

AGENDA

RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE

Tuesday, February 8, 2022

9:00 a.m.

James River Board Room, PlanRVA and Zoom

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

For **anyone** who wishes to participate in this meeting virtually, please register via Zoom at https://planrva-org.zoom.us/webinar/register/WN_Yid9-N_ySW-SfSmyVWjNBO

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.

WELCOME AND INTRODUCTIONS

(Le Duc)

1. STATEMENT REGARDING VIRTUAL MEETINGS

(Parsons)

ICG meeting – Tri-Cities MPO

(Svejkovsky/15 minutes)

[Conformity Overview and EPA guidance](#)

[Conformity Schedule](#)

[Concurrence on the schedule, conformity project list.](#)

ROLL CALL & CERTIFICATION OF A QUORUM

(Firestone)

2. Consideration of Amendments to the Action Meeting Agenda

(Le Duc)

3. **Approval of January 11, 2022, TAC Meeting Minutes** – Page 4
(Le Duc)
Action Requested: Approval of minutes as presented.
4. **Open Public Comment Period**
(Le Duc/5 minutes)
5. **TAC Chairman's Report**
(Le Duc/10 minutes)
6. **RRTPO Update**
(Parsons/10 minutes)
 - a. **Current Work Efforts** – page 7
7. **Unified Planning Work Program – amendment** – page 8
(Parsons/10 minutes)
Action Item – Recommendation to amend FY23 UPWP
8. **Existing STBG/CMAQ project requests** – page 12
(Busching/10 minutes)
Information Item
9. **TA Set-Aside recommendations** – page 20
(Busching/10 minutes)
Action Item – Recommendation to approve TA Set-Aside projects
10. **FTA 5310 application endorsement** – page 47
(Lantz/10 minutes)
Action Item – Recommendation to endorse FTA 5310 applications
11. **VDOT STBG Funding Request - UPC 97688 - Rt. 155 Shared Use Path** – page 50
(Busching/10 minutes)
Action Item – Recommendation to approve transfer request
12. **Smart Scale Regional Project Selections** – page 53
(Busching/10 minutes)
Action Item – Recommendation to approve slate of regional project pre-applications
13. **Transportation Agency Updates**
(VDOT, DRPT/10 minutes)
 - a. **DRPT** – Dubinsky
 - b. **GRTC** – Torres
 - c. **RideFinders** – O'Keeffe
 - d. **VDOT** - Mueller

14. **Future Meeting Topics** – page 57
(LeDuc/5 minutes)
15. **TAC Member Comments**
(LeDuc/5 minutes)
16. **Next Meeting: March 8, 2022**
(LeDuc)
17. **Adjournment**
(LeDuc)

CAP/jf

Attachments

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

**MINUTES OF ACTION MEETING
Zoom Meeting
January 11, 2022
9:00 a.m.**

MEMBERS and ALTERNATES (A) PRESENT:

Town of Ashland		Charles City County		Chesterfield County	
Nora D. Amos	X	(vacant)		Barbara K. Smith	X
Vacant (A)				Chessa Walker (A)	X
Goochland County		Hanover County		Henrico County	
Thomas M. Coleman	X	Joseph E. Vidunas	X	Sharon Smidler, FY22 Vice Chair	X
		J. Michael Flagg (A)		Todd Eure (A)	
New Kent County		Powhatan County		City of Richmond	
Kelli Le Duc, FY22 Chair		Bret Schardein	X	Dironna Moore Clarke	X
		(vacant) (A)		Travis A. Bridewell (A)	
Capital Region Airport Commission		DRPT		GRTC	
John B. Rutledge		Tiffany T. Dubinsky	X	Adrienne Torres	
		Grant Sparks (A)		Patricia Robinson (A)	X
PlanRVA		RideFinders		RMTA	
Chet Parsons	X	Von S. Tisdale		Theresa Simmons	
Sulabh Aryal (A)	X	John O'Keefe (A)	X		
VDOT					
Liz McAdory	X				
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 action meeting minutes in Appendix A. A recording of this meeting is available on our [Plan RVA YouTube Channel](#).

CALL TO ORDER

The Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee Chair, Kelli LeDuc, presided and called the January 11, 2022, RRTPO Technical Advisory Committee meeting to order at 9:00 a.m.

STATEMENT REGARDING VIRTUAL MEETINGS

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

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

There were no requested changes to the meeting agenda. Seeing and hearing no objections, the January 11, 2022, agenda was approved by acclamation as presented.

2. Approval of December 14, 2021, RRTPO TAC Meeting Minutes

On motion of John O'Keefe, seconded by Nicole Mueller, the RRTPO Technical Advisory Committee unanimously approved the minutes of the December 14, 2021, 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 Chairman.

5. RRTPO Update

Mr. Parsons reported that RRTPO has been asked to host the interagency review at the February meeting.

a. Current Work Efforts

Mr. Parsons gave this report to the committee.

b. Community Transportation Advisory Committee (CTAC) – Staff Report

Ken Lantz, PlanRVA, gave an overview of the items on the January 20, 2022, CTAC meeting agenda.

c. UPWP amendment

Staff is working on the amendment. There are new planning emphasis areas that may need to be incorporated, either in the update or the next.

6. BikePedRVA Update

a. Schedule & Milestones

b. Public Engagement opportunities

Barbara Jacocks, PlanRVA, provided this update.

7. Trolley Line Trail project

a. NPS partnership – work status update

Phil Riggan, PlanRVA, provided this update.

8. Transportation Agency Updates

a. DRPT

Tiffany Dubinsky, Statewide Transit Planning Manager at DRPT, introduced Daniel Wagner, new Statewide Transit Planner at DRPT, and provided an update on DRPT activities.

b. GRTC

Patricia Robinson, GRTC, reported the following:

- DRPT has awarded 8M to GRTC to allow continuation of Zero Fare
- The Microtransit study is gearing up to hold jurisdictional meetings in February.
- GRTC Board meeting will be held on January 18th at 8:00 a.m.

There was a discussion about the PlanRVA partnership with GRTC; their board meetings will be held in the James River Board room at PlanRVA.

c. RideFinders

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

- Assisted elderly and disability community with mobility needs.
- Working on promoting the Microtransit survey information.
- Working on GRTC’s telework plan.
- Two new van-pool routes added - Tyson Foods in Henrico and Amazon’s Chester facility.
- GRTC Commuter Assistance grant applications were forwarded.
- Shared multiple items on social media.
- Wrapped up greener holidays pledge program.

d. VDOT

Nicole Mueller, Planning Specialist at VDOT, provided this update.

9. Future Meeting Topics

Mr. Parsons noted that the next meeting’s agenda will be very full. He highlighted some of the items that will be discussed at the meeting.

10. TAC Member Comments

There were no member comments.

11. Next Meeting: February 8, 2022

Vice Chair Smidler noted that the next regular RRTPO TAC action meeting will be held on February 8, 2022, beginning at 9:00 a.m.

12. Adjournment

Vice Chair Smidler adjourned the meeting at 10:09 a.m.

Current Work Efforts Update – Item 6.-a.

Active Transportation Work Group (ATWG)

In addition to the regular quarterly meetings held by PlanRVA, staff continues to work with Henrico staff on the County's ATWG to develop the bicycle and pedestrian chapter of the county's comprehensive plan. The January meeting was cancelled but the committee continues to submit comments on the planning efforts to Henrico staff. PlanRVA staff also assists the East Coast Greenway Alliance (ECG) on potential designations of segments of the future route of the trail through the Richmond region. ECG has hired a new Virginia coordinator, Elliot Caldwell. PlanRVA staff met with Elliot last week to brief him on Virginia and Richmond area ECG projects.

Ashland Trolley Line Trail Study

PlanRVA Staff joined Hanover County staff, Ursula Lemanski of the NPS, and others in the field on January 27 to walk a portion of the existing trolley line route north of Cobbs Road to Gwathmey Church Road. The work continues with Mallory Zink, NPS public historian and a 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. 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](#).

