	0	0
Ellen F. Robertson (A)	x	Present	0	0	1
Vacant (A)		Vacant	0	0	0
CRAC (1)					
John B. Rutledge		Absent	0	0	0
Vacant (A)		Vacant	0	0	0
GRTC (1)					
Julie E. Timm	x	Present	1	0	0
Sheryl Adams (A)		Absent	0	0	0
RMTA (1)					
Joi Taylor Dean	x	Present	1	0	0
Vacant (A)		Vacant	0	0	0
VDOT (1)					
R. Shane Mann	x	Present	1	0	0
Mark E. Riblett (A)		Non Voting /	0	0	0
			21	0	2
			Yea	Nay	Abstain

Smart Scale Round 5 – RRTPO Projects

Yays

Vote Totals 22 0 x+BI26:BI39 Over 2/3

O'Bannon/Hodges	Voting			Weighted Vote			
Jurisdiction	Yay	Nay	Abstain	Status	Yay	Nay	Abstain
Ashland (1)							
John H. Hodges	x			Present	1	0	0
Anita Barnhart (A)				Absent	0	0	0
Charles City (1)							
Byron Adkins	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Chesterfield (4)							
Kevin P. Carroll	x			Present	2	0	0
James M. Holland	x			Present	2	0	0
Christopher Winslow				Absent	0	0	0
				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Goochland (2)							
Chairman John L. Lumpkins Jr.	x			Present	1	0	0
Susan F. Lascolette	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Hanover (3)							
Sean M. Davis				Absent	0	0	0
Vice Chair W. Canova Peterson	x			Present	3	0	0
Faye O. Prichard (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Henrico (4)							
Patricia S. O'Bannon	x			Present	2	0	0
Frank J. Thornton	x			Present	2	0	0
Thomas M. Branin (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
New Kent (2)							
Patricia A. Paige				Absent	0	0	0
C. Thomas Tiller Jr.				Absent	0	0	0
Thomas W. Evelyn (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Powhatan (2)							
David T. Williams	x			Present	1	0	0
Karin M. Carmack	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Richmond (4)							
Andreas D. Addison	x			Present	0	0	1
Katherine L. Jordan	x			Present	1	0	0

Stephanie A. Lynch		Absent	0	0	0
Cynthia I. Newbille		Absent	0	0	0
Michael J. Jones (A)		Absent	0	0	0
Kristen Nye Larson (A)		Absent	0	0	0
Ellen F. Robertson (A)	x	Present	1	0	0
Vacant (A)		Vacant	0	0	0
CRAC (1)					
John B. Rutledge		Absent	0	0	0
Vacant (A)		Vacant	0	0	0
GRTC (1)					
Julie E. Timm	x	Present	1	0	0
Sheryl Adams (A)		Absent	0	0	0
RMTA (1)					
Joi Taylor Dean	x	Present	1	0	0
Vacant (A)		Vacant	0	0	0
VDOT (1)					
R. Shane Mann	x	Present	1	0	0
Mark E. Riblett (A)		Non Voting /	0	0	0
			22	0	1
			Yea	Nay	Abstain

FY21 – FY24 TIP Amendment – VDOT Request

Yays

Vote Totals 21 0 2 Over 2/3

O'Bannon/Thornton	Voting			Status	Weighted Vote		
	Yay	Nay	Abstain		Yay	Nay	Abstain
Jurisdiction							
Ashland (1)							
John H. Hodges	x			Present	1	0	0
Anita Barnhart (A)				Absent	0	0	0
Charles City (1)							
Byron Adkins	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Chesterfield (4)							
Kevin P. Carroll	x			Present	2	0	0
James M. Holland	x			Present	2	0	0
Christopher Winslow				Absent	0	0	0
Leslie Haley (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Goochland (2)							
Chairman John L. Lumpkins Jr.	x			Present	1	0	0
Susan F. Lascolette	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Hanover (3)							
Sean M. Davis				Absent	0	0	0
Vice Chair W. Canova Peterson	x			Present	3	0	0
Faye O. Prichard (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Henrico (4)							
Patricia S. O'Bannon	x			Present	2	0	0
Frank J. Thornton	x			Present	2	0	0
Thomas M. Branin (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
New Kent (2)							
Patricia A. Paige				Absent	0	0	0
C. Thomas Tiller Jr.				Absent	0	0	0
Thomas W. Evelyn (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Powhatan (2)							
David T. Williams	x			Present	1	0	0
Karin M. Carmack	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Richmond (4)							
Andreas D. Addison	x			Present	0	0	1
Katherine L. Jordan	x			Present	1	0	0

Stephanie A. Lynch		Absent	0	0	0
Cynthia I. Newbille		Absent	0	0	0
Michael J. Jones (A)		Absent	0	0	0
Kristen Nye Larson (A)		Absent	0	0	0
Ellen F. Robertson (A)	x	Present	0	0	1
Vacant (A)		Vacant	0	0	0
CRAC (1)					
John B. Rutledge		Absent	0	0	0
Vacant (A)		Vacant	0	0	0
GRTC (1)					
Julie E. Timm	x	Present	1	0	0
Sheryl Adams (A)		Absent	0	0	0
RMTA (1)					
Joi Taylor Dean	x	Present	1	0	0
Vacant (A)		Vacant	0	0	0
VDOT (1)					
R. Shane Mann	x	Present	1	0	0
Mark E. Riblett (A)		Non Voting /	0	0	0
			21	0	2
			Yea	Nay	Abstain