Regional Bicycle and Pedestrian Plan Update

A DRAFT of the *BikePedRVA 2045* plan is complete and being shared with the Bike Ped steering committee for review and comment. This will be the first major update since the 2004 Richmond Regional Bicycle and Pedestrian Plan. It represents a more robust digital plan hosted on the [BikePedRVA.org](#) website (to be launched on Feb 9) complete with DRAFT plan, story map, ArcGIS map layers, and other resources which will be frequently updated to guide planning, design, and implementation of the plan. Frequent updates will require PlanRVA staff to work closely with partner agencies and localities. The draft incorporates virtual public review from the *ConnectRVA 2045* process and will be shared more broadly from February 9 through March 23, 2022 with the benefit of in-person opportunities to meet with existing bike/ped advocacy groups, locality and neighborhood-level meetings focusing on more specific recommendations of the plan. The Complete Streets toolbox or illustrated [story map](#) continues to be updated as one resource intended to implement *BikePedRVA 2045*. The current schedule calls for the plan to be considered for adoption in May 2022 by amendment to *ConnectRVA 2045*.

STBG/CMAQ Suballocations

The FY23 – FY28 application period for regional Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) program funds was held in October of this year. A total of 34 new or rescope projects were submitted with over \$207 million requested. In addition, 9 existing projects were submitted requesting over \$16.5 million in additional funding. Staff is working to finalize the new project scoring in January. Staff will develop draft allocations plans in February in coordination with VDOT and the TAC.

Central Virginia Transportation Authority

Continued staff support for the daily function of the Authority. Supported meetings of the Finance Committee, Technical Advisory Committee, and provided support for the Finance Director's Working Group, HR Roundtable, and jurisdiction legal counsel. Specific administrative work tasks included meeting administration and coordination, development of scheduling for regional fund distribution, and direct coordination with board and committee chairs. Continued process of evaluating regional fund project applications with goal of having recommendations ready in March 2022.

TAC AGENDA 2/8/22 – Item 7

FY23 UNIFIED PLANNING WORK PROGRAM (UPWP) PRIORITIES

Richmond Regional Transportation Planning Organization

ACTION REQUESTED: Request the Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC) to review, consider, make suggestions for and provide concurrence on priorities for work tasks to be incorporated in the FY23 Unified Planning Work Program (UPWP), and to provide a recommendation for RRTPO policy board consideration and approval at the March 3, 2022 meeting.

BACKGROUND: The FY23 UPWP is the RRTPO budget and work program for the upcoming fiscal year which begins on July 1, 2022, and concludes on June 30, 2023. Activities programmed in the UPWP address federal and state planning and programming requirements and address regional transportation planning issues and needs. Additionally, the UPWP addresses federal and state RRTPO planning and programming requirements which are required as a condition for the state and region to remain eligible for federal-aid highway and transit funds. The funding sources supporting the RRTPO program activities come from federal, state, and local funds.

The FY23 UPWP will continue to be organized with focus on four core program areas: Program Support and Administration, General Development and Comprehensive Planning, Long-Range Transportation Planning, and Short-Range Transportation Planning. Program Support and Administration is the policy, management and operations platform that supports the remaining three program areas. The program objectives, work elements, responsibilities, budgets, products and schedules are included within each core program area. In addition to grouping work tasks into four core areas, the UPWP also shows connections to recommended FTA/FHWA Planning Emphasis Areas.

Funding Sources: The two primary funding sources supporting the work program are FHWA/PL funds and FTA Section 5303 funds. These funds are matched by state and local sources on an 80% federal (FHWA and FTA) 10% state (VDOT and DRPT), and 10% local (RRPDC member dues and RRTPO special assessment) basis. Additional funding has been available in prior years through FHWA/RSTP which fund consultant planning to address work program priority projects. These funds are matched by state sources with 80% federal funding (FHWA) and 20% state funding (VDOT). These combined fund sources will be used to develop a preliminary budget that will be presented to the RRTPO for approval.

To stimulate discussion and set a general discussion to keep the development of the FY23 UPWP on target, the following priorities were collected based on prior year priorities, current year discussions at RRTPO meetings, and informed staff opinions.

Priority 1

Review with intention all recommendations of the Richmond, VA TMA Certification Review, Advance where appropriate activities that received commendation and Continue compliance with and implementation of Federal Priorities

- Review and address recommendations following the August 2022 federal certification review.
- Identify commendations which should be incorporated as ongoing activities and priorities.

Priority 2

Continuation of Existing Work Efforts

- Continue to strengthen the Regional Travel Demand Model to support transportation planning, research and analysis, including small area, sub-area, corridor and scenario planning tasks
- Advance the recommendations from prior year studies (BikePedRVA 2045, Regional Park and Ride Study, Transit Vision Plan Short-Range Priorities, etc.) into project applications, policies or other planning efforts
- Continue advancing the Fall Line with local, regional, state and national partners and evaluate opportunities for funding and amenities.
- Continue to build public engagement and outreach strategies for the RRTPO and ensure compliance with Title VI, Environmental Justice and Low Literacy/Limited English Proficiency requirements.

Priority 3

FY23 Focal Areas

- ***Scenario Planning.*** This work effort will fully develop an immersive scenario planning process for the region. This builds on intentions from the ConnectRVA 2045 plan and will include comprehensive data development, public engagement, and public-facing reporting and visualization.
- ***Transportation investments to capitalize on regional commerce, workforce mobility and accessibility.*** This work effort will include planning activities involving freight, transit, multimodal connectivity, and equity.
- ***Expanding access to transit.*** This work effort will include planning activities focused on further refinement of regional transit priorities and development of shovel-ready transit projects. The passage of the Infrastructure Investment and Jobs Act has opened many funding opportunities to consider. This task will be coordinated between GRTC and RRTPO leadership with guidance from DRPT.

- **Identify strategies for further integrating identified performance measures into project scoring and selection processes.** Categories of performance measures include Safety and Security, Congestion Mitigation and System Reliability, Freight Mobility, Multimodal Connectivity and Access to Employment. This work effort will include coordination with other regional partners to identify creative projects and solutions for desired transportation outcomes in the Region.
- **Expand data management and sharing capabilities (FHWA/FTA Planning Emphasis Area).** Fully incorporate data sharing and consideration into the transportation planning process, emphasizing data's value across multiple programs. Data sharing principles and data management will be elevated for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety.
- **Improve consideration of equity and justice in public planning processes (FHWA/FTA Planning Emphasis Area).** Actively advance racial equity and support for underserved and disadvantaged communities, including tribal governments, to help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. Work will consider the following:
 - Improving infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities;
 - Planning for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management;
 - Reducing single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors;
 - Working with transit providers to target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and
 - Be a resource to providers as they consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.
- **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future (FHWA/FTA Planning Emphasis Area).** Identify measures to help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. This could include evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to

public transportation, and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

- **Safe Streets (FHWA/FTA Planning Emphasis Area).** Be a resource to assist partner agencies plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.
- **Public Engagement (FHWA/FTA Planning Emphasis Area).** Continue developing methods and strategies to improve opportunities for the general public to take a more active role in project planning and development. Be a resource to connect impacted communities with decision-makers as plans and projects are considered. Identify a layered engagement approach that considers in-person, hybrid, and virtual tools and strategies for involvement.
- **Planning and Environmental Linkages (FHWA/FTA Planning Emphasis Area).** Develop project planning workflows that implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information.

TAC ACTION REQUESTED: The following resolution is presented for TAC review and recommendation for RRTPO approval:

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves the work priorities for the FY23 Unified Planning Work Program (UPWP) as presented.

TAC AGENDA 02/08/22; ITEM 8.