FY21 – FY24 TIP Amendment – DRPT Request

Yays

Vote Totals 21 0 2 Over 2/3

Peterson/Williams	Voting			Status	Weighted Vote		
	Yay	Nay	Abstain		Yay	Nay	Abstain
Ashland (1)							
John H. Hodges	x			Present	1	0	0
Anita Barnhart (A)				Absent	0	0	0
Charles City (1)							
Byron Adkins	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Chesterfield (4)							
Kevin P. Carroll	x			Present	2	0	0
James M. Holland	x			Present	2	0	0
Christopher Winslow				Absent	0	0	0
Leslie Haley (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Goochland (2)							
Chairman John L. Lumpkins Jr.	x			Present	1	0	0
Susan F. Lascolette	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Hanover (3)							
Sean M. Davis				Absent	0	0	0
Vice Chair W. Canova Peterson	x			Present	3	0	0
Faye O. Prichard (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Henrico (4)							
Patricia S. O'Bannon	x			Present	2	0	0
Frank J. Thornton	x			Present	2	0	0
Thomas M. Branin (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
New Kent (2)							
Patricia A. Paige				Absent	0	0	0
C. Thomas Tiller Jr.				Absent	0	0	0
Thomas W. Evelyn (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Powhatan (2)							
David T. Williams	x			Present	1	0	0
Karin M. Carmack	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Richmond (4)							
Andreas D. Addison	x			Present	0	0	1
Katherine L. Jordan	x			Present	1	0	0

Stephanie A. Lynch		Absent	0	0	0
Cynthia I. Newbille		Absent	0	0	0
Michael J. Jones (A)		Absent	0	0	0
Kristen Nye Larson (A)		Absent	0	0	0
Ellen F. Robertson (A)	x	Present	0	0	1
Vacant (A)		Vacant	0	0	0
CRAC (1)					
John B. Rutledge		Absent	0	0	0
Vacant (A)		Vacant	0	0	0
GRTC (1)					
Julie E. Timm	x	Present	1	0	0
Sheryl Adams (A)		Absent	0	0	0
RMTA (1)					
Joi Taylor Dean	x	Present	1	0	0
Vacant (A)		Vacant	0	0	0
VDOT (1)					
R. Shane Mann	x	Present	1	0	0
Mark E. Riblett (A)		Non Voting /	0	0	0
			21	0	2
			Yea	Nay	Abstain

Long-Range Transportation Plan (LRTP) Amendment - I64	Yays
Vote Totals	21 0 2 Over 2/3

Carroll/Williams	Voting			Status	Weighted Vote		
	Yay	Nay	Abstain		Yay	Nay	Abstain
Ashland (1)							
John H. Hodges	x			Present	1	0	0
Anita Barnhart (A)				Absent	0	0	0
Charles City (1)							
Byron Adkins	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Chesterfield (4)							
Kevin P. Carroll	x			Present	2	0	0
James M. Holland	x			Present	2	0	0
Christopher Winslow				Absent	0	0	0
Leslie Haley (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Goochland (2)							
Chairman John L. Lumpkins Jr.	x			Present	1	0	0
Susan F. Lascolette	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Hanover (3)							
Sean M. Davis				Absent	0	0	0
Vice Chair W. Canova Peterson	x			Present	3	0	0
Faye O. Prichard (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Henrico (4)							
Patricia S. O'Bannon	x			Present	2	0	0
Frank J. Thornton	x			Present	2	0	0
Thomas M. Branin (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
New Kent (2)							
Patricia A. Paige				Absent	0	0	0
C. Thomas Tiller Jr.				Absent	0	0	0
Thomas W. Evelyn (A)				Absent	0	0	0
Vacant (A)				Vacant	0	0	0
Powhatan (2)							
David T. Williams	x			Present	1	0	0
Karin M. Carmack	x			Present	1	0	0
Vacant (A)				Vacant	0	0	0
Vacant (A)				Vacant	0	0	0
Richmond (4)							
Andreas D. Addison	x			Present	0	0	1
Katherine L. Jordan	x			Present	1	0	0

Stephanie A. Lynch		Absent	0	0	0
Cynthia I. Newbille		Absent	0	0	0
Michael J. Jones (A)		Absent	0	0	0
Kristen Nye Larson (A)		Absent	0	0	0
Ellen F. Robertson (A)	x	Present	0	0	1
Vacant (A)		Vacant	0	0	0
CRAC (1)					
John B. Rutledge		Absent	0	0	0
Vacant (A)		Vacant	0	0	0
GRTC (1)					
Julie E. Timm	x	Present	1	0	0
Sheryl Adams (A)		Absent	0	0	0
RMTA (1)					
Joi Taylor Dean	x	Present	1	0	0
Vacant (A)		Vacant	0	0	0
VDOT (1)					
R. Shane Mann	x	Present	1	0	0
Mark E. Riblett (A)		Non Voting /	0	0	0
			21	0	2
			Yea	Nay	Abstain

Current Work Efforts Update – Item A.-5.-a.

Active Transportation Work Group (ATWG)

The next steps of the adopted BikePedRVA plan call for reconstituting the Active Transportation Work Group (ATWG) as an important driver for implementation working with the localities, agency representatives, and advocates. In addition to the reformation and regular ATWG meetings, staff continues to work with partners to advance the goals of Active Transportation in the region:

- Work continues with ECG on updates to designated sections of the trail the Richmond region and to help track funding grants for improvements to sections of the trail.
- Staff continues to assist ECG staff with a video project in the Richmond area including the Virginia Capital Trail and the developing Fall Line.

Central Virginia Transportation Authority

Continued staff support for the daily function of the Authority. Supported meetings of the CVTA, Finance Committee, Technical Advisory Committee and Fall Line Working Group. Specific administrative work tasks included meeting administration, coordination and review of July CVTA action. More information on specific CVTA actions can be found on the [CVTA meetings page](#).

Richmond Regional Bicycle and Pedestrian Plan

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 (with link to the plan document)
- Community Engagement Report story map
- Interactive Map showing completed and proposed infrastructure, transit, demographics, crash data, and other factors that influence improvements to the safety and equity of active transportation.
- BikePedRVA Implementation *story map (in progress)*

A separate story map is being developed as a ready resource of regularly updated information on the implementation of the *BikePedRVA* plan. A new section entitled “What’s New?” will include updated statistics and trends of annual pedestrian and cyclist crashes, focus on the high-injury network (HIN) from the Regional Safety Plan, funding resources for local and regional projects, summaries of funding applications, new and improved active transportation infrastructure projects and programs instituted to-date throughout the region, and information to be shared with the reconstituted Active Transportation Work Group (ATWG) who will work with staff to carry out the adopted plan.

Ashland Trolley Line Trail Study

PlanRVA staff continues to work with the National Park Service and a local history team of experts from Ashland, Hanover, and Henrico counties on concepts that will depict the trolley line's former role (ca. 1907-1938) and community connections. Concepts include interpretative signage that can supplement three signs already 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.

Staff met with the Hanover parks and recreation director in July to support this effort. Staff also met with parks and recreation and planning officials from the City of Richmond in efforts to re-engage the city on this historical interpretation effort. 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 an updated story map of the [history of the trolley line](#) and a [design sketchbook](#).

Staff participated in CVTA Fall Line meetings and continue to work with localities along the trail on funding options. VDOT is currently also working with a consultant on design guidelines for the trail group meeting.

Public Transportation Services

Presented a regional transportation update at the July 7 meeting of the Hanover Human Services Network, the July 14 meeting of the Senior Connections Advisory Council, the July 21 meeting of the New Kent Community Outreach Council, and the July 26 Senior Connections Board of Directors.

Meeting attendance/participation:

- GRTC Board of Directors – July 19.
- Hanover Human Services Network July 7
- Senior Connections Advisory Council July 21
- Senior Connections Board of Directors July 26

Elderly and Disabled Outreach

Public Outreach & Equity Analysis

- Participated in Flying Squirrels community night to increase awareness about ConnectRVA 2045 Plan, BikePedRVA 2045 Plan, and increase public participation in transportation initiatives.
- Implemented community outreach tactics and submitted announcements to digital & print media to publicize meetings for RRTPO, PlanRVA, and the CVTA
- Published first newsletter and blog for RRTPO, PlanRVA and the CVTA to inform the public of recent successes and upcoming priorities.
- Participated in planning meeting and outreach discussion for the development and use of the Richmond region Market Value Analysis.
- Continued community outreach regarding upcoming decisions, public engagement opportunities, Title VI and work that is being undertaken in each of the nine jurisdictions.

Socioeconomic Data Workgroup

Coordinated and staffed initial workgroup meeting, which included the following:

- 2050 LRTP Update & PlanRVA Scenario Planning Overview
- Socioeconomic Data Purpose/Schedule
- 2022 Virginia Population Projections Presentation by Dr. Shonel Sen - Weldon Cooper Center, Demographics Research Group
- Horizon Year (2050) Baseline Projections Methodology

FY24 – FY27 Transportation Improvement Program (TIP)

- Staff attended initial kick-off and project review meetings with VDOT
- Project list review on-going with locality staff

MEMORANDUM

To: Richmond Regional Transportation Planning Organization (RRTPO) Policy Board
RRTPO Technical Advisory Committee
From: Kenneth Lantz, Jr., RRTPO Mobility Manager
Date: July 22, 2022
Subj: RRTPO Community Transportation Advisory Committee (CTAC) Meeting Report

The following is a brief report on major discussion items from the July 21, 2022, CTAC meeting.

Overview of State Transportation Funding Programs (*Danny Plaughter, Virginians for High-Speed Rail*). Danny Plaughter, Deputy Director of the Virginia Transit Association, provided an overview of transportation funding in Virginia. He noted that transportation funding in the state dates to 1923, when a \$.03 tax per gallon was instituted. In 2020-2021, the state gas tax was increased to \$0.262 per gallon and tied to inflation via the Consumer Price Index (CPI), and regional gas taxes tied to the CPI were also instituted. Mr. Plaughter noted that in addition to the sales tax on motor fuel, other state funding sources include license fees, sales and use taxes, retail sales and use taxes, insurance premium fees, and truck registration fees and road taxes. For FY23, the revenues flowing into the Commonwealth Transportation are expected to total \$4.621 billion. Mr. Plaughter noted that in addition to supporting highway maintenance (\$2.275 billion) and construction (\$2.186 billion), the state transportation dollars support the Commonwealth Mass Transit Fund (\$502,788,510), the Commonwealth Rail Fund (\$163,952,775), Commonwealth Port Fund (\$54,650,925), and Commonwealth Aviation Fund (\$32,790,555).

Overview of CVTA Funding (Lisa Guthrie, Virginia Transit Association). Lisa Guthrie provided a status update on funding provided by the Central Virginia Transportation Authority. As of June 2022, funding distributions included \$85.6 million to local projects; \$25.7 million to GRTC; and \$59.9 million to regional projects. For fiscal years 23-26 the Authority is projecting revenue of \$276.4 million. Ms. Guthrie noted that Authority has made a priority commitment to the Fall Line Trail, with a majority of the FY21 and 22 revenues being dedicated to this project. Ms. Guthrie also reviewed the CVTA's regional project selection framework, steps leading to project selection, and project eligibility criteria. She noted that the Authority has selected 30 projects for funding and has dedicated \$276.4 million. The Authority has also approved \$100 million for the improvement of I-64 outside of the regional project grouping.

Next CTAC Meeting

The next CTAC meeting is scheduled for Thursday, September 15, 2022.

POLICY BOARD AGENDA 9/1/22; ITEM B.-1.

SAFE STREETS FOR ALL GRANT APPLICATIONS ENDORSEMENT Richmond Regional Transportation Planning Organization

REQUESTED ACTION: To review and endorse competitive grant applications submitted by local governments for Safe Streets for All competitive grant funds.

BACKGROUND: The [Bipartisan Infrastructure Law](#) (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

The following activities are eligible for the SS4A program:

- Develop or update a comprehensive safety action plan (Action Plan).
- Conduct planning, design, and development activities in support of an Action Plan.
- Carry out projects and strategies identified in an Action Plan.

There are two types of SS4A grants: Action Plan Grants and Implementation Grants.

Action Plan Grant example activities

Communities can use Action Plan Grants to develop or complete an Action Plan or to conduct supplemental planning activities.

Below are illustrative examples of activities that could directly assist in the process of developing or updating an Action Plan by conducting outreach, data collection, analysis, and other related tasks:

- **Leadership commitment and goal setting** that includes a goal timeline for eliminating roadway fatalities and serious injuries.
- **Planning structure** through a committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
- **Safety analysis** of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.
- **Engagement and collaboration** with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback.
- **Equity** considerations developed through a plan using inclusive and representative processes.
- **Policy and process changes** that assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety.
- **Strategy and project selections** that identify a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy

practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan.