STBG/CMAQ EXISTING PROJECT REQUESTS

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Review the existing project requests and provide a recommendation to staff for inclusion in the draft allocations plans for STBG and CMAQ funds.

BACKGROUND: Prioritizing and selecting projects for funding is one of the primary roles of the RRTPO in developing the regional transportation system. Projects selected by the TPO to receive funding are included in the Six-Year Improvement Program (SYIP) for adoption by the Commonwealth Transportation Board (CTB). This process usually takes place from October to April each fiscal year.

The Surface Transportation Block Grant (STBG) program is the largest source of funding allocation by the RRTPO. STBG funds are flexible and can be used for a wide range of transportation improvements. The Congestion Mitigation and Air Quality Improvement (CMAQ) program is another major source of funding dedicated to projects that improve air quality in the region.

Each fall, sponsors submit requests for funding. Sponsors are able to submit requests for existing projects which need additional funding and for new projects. Funding is prioritized for existing projects to ensure they are able to move forward to completion. In addition to the Commerce Rd project (UPC 15958) which was already reviewed by the TPO, there were five (5) requests for additional STBG funds totaling \$11,321,403 and three (3) requests for CMAQ funds totaling \$1,524,000.

FRAMEWORK GUIDANCE: The Regional Project Selection and Allocation Framework provides guidance for existing projects seeking additional funds. In general, project sponsors are expected to request additional funding during the annual application cycle. In applying this guidance, staff has reviewed the requested amount against the total deficit and compared this percentage to the TPO share of the project cost in the latest SYIP. This comparison is useful to determine if it is reasonable for the sponsor to use non-TPO funding sources for the deficit.

If the project is eligible for additional funding, additional allocations can be approved by the Technical Advisory Committee (TAC) or the policy board, depending on the scale of the request and the availability of funds in the balance entry. All existing project requests recommended for funding by the TAC will be included in the draft allocations plans which will be developed over the next month.

SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM:

Available Funding

Staff has reviewed the available funding to include recent closeouts and transfers. The following table shows available funding based on the framework guidance and the most recent balances in the program balance entry fund. As the updated budget for FY23 – FY28 is not yet available to RRTPO staff, these estimates are based on the final FY22 allocations. The STBG balance has been adjusted assuming approval of the requested transfer to the Rt 155 - Shared Use Path project (UPC 97688) also included in this agenda packet.

	Prev	FY23	FY24	FY25	FY26	FY27
Current Balance	\$ -	\$ 2,941,713	\$ 5,045,221	\$ 5,296,173	\$ 5,265,974	\$ 5,010,657
Target Reserve	\$ -	\$ 1,941,713	\$ 1,974,722	\$ 2,008,292	\$ 4,084,866	\$ 6,231,463
Available Funds	\$ -	\$ 1,000,000	\$ 3,070,499	\$ 3,287,881	\$ 1,181,108	\$ (1,220,806)
					Total Available	
					\$ 7,318,682	

FY28 funds are not expected to be available address these requests. While the final figure is not yet available, based on the historic growth rate in the STBG program staff expects around \$21.1M to be available in FY28. Based on the target reserve policy in the regional project framework, staff expects around \$12.7M will be available for allocation. Due to the reduction in available funding last year, funding for outyear project phases were pushed back where possible and existing project commitments for the next phase of selected projects total \$18.2M for FY28, exceeding the available funding. Staff will look for opportunities to balance out this need across the six-year funding plan, further reducing the total available in FY23 – FY27.

As requests for funding exceed the balance available for allocation, staff is proposing to partially fund each request based on the current level of TPO commitment to the project. This approach will use most of the available funding based on the FY22 budget.

Rt. 360/Lee Davis Rd Widening (13551) – Hanover

Staff recommends partial funding of this request to match the current TPO share of the total cost. The difference is \$147,000.

Request	\$1,900,000
Total Shortfall	\$3,786,000
Fiscal Year (if available)	FY23, FY24
Reason for Request	Between April and October, the project estimate rose by \$4.5M, with almost the entire increase related to CN unit costs. There are 3 outstanding r/w cases that could have a significant cost impact in the seven-figure range and the construction cost is a huge wild card that will not be known until the project is bid. The current shortfall is \$3.786M with some r/w and CN contingencies built in.
TPO Allocations (SYIP)	\$13,738,840
TPO Share of Cost (SYIP)	46.3%
Staff Recommendation	\$1,753,000

Route 10 Superstreet (101020) – Chesterfield

Staff recommends partial funding of this request to match the current TPO share of the total cost. The difference is \$493,000.

Request	\$1,000,000
Total Shortfall	\$1,300,000
Fiscal Year (if available)	FY23
Reason for Request	Construction change orders related to unforeseen conditions and additional CEI costs due to time extensions. Local funding of \$300,000 is expected to be made available to cover part of the deficit.
TPO Allocations (SYIP)	\$25,210,330
TPO Share of Cost (SYIP)	39.0%
Staff Recommendation	\$507,000

N. Parham Rd Traffic Signal and Sidewalk Project (109194) – Henrico

Staff recommends partial funding of this request to match the current TPO share of the total cost. The difference is \$174,507.

Request	\$580,507
Total Shortfall	\$580,507
Fiscal Year (if available)	FY23 - FY28
Reason for Request	Refined cost estimate by VDOT reflecting current construction costs and increased cost due to transfer of project administration to VDOT.
TPO Allocations (SYIP)	\$3,125,000
TPO Share of Cost (SYIP)	70.0%
Staff Recommendation	\$406,000

Three Chopt Road Improvements (50529) – Henrico

Staff recommends partial funding of this request to match the current TPO share of the total cost. The difference is \$1,716,331.

Request	\$5,202,331
Total Shortfall	\$5,202,331
Fiscal Year (if available)	FY23 - FY27
Reason for Request	Right of Way acquisition cost increase due to property value increases, high counteroffers, and design changes to accommodate property owner requests. Construction cost inflation due to current construction rates and materials.
TPO Allocations (SYIP)	\$17,166,635
TPO Share of Cost (SYIP)	67.0%
Staff Recommendation	\$3,486,000

Sadler Road Improvements (104148) – Henrico

Staff recommends not funding this request. This deficit has existed for several years, and the county previously indicated in meetings with TPO staff that CVTA local funds would be used to address this shortfall. In light of the limited available funding, staff does not believe a change in local spending priorities justifies allocating additional regional funds to this project at this time.

Request	\$2,638,565
Total Shortfall	\$0
Fiscal Year (if available)	FY23 - FY26
Reason for Request	The cost has not increased since June of 2020. This funding request is to replace local funds previously included in the Appendix A with regional STBG funds.
TPO Allocations (SYIP)	\$13,569,115
TPO Share of Cost (SYIP)	49.0%
Staff Recommendation	\$0

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) PROGRAM:

Available Funding

Staff has reviewed the available funding to include recent closeouts and transfers. The following table shows available funding based on the framework guidance and the most recent balances in the program balance entry fund. As the updated budget for FY23 – FY28 is not yet available to RRTPO staff, these estimates are based on the final FY22 allocation cycle.

	Prev	FY23	FY24	FY25	FY26	FY27
Current Balance	\$ 4,536,935	\$ 374,077	\$ 737,499	\$ 1,502,998	\$ 3,009,204	\$ 2,340,654
Target Reserve	\$ -	\$ 748,154	\$ 737,499	\$ 751,499	\$ 1,531,476	\$ 2,340,654
Available	\$ 4,536,935	\$ (374,077)	\$ -	\$ 751,499	\$ 1,477,728	\$ -
						Total Available \$ 6,392,085

As with the STBG program, the FY28 funds are not expected to be available to address these requested increases. The expected funding for FY28 based on historic growth in the program is \$7.9M of which approximately \$4.7M would be available to allocate this year. Existing project commitment for FY28 total nearly \$6.5M.