- **Progress and transparency methods** that measure progress over time after an Action Plan is developed or updated, including outcome data.

Supplemental planning example activities (must have an eligible Action Plan in place)
Supplemental Action Plan activities that support or enhance an existing Action Plan could include, but are not limited to:

- Additional analysis
- Expanded data collection and evaluation using integrated data
- Testing Action Plan concepts before project and strategy implementation
- Feasibility studies using quick-build strategies that inform permanent projects in the future (e.g., paint, plastic bollards)
- Follow-up stakeholder engagement and collaboration
- Targeted equity assessments
- Progress report development
- Complementary planning efforts such as speed management plans, accessibility and transition plans, racial and health equity plans, and lighting management plans

Implementation Grant example activities

Below are illustrative examples of activities that could be conducted as part of an Implementation Grant. This list is not intended to be exhaustive in nature and could include infrastructure, behavioral, and operational safety activities identified in an Action Plan:

- **Applying low-cost roadway safety treatments** system-wide, such as left- and right-turn lanes at intersections, centerline and shoulder rumble strips, wider edge lines, high-friction surface treatments, road diets, and better signage along high-crash urban and rural corridors.
- **Identifying and correcting common risks** across a network, such as improving pedestrian crosswalks by adding high-visibility pavement markings, lighting, and signage at transit stops, in a designated neighborhood, or along a busy public transportation route.
- **Transforming a roadway corridor** on a High-Injury Network into a Complete Street with safety improvements to control speed, separate users, and improve visibility, along with other measures that improve safety for all users.
- **Installing pedestrian safety enhancements and closing network gaps** with sidewalks, rectangular rapid-flashing beacons, signal improvements, and audible pedestrian signals for people walking, rolling, or using mobility assisted devices.
- **Working with community members in an identified problem area** to carry out quick-build street design changes informed by outreach and user input.
- **Supporting the development of bikeway networks** with bicycle lanes for different roadway volumes and speeds that are safe for people of all ages and abilities.
- **Carrying out speed management strategies** such as implementing traffic calming road design changes, addressing speed along key corridors through

infrastructure, conducting education and outreach, setting appropriate speed limits, and making strategic use of speed safety cameras.

- **Creating safe routes to school and public transit services** through multiple activities that lead to people safely walking, biking, and rolling in underserved communities.
- **Promoting the adoption of innovative technologies or strategies to promote safety** and protect vulnerable road users in high-traffic areas where commercial motor vehicles (CMVs), pedestrians, bicyclists, motorcyclists, etc. interact.
- **Conducting education campaigns to accompany new or innovative infrastructure**, such as roundabouts, pedestrian hybrid beacons, or pedestrian-only zones.
- **Implementing standard and novel data collection and analysis technologies and strategies** to better understand vulnerable road user (pedestrian/bicycle/transit rider) network gaps and to collect exposure data.
- **Deploying advanced transportation technologies**, such as the installation of connected intersection-based safety solutions and vehicle-to-infrastructure (V2I) advisory speed limit systems (e.g., Intelligent Speed Assistance [ISA]).
- **Combating roadway departure crashes** through enhanced delineation, shoulder widening, rumble strips, and roadside safety improvements.
- **Evaluating and improving the safety of intersections** by considering innovative design changes, improved delineation, and advanced warning.
- **Improving first responder services** with improved crash data collection, formalizing street names and addressing, and enhancing emergency vehicle warning systems.
- **Unifying and integrating safety data across jurisdictions** where local agencies share their crash, roadway inventory, and traffic volume data to create an analytic data resource.

Application considerations for the Richmond Region

The City of Richmond has a very successful and nationally recognized Vision Zero plan in place that will be certified as the action plan for the city. The initial grant opportunity that the City is applying for will be focused on an implementation grant to put project(s) in place that help to satisfy the recommendations in the Vision Zero plan.

Henrico County and Chesterfield County are both interested in applying for an action plan grant that will establish local safety priorities for construction and future consideration as implementation grant subjects.

Strong consideration was given to the development of a regional application (RRTPO) for an action plan grant that would further develop our [regional safety plan \(March 2022\)](#) into a full action plan that identified safety project priorities for all nine of our jurisdictions. There is not adequate time to move this application forward. Further coordination is still necessary between jurisdictions as well as multiple lingering questions for USDOT plus the short time window between now and the application deadline.

STAFF RECOMMENDATION: Staff recommends that the RRTPO Policy Board positions the region for its best available opportunity to secure federal funding through this application process. The recommendation is to approve the implementation grant application by the City of Richmond that builds from its adopted Vision Zero Plan and to approve the action plan grant applications for Chesterfield and Henrico Counties as requested. In addition, staff requests a commitment from the Policy Board to fully consider and support the development of a regional action plan grant application for FY24 through approval of the following resolution as presented.

RESOLVED, that the Richmond Regional Transportation Planning Organization Policy Board endorses the following applications for Safe Streets and Roads for All (SS4A) competitive grant funds:

- Local Project Endorsement – Action Plan Grant - Chesterfield County
- Local Project Endorsement – Action Plan Grant - Henrico County
- Local Project Endorsement – Implementation Grant – City of Richmond

BE IT FURTHER RESOLVED, that the Richmond Regional Transportation Planning Organization Policy Board supports the creation of a full regional action plan and the development of an application for the next round of the Safe Streets and Roads for All program.

CAP

[Agency/ Official/Organization Letterhead]

July 1, 2022

The Honorable Pete Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Avenue Southeast
Washington, D.C. 20590-0001

Dear Secretary Buttigieg:

On behalf of [Name of Agency/Official/Organization], I am pleased to express [my/our] utmost support for the City of Richmond's application for a Safe Streets and Roads for All (SS4A) implementation grant. The SS4A grant would provide funds for implementation of Vision Zero program activities to achieve the goal of zero deaths and serious injuries on the streets of Richmond—a goal that [explanation of the importance of this goal to your organization].

Tragically, traffic-related deaths and serious injuries remain a serious concern across the City of Richmond. The greatest frequency of these incidents occur on the City's arterial streets that carry more people who walk, bike, roll, ride transit, and drive. Richmond's High Injury Network (HIN) comprises seven percent of the roadway network, or 58 miles, and accounts for 62 percent of severe and fatal crashes.

The Mayor and City Council have committed to eliminating all deaths and serious injuries by 2030 through the City's Vision Zero program. This program takes a data-driven approach to comprehensively improving safety, including incorporating Complete Streets and Safe Systems strategies. Richmond's Vision Zero Action Plan and the associated safety projects proposed for funding through the SS4A grant opportunity take a multidisciplinary approach that serves all users, regardless of age or ability.

[Paragraph (2-4 sentences) on your organization and how it will be impacted by the City of Richmond's Vision Zero improvements and associated reduction in traffic deaths and injuries. The [SS4A Grant Priorities](#) are to: Promote safety; Employ low-cost, high-impact strategies that can improve safety over a wider geographic area; Ensure equitable investment in the safety needs of underserved communities, which includes both underserved urban and rural communities; Incorporate evidence-based projects and strategies; and Align with the Department's mission and with priorities such as equity, climate and sustainability, quality job creation, and economic strength and global competitiveness]

The proposed projects and supplemental planning align closely with the Biden administration's new Bipartisan Infrastructure Law, including prioritizing safety improvements for the City of Richmond's underserved communities. Richmond plans to dedicate at least 75 percent of the grant to those communities with the lowest health opportunities, as identified by the Virginia Department of Health. Specifically, this funding would improve "neighborhood walkability" and "access to transportation" for Richmond's low-income and elderly residents.

The [Name of Agency/Official/Organization] wholeheartedly supports this application and the City of Richmond's continued efforts to improve its locally and regionally significant infrastructure and improve overall quality of life. Thank you in advance for your consideration.

Sincerely,

[Signature]

[Print Name]

[Role at Agency]

[Optional: Contact Information]

INTRODUCED: June 13, 2022

A RESOLUTION No. 2022-R041

To express the City Council’s support for the City’s participation in the United States Department of Transportation’s Safe Streets and Roads For All (SS4A) Grant Program to provide funding for the implementation of Vision Zero traffic safety program activities to achieve the goal of zero deaths and serious injuries on the streets of the city of Richmond.

Patron – Mayor Stoney, Vice President Robertson, Mr. Addison, Mr. Jones,
Ms. Jordan and Ms. Lambert

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: JUN 27 2022 AT 6 P.M.

WHEREAS, the Council supported the development of a Vision Zero traffic safety program in the City of Richmond by Resolution No. 2016-R011, adopted March 7, 2016, and reaffirmed its support through Resolution No. 2017-R093, adopted March 12, 2018, to reduce traffic fatalities and serious injuries in road traffic to zero by the year 2030, through comprehensive planning, including promoting improvements in surface transportation performance and safety for travelers; and

WHEREAS, the City’s participation in the United States Department of Transportation’s Safe Streets and Roads For All (SS4A) Grant Program would provide funding for the

AYES: 8 NOES: 0 ABSTAIN: _____

ADOPTED: JUN 27 2022 REJECTED: _____ STRICKEN: _____

implementation of additional Vision Zero program activities to achieve the goal of zero deaths and serious injuries on the streets of the city of Richmond; and

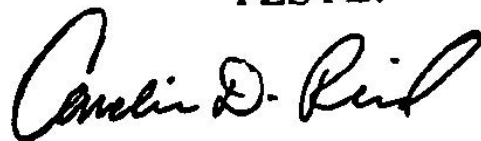
WHEREAS, the Council believes that it is in the best interest of the citizens of the City of Richmond that the Council support the City's participation in the United States Department of Transportation's Safe Streets and Roads For All (SS4A) Grant Program to provide funding for the implementation of Vision Zero traffic safety program activities to achieve the goal of zero deaths and serious injuries on the streets of the city of Richmond;

NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF RICHMOND:

That the Council hereby expresses its support for the City's participation in the U.S. Department of Transportation's Safe Streets and Roads For All (SS4A) Grant Program to provide funding for the implementation of Vision Zero traffic safety program activities to achieve the goal of zero deaths and serious injuries on the streets of the city of Richmond and, to the extent permitted by law, commits to the 20 percent matching funds if the project is approved for funding.

**A TRUE COPY:
TESTE:**

A handwritten signature in black ink, appearing to read "Camille D. Reed". The signature is fluid and cursive, written over the printed name "Camille D. Reed".

City Clerk



City of Richmond

Intracity Correspondence

O&R REQUEST

DATE: May 24, 2022

EDITION: 1

TO: The Honorable Members of City Council

THROUGH: The Honorable Levar M. Stoney, Mayor

THROUGH: J.E. Lincoln Saunders, Chief Administrative Officer

THROUGH: Robert C. Steidel; Deputy Chief Administrative Officer – Operations

THROUGH: Bobby Vincent; Director of Public Works

THROUGH: M. S. Khara, P.E.; City Engineer

FROM: Michael B. Sawyer, P.E.; City Transportation Engineer

RE: **TO PARTICIPATE IN THE FEDERAL 'SAFER STREETS FOR ALL' (SS4A) GRANT PROGRAM TO FUND SAFETY IMPROVEMENT PROJECTS AND SUPPLEMENTAL VISION ZERO ACTIVITIES.**

ORD. OR RES. No. _____

PURPOSE: To request the City Council's approval for the City of Richmond participating and addressing the goals and objectives found in the Vision Zero Action Plan for the FY22 SS4A implementation grant application process and to commit to the 20% matching funds if the federal funding is approved for the project.

REASON: An approved Council Resolution indicating the Council's request for participation and support of the identified potential projects and supplemental activities, and commitment to provide the 20% matching funds if the federal funding is approved, is required in order to participate in the FY22 SS4A Implementation Grant Program.

RECOMMENDATION: Department of Public Works recommends approval of this resolution.