As funding for the CMAQ program is sufficient to address existing commitments, staff has determined that these additional requests can be fully funded. The following sections summarize each request and the recommended funding.

Regionwide Air Pollution Reduction Program (T203) - RideFinders

Funding for this program is taken off-the-top annually subject to an application and submission of the annual report including data on congestion and emissions reduction. This request is included for informational purposes only.

Request	\$500,000
Fiscal Year (if available)	FY25
Reason for Request	This is the annual RideFinders application for funding for the regionwide air pollution reduction program. This funding is taken off the top but requires RideFinders to submit and annual application and report demonstrating the benefit of the program.
Staff Recommendation	\$500,000

Rt 1 (Marina Dr - Merriewood Rd) Bike & Ped Improvements (111712) – Chesterfield

This is a Smart Scale funded project. The current CMAQ funding (\$414,000) was allocated to cover an increase beyond the Smart Scale approved cost two years ago. This new request would more than double the TPO commitment to the project. Despite the cost increase, this project is a segment of the Fall Line Trail and is a shared regional priority. Staff recommends full funding for this request.

Request	\$500,000
Total Shortfall	\$1,200,000
Fiscal Year (if available)	FY23 - FY27
Reason for Request	The project currently has a \$1.2M funding shortfall. The reason for the increased estimate is due to the unanticipated cost to carry the facility across the property located on the east side of Route 1 at Dundas Road. An alternate design has been approved by VDOT to avoid impacts to this property, however, the alternate design still results in a higher project estimate. \$500,000 in CMAQ or RSTP funds are requested and the county plans to address the remainder with local funds.
TPO Allocations (SYIP)	\$414,000
TPO Share of Cost (SYIP)	11.2%
Staff Recommendation	\$500,000

Patterson Ave Sidewalk (115201) – Henrico

This request represents a 38.4% increase in the cost of this project relative to current allocations. As with many of the other project requests, the cost increase is attributable to increased construction costs due to national trends and a transition to VDOT project administration. This project is fully funded with CMAQ funding. Staff recommends fully funding this request.

Request	\$524,000
Total Shortfall	\$524,000
Fiscal Year (if available)	FY23 - FY27
Reason for Request	Refined cost estimate by VDOT reflecting current construction costs and increased cost due to transfer of project administration to VDOT.
TPO Allocations (SYIP)	\$1,366,000
TPO Share of Cost (SYIP)	100.0%
Staff Recommendation	\$524,000

TAC REQUESTED ACTION: The following resolution is presented for TAC consideration:

Resolved, that the Richmond Regional Transportation Planning Organization (RRTPO) technical advisory committee (TAC) recommends the following additional allocations to existing projects in the FY23 – FY28 funding plan:

STBG

- Rt. 360/Lee Davis Rd Widening (13551) – Hanover - \$1,753,000
- Route 10 Superstreet (101020) – Chesterfield - \$507,000
- N. Parham Rd Traffic Signal and Sidewalk Project (109194) – Henrico – \$406,000
- Three Chopt Road Improvements (50529) – Henrico – \$3,486,000

CMAQ

- Regionwide Air Pollution Reduction Program (T203) – RideFinders - \$500,000
- Rt 1 (Marina Dr - Merriewood Rd) Bike & Ped Improvements (111712) – Chesterfield - \$500,000
- Patterson Ave Sidewalk (115201) – Henrico - \$524,000

TAC AGENDA 02/08/22; ITEM 9.

FY23 – FY24 TRANSPORTATION ALTERNATIVES (TA) PROJECT SELECTION

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Review the resolution and provide a recommendation to the RRTPO policy board.

BACKGROUND: The Transportation Alternatives (TA) Set-Aside program provides capital grant assistance for projects defined as “transportation alternatives” in federal code. The RRTPO TA allocations are directed towards on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving bike and pedestrian access to public transportation, trails that serve a transportation purpose, and Safe Routes to School projects.

For the FY23 – FY24 application cycle, 21 projects or programs were submitted for funding with a total funding request of \$15,923,522. These projects have all previously been endorsed by the RRTPO for consideration in the application process. The statewide scorecards, including a project description, are included as Attachment A. The RRTPO is responsible for selecting projects with suballocated TA funds. At this time, VDOT has not provided an estimate of available funding for FY23 – FY24, but MPOs are requested to make project selections by March to be included in the draft SYIP.

In consultation with VDOT, staff has taken a conservative approach and developed a recommendation based on funding at FY22 levels for both years. This conservative approach will ensure the TPO does not over allocate funds and additional projects can be selected when the finalized budget is available while moving forward to meet the VDOT deadline. Funding in this approach is summarized in the table below:

	FY23	FY24	Total
Available Funding	\$1,071,913	\$1,071,913	\$2,142,826

PROJECT SCORING: Based on the [Regional Project Selection and Allocation Framework](#) adopted in July of 2021, projects were evaluated based on statewide and region-specific factors. Eighty percent (80%) of the project score was based on the statewide merit score which assesses the project funding, the overall scope and concept, the improvement made to the transportation network, the sponsor’s ability to administer federal projects, and project readiness.

The remaining twenty percent (20%) of the score was based on regional factors. Ten percent (10%) was based on whether the project is included in the regional bike and pedestrian network in the TPO’s adopted [Bicycle and Pedestrian plan](#). The other half of the regional factor was based on a project’s ability to served equity emphasis areas

(EEA) as identified in ConnectRVA 2045. A project is considered to serve an EEA if at least a third (1/3) of the EEA geography is overlapped by the half-mile buffer around the project. The population of the EEAs served is calculated to differentiate the projects.

For each measure, the scores were normalized against the other TPO submissions. The final step in developing the project ranking was to divide the score by the project cost in \$100,000. The final score and rankings are included in Attachment B. The recommended funding strategy is based on fully funding each request in order of rank until funds were insufficient to fully fund the next request.

POLICY CONSIDERATIONS: As discussed at the December TAC meeting, the Safe Routes to Schools non-infrastructure programs are competing for TA funding for the first time this round. The SRTS program for Richmond Public Schools was the top scoring application based on the RRTPO's adopted methodology. As this is the first round where SRTS programs are competing for funds, TAC should consider whether non-infrastructure programs should be considered eligible for TPO suballocated TA funds.

STAFF RECOMMENDATION: Staff recommends selecting the projects in order of rank as presented in the proposed resolution. Staff further recommends prioritizing additional projects based on rank should additional funding become available.

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 projects for FY23 – FY24 Transportation Alternatives (TA) program funding as shown:

Project	Title	Locality	Request	Allocated
7981	Safe Routes to School Program	Richmond	\$ 159,796	\$ 159,796
7851	US 360 (Hull Street) PHB	Richmond	\$ 197,127	\$ 197,127
7979	Cool Spring ES Safe Routes to School	Hanover	\$ 202,928	\$ 202,928
8088	RT 360 at Courthouse Ped Improvements	Chesterfield	\$ 359,688	\$ 359,688
8094	FLT (Shop - Chester Linear Park)	Chesterfield	\$ 459,700	\$ 459,700
7923	Lakeside Community Trail Phase 1	Henrico	\$ 548,543	\$ 548,543

Further resolved, that the RRTPO approves the following prioritization for the remaining projects if additional FY23 – FY24 TA funding is made available:

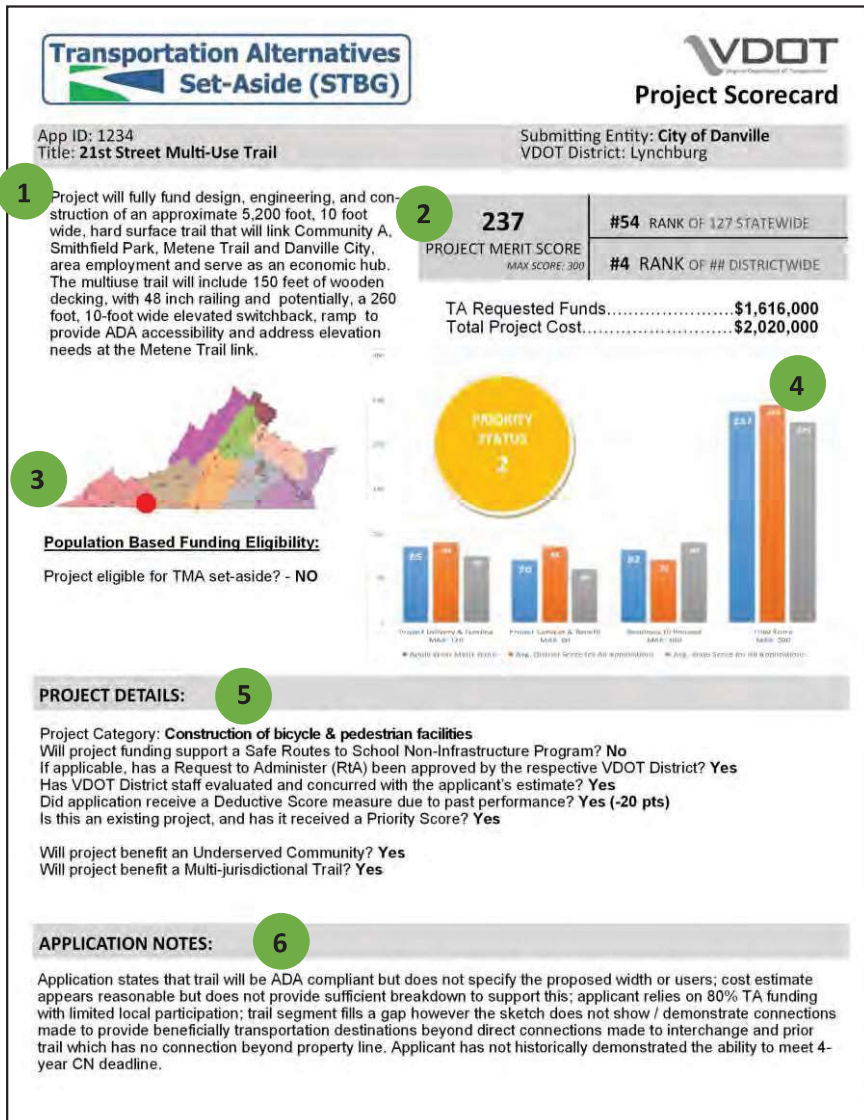
	Title	Locality
1	Courthouse (RT 10 - Fallow) Trail	Chesterfield
2	SR 147 (Main St) Ped Safety (Ph I)	Richmond
3	SR 147 (Cary St) Ped Safety (Ph II)	Richmond
4	Forest Hill Ave Bike/Ped Improvements	Richmond
5	Lakeside Community Trail Phase 2	Henrico
6	Patterson Avenue Bike Lanes	Richmond
7	Downtown Core Protected Bike Lanes	Richmond
8	US Route 1 PHBs	Richmond
9	Jefferson Ave Phase II Clay St to 23rd	Richmond
10	Lakeside Community Trail Phase 3	Henrico
11	A Carnation St Phase II	Richmond
12	Commonwealth Center Bike/Ped Trail	Chesterfield
13	Gillies Creek Greenway Phase IV	Richmond
14	Nuckols Road Corridor Shared Use Path	Henrico
15	Scott's Addition Greenway	Richmond

TRANSPORTATION ALTERNATIVES PROGRAM

FY 2023-24

SCORECARDS

A project scorecard is prepared for each project that is evaluated and scored. The scorecard is a snapshot of project information and scoring. The following provides a brief overview of the information contained in the scorecard.



progress. On a six-point scale, projects with a Priority Status of 1 are those already under construction or ready to go to construction. At the other end of the scale, a Priority Status of 6 reflects a project that is in the beginning stages of project development.

5 Project Details: A summary of project details as generated by the applicant to the subject application, VDOT evaluations, past/current applicant project management performance, and whether the application would benefit an existing project and is receiving a Priority Score in addition to a Merit Score.

6 Application Notes: Additional notes (if necessary) to aid decision makers in their evaluation and consideration of application funding support.

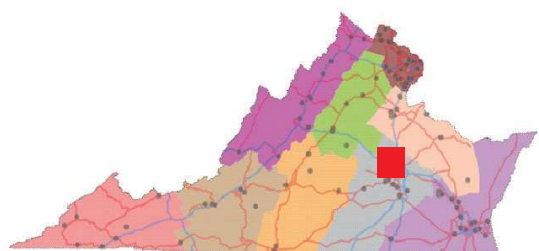
App ID: **7843**
Title: **Nuckols Road Corridor Shared Use Path**

Submitting Entity: **Henrico County**
VDOT District: **Richmond**

Approximately 5200-ft of shared use path connecting Springfield Road to Francistown Road. Approximately 3200-ft will be off-road accommodations and 2000-ft on-road accommodations. Construction will include one 16-ft wide bridge approximately 200-ft in length going over the Meredith Branch tributary. Trail will follow the existing Nuckols Road right of way alignment.

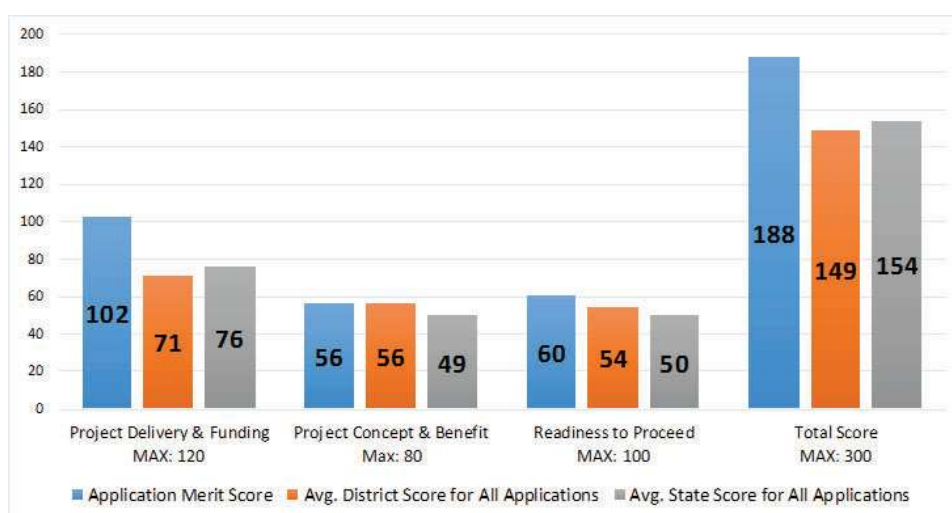
188 PROJECT MERIT SCORE <i>MAX SCORE: 300</i>	# 26 RANK OF 121 STATEWIDE
	# 6 RANK OF 26 DISTRICTWIDE

TA Requested Funds.....**\$2,000,000**
Total Project Cost.....**\$4,633,884**



Population Based Funding Eligibility:

Project eligible for TMA set-aside? - **Yes**



PROJECT DETAILS:

Project Category: **Construction of bicycle and pedestrian facilities**

Will project funding support a Safe Routes to School Non-Infrastructure Program? **No**

If applicable, has a Request to Administer (RtA) been approved by the respective VDOT District? **Yes**

Has VDOT District staff evaluated and concurred with the applicant's estimate? **Yes**

Did application receive a Deductive Score measure due to past performance? **Yes (-30)**

Is this an existing project, and has it received a Priority Score? **No**

Will project benefit an Underserved Community? **Yes**

Will project benefit a Multi-jurisdictional Trail? **No**

APPLICATION NOTES:

None.