BACKGROUND: The U.S. Department of Transportation has published a Notice of Funding Opportunity (NOFO) for \$1.0 billion in FY22 grant funding through the SS4A discretionary grant program under the Infrastructure Investment and Jobs Act (IIJA). The SS4A discretionary grants can be used to implement projects and strategies found within the Safe and Healthy Street

Commission's adopted Vision Zero Action Plan. Overall, USDOT plans to award \$400 million in grants to establish action plans and \$600 million in grants to implement projects and supplemental activities. For the implementation grants, the USDOT plans to award up to 100 grants.

This is a discretionary grant funding program to accept applications as directed by President Biden's Bipartisan Infrastructure Law (BIL). For the 2022 SS4A grants, maximum funding for each selected project is \$30 million, minimum funding is \$5 million, and no single state shall be awarded more than total of \$90 million in implementation grant funding.

Deadline of application is September 15, 2022. If the project is funded, the funds need to be obligated through September 30, 2026 and the selected project needs to be completed and funds are expended by September 30, 2031. If the grant is available in October 2022, the design is anticipated to be completed in 2024. Construction begins in 2025 and completes in 2026, which is well aligned with the grant schedule requirements.

The total estimated cost of the projects and supplemental activities is \$20,000,000. The grant program requires the City to provide 20% (\$4 million) matching fund as they provide 80% (\$16 million) fund for the project. The City's \$4 million matching fund is proposed to be appropriated using City CIP GO bond and/or CVTA Local Special Fund and/or state transportation funding for FY24 through FY25 budget years. Due to rigorous studies in technical, economic, environmental, and cost benefit analyses, the City is hiring a consultant to prepare and assist in submitting the grant application. Application preparation cost is estimated at \$40,000. Adopted FY23 DPW Transportation Engineering Special Funds will be utilized for this application preparation task.

The proposed low cost, systemic safety projects and supplemental actions meets the required criteria of SS4A Grants. The criteria include (1) safety impact, (2) equity, engagement, and collaboration (3) effective practices and strategies, (4) climate change and sustainability, and economic competitiveness, (5) project readiness, and (6) funds to underserved communities.

Traffic-related deaths and serious injuries on city streets are not limited to one location. These severe crashes occur across the city with greater frequency on the arterial streets that carry more people who walk, bike, roll, ride transit, and drive. These streets are wider and often have multiple travel lanes. Richmond's High Injury Network (HIN) will continue to be the focus. The HIN comprises 7 percent of the roadway network and account for 62 percent of the severe crashes that result in a permanent detour from a person's original destination to the morgue or hospital with life ending or life altering injuries. A safe systems approach coupled with a complete streets process will enable the City of Richmond to deliver a comprehensive approach that serves all users, regardless of age or ability through a proposed package of projects and supplemental activities to reduce the likelihood of a severe crash to zero.

The Virginia Department of Health uses a Health Opportunity Index (HOI) as a composite measure of the social, economic, educational, demographic, and environmental factors that relates to a

community's well-being. A "health in transportation" approach is required to address traffic-related deaths and serious injuries in an equitable manner. The HOI includes indicators of neighborhood walkability and access to transportation for those that are low income, disabled, or elderly. These factors are relevant to Vision Zero, Safe Systems, and Complete Streets. Areas in the City that scored a "very low" HOI have almost three times as many traffic related deaths and serious injuries compared to the other four quintiles of HOI combined in the City of Richmond. Further investment in these communities of concern with a package of projects with supplemental activities will improve the overall health outcomes of residents in the areas with the greatest needs. Our stakeholders continue to determine which factors have the greatest influence in these communities.

Streets classified as arterials in the City of Richmond are the location of the overwhelming number of traffic-related deaths and serious injuries, including pedestrians because of a greater number of users and higher vehicle operating speeds. 81 percent of all traffic related deaths and serious injuries occur at intersections with 51 percent of pedestrian crashes occurring at intersection. Pedestrian related deaths and serious injuries are disproportionately high when compared to other localities in Virginia and across the country. Where pedestrian activity is higher and there is more exposure, the number of crashes increases.

By providing the funding for these Vision Zero projects and supplemental activities, this will enable the City of Richmond with its partners to provide a critical transportation safety improvements on the HIN resulting in lives saved and life changing injuries prevented.

If funding for this project is not obtained, traffic related deaths and serious injuries will continue to occur on city streets and the city's residents and visitors will not see the benefits of our Vision Zero goals realized. Transportation safety can have huge negative impacts on health, well being and personal finances. This funding will allow the City to address severe traffic-related crashes on heavily used city streets for multimodal transportation users of all ages and abilities.

The intent of this resolution is to provide City Council authorization to participate in the 2022 SS4A Grant program and to commit 20% matching funds if the federal funding is awarded for the project.

FISCAL IMPACT / COST: \$40,000 to prepare the grant application that is funded thru FY23 DPW Transportation Engineering Special Fund (Cost Center 02910). Additionally, \$ 4,000,000 in matching 20% City funds in FY24 thru FY25 City CIP and/or CVTA Local Special Funds and/or state transportation funding, if federal grant is approved. The cost is the required 20% match of the total estimated \$ 20,000,000 implementation cost.

FISCAL IMPLICATIONS: Not participating in this program eliminates the possibility of receiving up to \$16,000,000 (80%) in federal SS4A funds for project implementation and supplemental activities.

BUDGET AMENDMENT NECESSARY: Not at this time. It is anticipated that City will allocate the required 20% matching City funds from City CIP and/or CVTA Local Special Funds and/or state transportation funds in FY24 thru FY25 when and if the project/grant is approved by the USDOT.

REVENUE TO CITY: \$16,000,000, if grant application is approved.

DESIRED EFFECTIVE DATE: Upon adoption.

REQUESTED INTRODUCTION DATE: June 13, 2022.

CITY COUNCIL PUBLIC HEARING DATE: June 27, 2022.

REQUESTED AGENDA: Consent.

RECOMMENDED COUNCIL COMMITTEE: Land Use, Housing, and Transportation Standing Committee meeting (June 21, 2022).

CONSIDERATION BY OTHER GOVERNMENTAL ENTITIES: None.

AFFECTED AGENCIES: Public Works, Law Department, Planning & Community Development, Economic Development, Park and Recreation, Finance Department, Budget and Strategic Planning. Copies also sent to: City Mayor (Levar M. Stoney); Chief Administrative Officer (J.E. Lincoln Saunders) and City Attorney (2)

RELATIONSHIP TO EXISTING ORD. OR RES.: None.

REQUIRED CHANGES TO WORK PROGRAM(S): None.

ATTACHMENTS: None.

STAFF: M. S. Khara, P.E., City Engineer, 646-5413
Michael B. Sawyer, P.E., City Transportation Engineer, 646-3435
Travis A. Bridewell, Operations Manager, 646-5745



WHEREAS, the Safe and Healthy Streets Commission was founded in 1966 to formulate a highway safety program for the City of Richmond and to conduct quarterly reviews of the operation and effect of such a program;

WHEREAS, the Council believes that it is in the best interests of the residents of the City of Richmond that the Council continue to support the efforts of the Commission;

WHEREAS, the Council has adopted through resolution to support a Vision Zero approach to eliminate deaths and serious injuries on the City's streets by 2030;

WHEREAS, transportation is an important part of the built environment and significantly influences physical activity and well-being, safety, and the ability of community members to access destinations that are essential to a healthy lifestyle;

WHEREAS, connecting people and places safely and efficiently enhances the economy, health, and well-being of visitors and residents of the City;

WHEREAS, the Richmond City Council adopted Resolution 2022-R041 on June 27, 2022 expressing their support for the City's participation in the United States Department of Transportation's (USDOT) Safe Streets and Roads For All (SS4A) Grant Program to provide funding for the implementation of Vision Zero traffic safety program activities to achieve the goal of zero deaths and serious injuries on the streets of the city of Richmond.

WHEREAS, the City, in partnership with the Commission and the City Council, developed a safe systems approach using low cost systemic safety measures, equitable enforcement and effective safety planning to accommodate all ages and abilities.

WHEREAS, the Department of Public Works will submit a 2023 Federal Grant Application for SS4A to the USDOT for their upcoming FY2023 grant cycle;

WHEREAS, the Vision Zero Action Plan identifies that 62 percent of the death and severe injuries occur on major Federal and State routes comprising approximately 7 percent of the city's street network;

WHEREAS, non-motorized safety is extremely important in these streets where higher motorized traffic volumes and speeds exist and the documented crash risk (with actual non-motorized crashes) demonstrate higher exposure for people that walk and bike;

THEREFORE BE IT RESOLVED, that the Commission formally endorse the proposed approach as part of their Vision Zero Action Plan and strongly encourages the Federal Highway Administration to find resources to fully support the following grant initiatives:

- A: High Visibility Signal Backplates (HVSF)
- B: Flashing Yellow Arrow (FYA)
- C: Pedestal mounted traffic signal to overhead mast arm
- D: Roadway reconfigurations
- E1: High visibility crosswalks
- E2: LED Street Lights
- F: Stop Controlled Intersection Treatments



- G: Automated Photo Enforcement (Red Light Running)
- H: Pedestrian Hybrid Beacons
- I: ADA Access to Transit on High Injury Street Network
- J: Pedestrian Safety Medians and Curb Extensions

BE IT FURTHER RESOLVED, that the Commission formally endorse the following supplemental activities:

- A: Speed Management Plan Implementation
- B: ADA Accessibility / Transition Plan
- C: Lighting Management Plan for the High Injury Street Network
- D: High Risk Impaired Driver Plan Implementation
- E: Roadway Safety Assessments for the High Injury Street Network

BE IT FURTHER RESOLVED, that the Commission encourages the City to set a 75 percent goal for the grant funded improvements within underserved communities and requests the Vision Zero Task Force follow up with any additional work and research required to submit a complete SS4A application to address the Commission's Vision Zero objectives;

POLICY BOARD AGENDA 9/1/22; ITEM B-2.

SMART SCALE ROUND 5 – GOOCHLAND PROJECT ENDORSEMENT

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Approve a resolution to endorse a Goochland County project for SMART SCALE Round 5

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.

GOOCHLAND REQUEST: Goochland County originally narrowed their project list to four (4) projects as part of the original resolution of endorsement. This decision was based on the understanding that the I-64/Ashland Road Diverging Diamond Interchange project was fully funded. The Central Virginia Transportation Authority (CVTA) has allocated \$16,884,840 for the project based on the third-party consultant's validated estimate.

In reviewing a recent Traffic Impact Analysis for a large distribution center 0.5 miles north of I-64/Rt 623 interchange ("Project Rocky"), Goochland staff realized a two lane DDI would not support the traffic generated by this large distribution center. A revised scope is required to accommodate that added traffic as well as projected growth in this corridor. Goochland is now pursuing a four lane DDI project to accommodate projected traffic. Goochland has coordinated with VDOT to build a Smart Scale application for this revised scope. This project was submitted for SMART SCALE Round 5 instead of the Three Chopt Road Reconnection that was previously endorsed by the RRTPO.

The I-64/Ashland Rd interchange is included in the Constrained Long-Range Plan (CLRP) and is consistent with the vision, goals, and objectives of ConnectRVA 2045. The RRTPO has previously allocated Surface Transportation Block Grant (STBG) funds for an interchange access report (IAR) for this interchange. As a project on a Corridor of Statewide Significance (COSS), this project requires a resolution of endorsement from the RRTPO.

TAC RECOMMENDATION: TAC reviewed the proposed resolution and recommends approval.

STAFF RECOMMENDATION: Staff recommends approval of the resolution of endorsement.

ACTION REQUESTED: The following resolution is presented for Policy Board consideration:

RESOLVED, that the Richmond Regional Transportation Planning Organization policy board endorses the I-64 at Ashland Rd. (Rte. 623) Interchange project as a Goochland County application for Smart Scale Round 5.