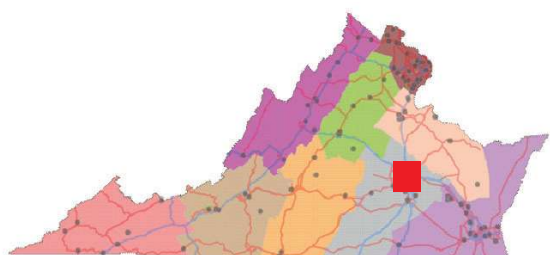
App ID: **7850**
Title: **C SR 147 (Cary St) Ped Safety (Ph II)**

Submitting Entity: **City of Richmond**
VDOT District: **Richmond**

This project is a low cost systemic approach to improve pedestrian safety and access along State Route 147 (Cary Street) from US Route 1 (Belvidere Street) to State Route 161 (Arthur Ashe Boulevard). This project constructs pedestrian safety curb extensions, mainly on the upstream side of the cross streets, to guarantee a narrower crossing distance for people crossing the street, managed speeds, and permanently preserve sight distance on the cross street.

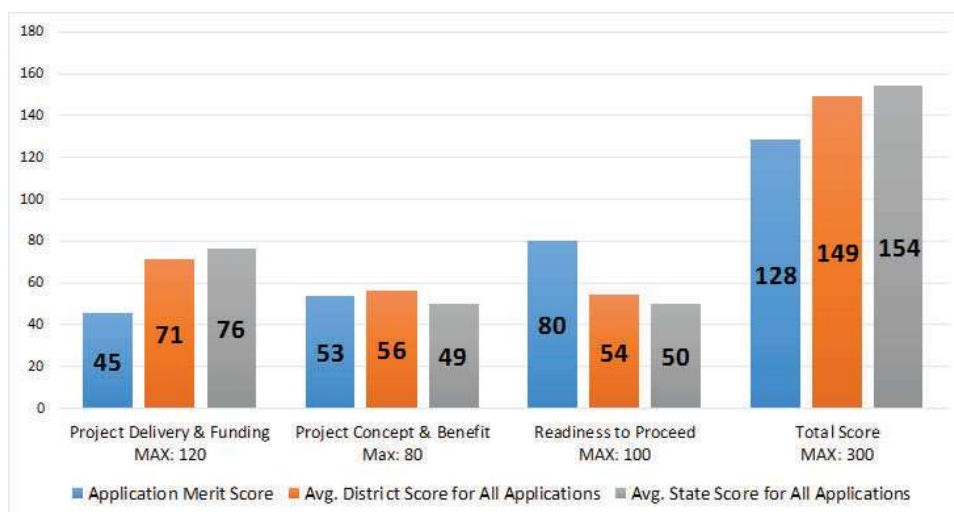
128	# 87 RANK OF 121 STATEWIDE
PROJECT MERIT SCORE <i>MAX SCORE: 300</i>	# 18 RANK OF 26 DISTRICTWIDE

TA Requested Funds.....**\$402,487**
Total Project Cost.....**\$503,108**



Population Based Funding Eligibility:

Project eligible for TMA set-aside? - **Yes**



PROJECT DETAILS:

Project Category: **Improvement or system that will provide safe routes for non-drivers**

Will project funding support a Safe Routes to School Non-Infrastructure Program? **No**

If applicable, has a Request to Administer (RtA) been approved by the respective VDOT District? **Yes**

Has VDOT District staff evaluated and concurred with the applicant's estimate? **Yes**

Did application receive a Deductive Score measure due to past performance? **Yes (-50)**

Is this an existing project, and has it received a Priority Score? **No**

Will project benefit an Underserved Community? **Yes**

Will project benefit a Multi-jurisdictional Trail? **No**

APPLICATION NOTES:

None.

App ID: 7851

Title: D US 360 (Hull Street) PHB

Submitting Entity: City of Richmond

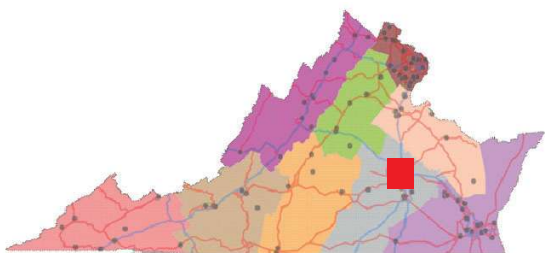
VDOT District: Richmond

This project provides for the installation of a pedestrian hybrid beacon (PHB) on US Route 360 (Hull Street) at 29th Street. This will provide a place for people of all ages and abilities to safely cross the street. The scope will include installation of the PHBs signals, high visibility crosswalk, and wheelchair ramps.

<div>135</div> <div>PROJECT MERIT SCORE</div> <div>MAX SCORE: 300</div>	# 82 RANK OF 121 STATEWIDE
	# 16 RANK OF 26 DISTRICTWIDE

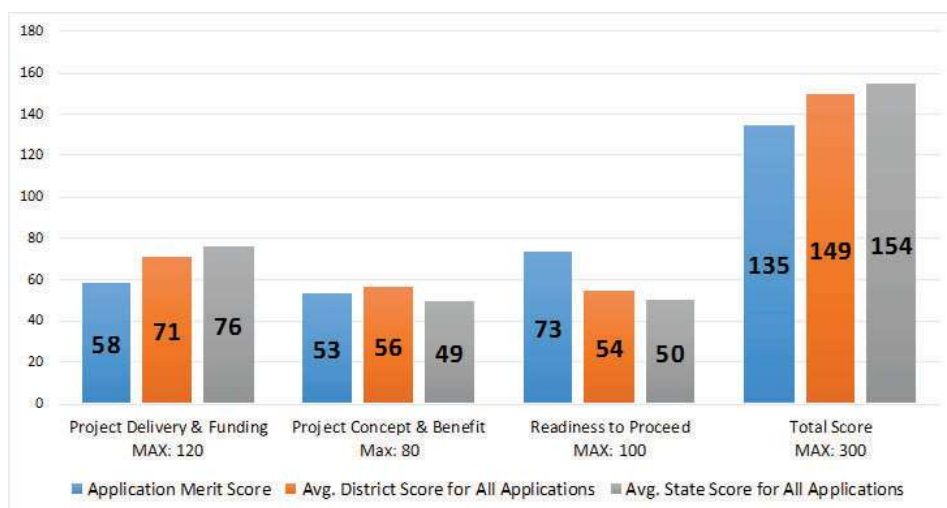
TA Requested Funds.....\$197,127

Total Project Cost.....\$246,409



Population Based Funding Eligibility:

Project eligible for TMA set-aside? - Yes



PROJECT DETAILS:

Project Category: Improvement or system that will provide safe routes for non-drivers

Will project funding support a Safe Routes to School Non-Infrastructure Program? No

If applicable, has a Request to Administer (RtA) been approved by the respective VDOT District? Yes

Has VDOT District staff evaluated and concurred with the applicant's estimate? Yes

Did application receive a Deductive Score measure due to past performance? Yes (-50)

Is this an existing project, and has it received a Priority Score? No

Will project benefit an Underserved Community? Yes

Will project benefit a Multi-jurisdictional Trail? No

APPLICATION NOTES:

None.

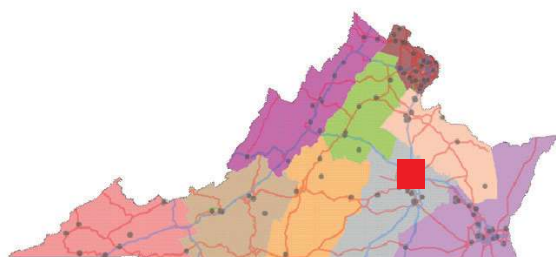
App ID: **7853**
Title: **F Scott's Addition Greenway**

Submitting Entity: **City of Richmond**
VDOT District: **Richmond**

The project includes construction of curb and gutter, sidewalk and a shared-use path. This trail, when completed, will consist of more than 2.5 miles of paved, shared-use path providing a bicyclist and pedestrian connection between the rapidly redeveloping Scott's Addition neighborhood with areas east of Arthur Ashe Blvd by providing a grade separated crossing of this major arterial. The project will also provide better connectivity to major commercial and tourism destinations .