Attachment

Exhibit 41: Universe of Projects vs. Cost-Possible Project List

Travel Mode	Universe of Projects	Cost-Possible Projects	Percent Included in ConnectRVA 2045
Active	34	33	97%
Bridge	16	16	100%
Highway	191	147	77%
Park & Ride	14	14	100%
Rail	9	0	0%
Transit	13	8	62%

Note: Cost-possible = committed + constrained + private/local project list

Exhibit 42a: Constrained Project List by Type -Highways

Interstate Projects	Auxiliary Lane	Widening
New Interchange		
I-64 and N. Gayton Rd	I-295 - Southbound auxiliary lane in Chamberlayne Rd (Exit 41) off-ramp	I-64 widening from Exit 205 (Bottoms Bridge) to Exit 211 (VA-106) - 2 Projects
Interchange Modification		
I-295 & Creighton Rd	I-295 - Northbound auxiliary lane in Nuckols Road (Exit51) on- ramp	I-95 widening from Exit 62 (VA-288) to Exit 64 (Willis Rd)
I-295 & VA-1		Other Freeways Projects
I-64 & Ashland Rd (VA-623)		Interchange Modification
I-64 & Gaskins Rd	I-64 - Eastbound and Westbound auxiliary lanes between Short Pump (Exit 178) to I-195 (Exit 186) - 6 Projects	VA-150 & Dalebrook Dr - 2 Projects
I-64 & Parham Rd		VA-150 & Hopkins Rd
I-64 & US-33		VA-150 & Strathmore Rd - 2 Projects
I-95 & Belvidere St	I-64 - Eastbound and Westbound auxiliary lanes between Welcome Center to Exit 214 (VA-155) in New Kent - 2 Projects	VA-150 & US-1
I-95 & I-64		VA-150 & US-360
I-95 & Parham Rd		VA-150 & US-60
I-95 & VA-10		VA-288 & US-250 - 3 Projects
I-95 & VA-161		VA-288 & US-360
I-95 & VA-54 - 2 Projects		
I-95 & Willis Rd	I-95 - Southbound auxiliary lane between Exit 67 (VA-150) and Exit 69 (Bells Rd)	
I-64 & Oilville Rd		

continued



POLICY BOARD AGENDA 9-1-22; ITEM B-3.

**Vaughan Road Grade Separation
Railroad Crossing Elimination Grant Program Application
Richmond Regional Transportation Planning Organization**

WHEREAS, at their July 7, 2022 meeting, the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board identified the Vaughan Road railroad grade crossing as a safety concern for citizens, passenger and freight rail operators, school buses, and emergency services, and

WHEREAS, a grade separation of the Vaughn Road grade crossing will provide a connection for vehicular traffic, including emergency vehicles, between the eastern and western portions of the Town of Ashland in the event that the existing crossings in the Town are blocked due to a stopped train, and

WHEREAS, a grade separation of the Vaughn Road grade crossing will reduce traffic queueing, leading to reduced vehicle emissions and increased network fluidity, and

WHEREAS, the Commonwealth completed environmental clearance and preliminary engineering for a grade separation at Vaughan Road as part of the DC2RVA Tier II Environmental Impact Statement (EIS), for which a Record of Decision was issued by the Federal Railroad Administration (FRA) on September 5, 2019, and

WHEREAS, the RRTPO and Central Virginia Transportation Authority (CVTA) have indicated that the Vaughan Road grade separation is a regional priority by committing \$4,662,000 in CVTA regional funds, and

WHEREAS, the Town of Ashland has indicated that the Vaughan Road grade separation is a local priority by committing \$300,000 in CVTA local funds,

NOW THEREFORE BE IT RESOLVED, that the RRTPO Policy Board supports an application to the Federal Railroad Administration (FRA) Railroad Crossing Elimination Program utilizing the available CVTA funds committed to the Vaughan Road grade separation project as local match for leveraging federal funds.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held September 1, 2022.

WITNESS:

BY:

Janice Firestone
Program Coordinator
PlanRVA

Chet Parsons
Secretary
Richmond Regional Transportation
Planning Organization

CVTA AGENCY UPDATE

RRTPO Policy Board Meeting - September 1, 2022

July 15 CVTA Meeting

- **Election of Officers and Committee Appointments**
 - The CVTA elected Kevin P. Carroll as FY23 Chair and Levar M. Stoney as FY23 Vice Chairman.
 - Canova Peterson and Patricia A. Paige were appointed to serve on the Finance Committee along with Kevin P. Carroll, Levar M. Stoney and Frank J. Thornton.
 - A new committee will be formed to explore options for CVTA leadership rotation and Finance Committee membership/leadership rotation.
- **New CVTA Members**
 - Following the passing of legislation proposed by Delegate Delores McQuinn, the Capital Region Airport Commission Chief Executive Officer, Perry J. Miller, was added to the CVTA membership roster.
 - Delegate Roxann Robinson was appointed as the Virginia House of Delegates representative on the CVTA. The Authority thanks Delegate McQuinn for her dedication and commitment to the CVTA.

August 3rd Fall Line Working Group Meeting

The group heard updates from VDOT on design guidelines and design/build scenarios. A schedule and spending plan timeline for the remaining segments of the trail was discussed. Representatives shared updates on the projects in their respective localities.

August 8th Technical Advisory Committee Meeting

The committee reviewed and accepted the FY22 annual certification/quarterly reports and reviewed the FY23 expenditure plans submitted by the member jurisdictions.

The committee also reviewed the parking lot items on the Regional Project Selection and Allocation Framework.

August 10th Finance Committee Meeting

The committee heard a presentation on the CVTA investment portfolio and discussed potential investment strategies moving forward.

Upcoming Meetings:

- September 12th Technical Advisory Committee
- September 14th Finance Committee
- September 30th CVTA

RRTPO POLICY BOARD AGENDA 9/1/22 FUTURE MEETING TOPICS*

- DRPT Transit Modernization and Equity Study
- Regional Scenario Planning
- GRTC Microtransit Study
- STBG / CMAQ competitive grants
- Update from RMTA/VDOT on tolls
- Virginia Passenger Rail Authority presentation
- Infrastructure Program Presentation - state and federal funding

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