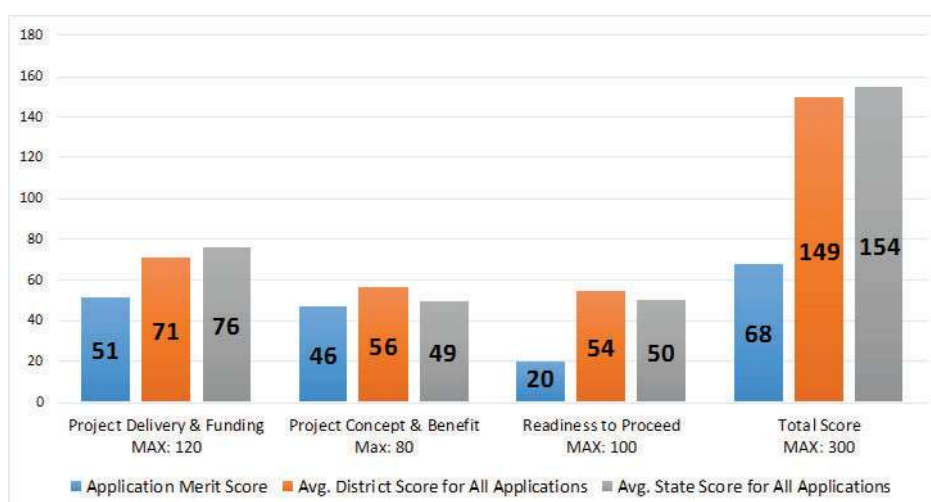
68 PROJECT MERIT SCORE <i>MAX SCORE: 300</i>	# 120 RANK OF 121 STATEWIDE
	# 26 RANK OF 26 DISTRICTWIDE

TA Requested Funds.....**\$480,000**
Total Project Cost.....**\$597,739**



Population Based Funding Eligibility:

Project eligible for TMA set-aside? - **Yes**



PROJECT DETAILS:

Project Category: **Construction of bicycle and pedestrian facilities**

Will project funding support a Safe Routes to School Non-Infrastructure Program? **No**

If applicable, has a Request to Administer (RtA) been approved by the respective VDOT District? **Yes**

Has VDOT District staff evaluated and concurred with the applicant's estimate? **Yes**

Did application receive a Deductive Score measure due to past performance? **Yes (-50)**

Is this an existing project, and has it received a Priority Score? **No**

Will project benefit an Underserved Community? **Yes**

Will project benefit a Multi-jurisdictional Trail? **No**

APPLICATION NOTES:

None.

App ID: 7854

Title: G Downtown Core Protected Bike Lanes

Submitting Entity: City of Richmond

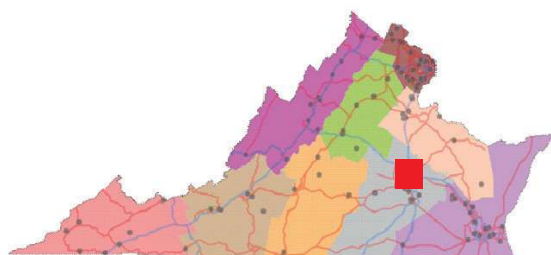
VDOT District: Richmond

This project constructs significant infrastructure upgrades to the City’s Downtown Protected Bike Lanes, adding more robust and permanent physical barriers to the separated two-way “cycletrack” bike lanes on 1st Street, 2nd Street, 3rd Street, Franklin Street, and Byrd Street. This project is part of the proposed alignment of the Fall Line Trail, and this project will serve to upgrade the bike lanes to reflect the physically separated design envisioned in VDOT’s study.

<div>115</div> <div>PROJECT MERIT SCORE</div> <div>MAX SCORE: 300</div>	# 97 RANK OF 121 STATEWIDE
	# 20 RANK OF 26 DISTRICTWIDE

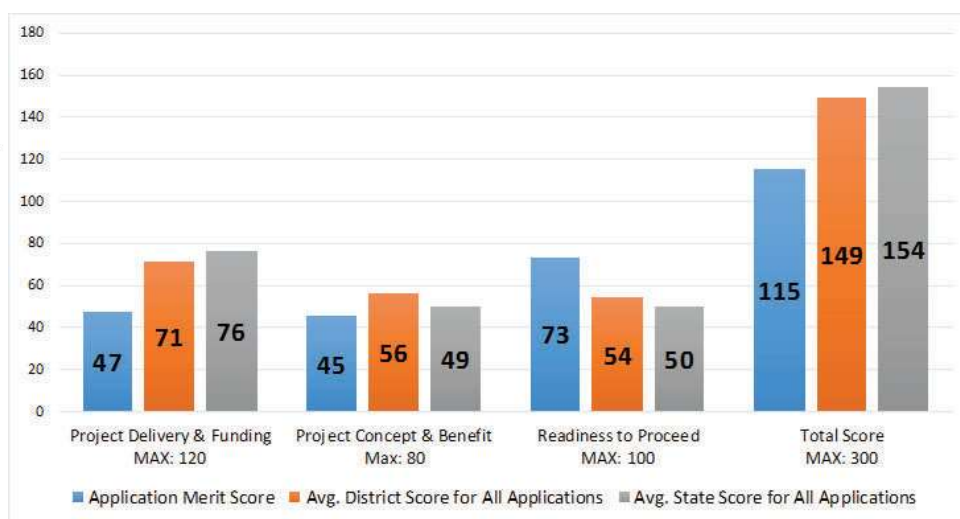
TA Requested Funds.....\$441,305

Total Project Cost.....\$551,631



Population Based Funding Eligibility:

Project eligible for TMA set-aside? - **Yes**



PROJECT DETAILS:

Project Category: **Improvement or system that will provide safe routes for non-drivers**

Will project funding support a Safe Routes to School Non-Infrastructure Program? **No**

If applicable, has a Request to Administer (RtA) been approved by the respective VDOT District? **Yes**

Has VDOT District staff evaluated and concurred with the applicant’s estimate? **Yes**

Did application receive a Deductive Score measure due to past performance? **Yes (-50)**

Is this an existing project, and has it received a Priority Score? **No**

Will project benefit an Underserved Community? **Yes**

Will project benefit a Multi-jurisdictional Trail? **No**

APPLICATION NOTES:

Project is associated with the Fall Line Trail

34

App ID: 7856

Title: I US Route 1 PHBs

Submitting Entity: City of Richmond

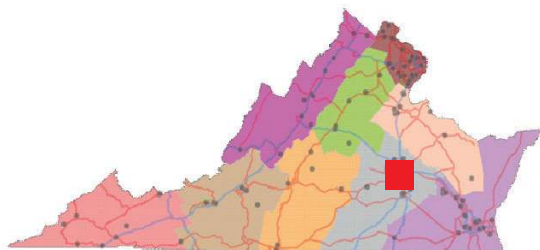
VDOT District: Richmond

This project provides for the installation of two Pedestrian Hybrid Beacon (PHB) on US Route 1 at the following locations: Dinwiddie Ave, and Westminster Ave. This will provide a place for people of all ages and abilities to safely cross the street. The scope will include installation of the PHBs signals, high visibility crosswalk, and wheelchair ramps.

<div>119</div> <div>PROJECT MERIT SCORE</div> <div>MAX SCORE: 300</div>	# 93 RANK OF 121 STATEWIDE
	# 19 RANK OF 26 DISTRICTWIDE

TA Requested Funds.....\$419,319

Total Project Cost.....\$524,148



Population Based Funding Eligibility:

Project eligible for TMA set-aside? - Yes



PROJECT DETAILS:

Project Category: Improvement or system that will provide safe routes for non-drivers

Will project funding support a Safe Routes to School Non-Infrastructure Program? No

If applicable, has a Request to Administer (RtA) been approved by the respective VDOT District? Yes

Has VDOT District staff evaluated and concurred with the applicant’s estimate? Yes

Did application receive a Deductive Score measure due to past performance? Yes (-50)

Is this an existing project, and has it received a Priority Score? No

Will project benefit an Underserved Community? Yes

Will project benefit a Multi-jurisdictional Trail? No

APPLICATION NOTES:

None.

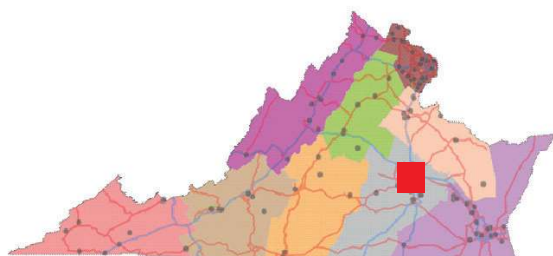
App ID: **7858**
Title: **K Jefferson Ave Phase II Clay st to 23rd**

Submitting Entity: **City of Richmond**
VDOT District: **Richmond**

The project will provide sidewalk installation and repair, handicap ramps, crosswalks, drainage improvement, curb extensions, and some landscapings.

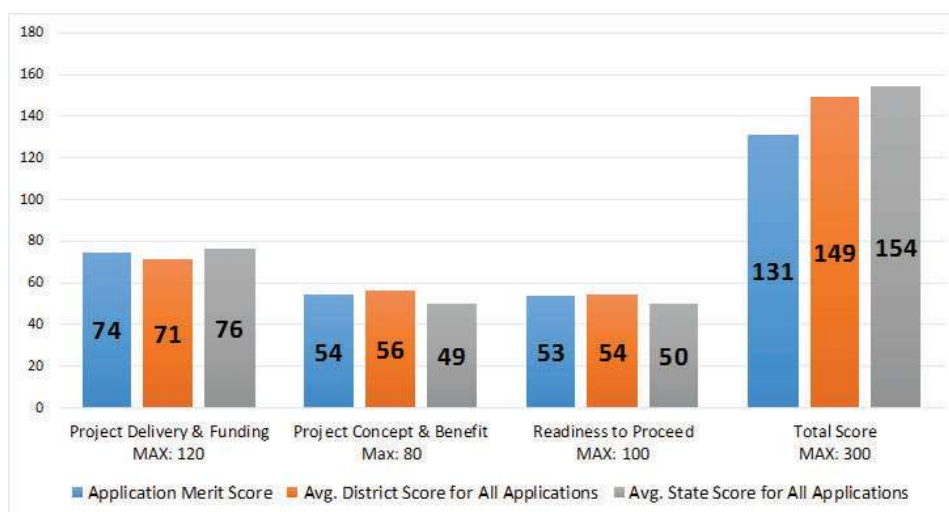
131 PROJECT MERIT SCORE <i>MAX SCORE: 300</i>	# 85 RANK OF 121 STATEWIDE
	# 17 RANK OF 26 DISTRICTWIDE

TA Requested Funds.....**\$514,846**
Total Project Cost.....**\$643,557**



Population Based Funding Eligibility:

Project eligible for TMA set-aside? - **Yes**



PROJECT DETAILS:

Project Category: **Construction of bicycle and pedestrian facilities**

Will project funding support a Safe Routes to School Non-Infrastructure Program? **No**

If applicable, has a Request to Administer (RtA) been approved by the respective VDOT District? **Yes**

Has VDOT District staff evaluated and concurred with the applicant's estimate? **Yes**

Did application receive a Deductive Score measure due to past performance? **Yes (-50)**

Is this an existing project, and has it received a Priority Score? **No**

Will project benefit an Underserved Community? **Yes**

Will project benefit a Multi-jurisdictional Trail? **No**

APPLICATION NOTES:

None.

App ID: **7922**
Title: **Lakeside Community Trail Phase 3**

Submitting Entity: **Henrico County**
VDOT District: **Richmond**

Approximately 0.80 miles of 12-ft wide paved multi-use trail, termini points are Lakeside Recreation Area and Hilliard Road. A 16-ft wide wooden bridge will connect the trail to Lakeside Recreation Area.

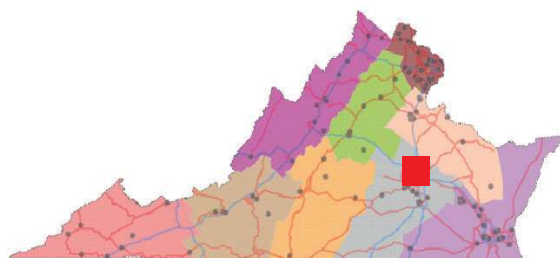
250
PROJECT MERIT SCORE
MAX SCORE: 300

1 RANK OF 121 STATEWIDE

1 RANK OF 26 DISTRICTWIDE

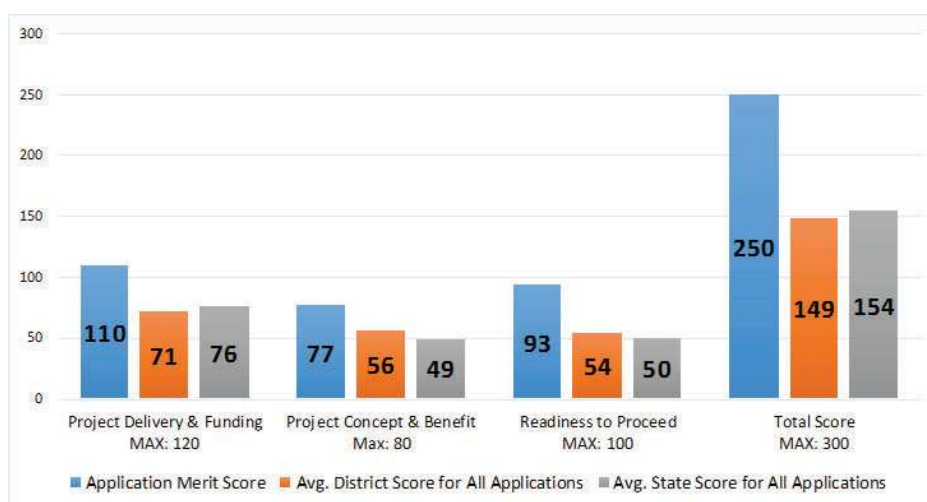
TA Requested Funds.....**\$2,000,000**

Total Project Cost.....**\$5,186,111**



Population Based Funding Eligibility:

Project eligible for TMA set-aside? - **Yes**



PROJECT DETAILS:

Project Category: **Construction of bicycle and pedestrian facilities**

Will project funding support a Safe Routes to School Non-Infrastructure Program? **No**

If applicable, has a Request to Administer (RtA) been approved by the respective VDOT District? **Yes**

Has VDOT District staff evaluated and concurred with the applicant's estimate? **Yes**

Did application receive a Deductive Score measure due to past performance? **Yes (-30)**

Is this an existing project, and has it received a Priority Score? **No**

Will project benefit an Underserved Community? **Yes**

Will project benefit a Multi-jurisdictional Trail? **Yes**

APPLICATION NOTES:

None.

40

App ID: **7979**
Title: **Cool Spring ES Safe Routes to School**

Submitting Entity: **Hanover County**
VDOT District: **Richmond**

Extend sidewalks from existing Cool Spring Elementary School to Honey Meadows and Taylor Farms subdivisions. This includes grading and installation of approximately 450' of sidewalk and compliant ramp connections, median and pedestrian refuge on Honey Meadows Road as well as two high visibility cross walks.

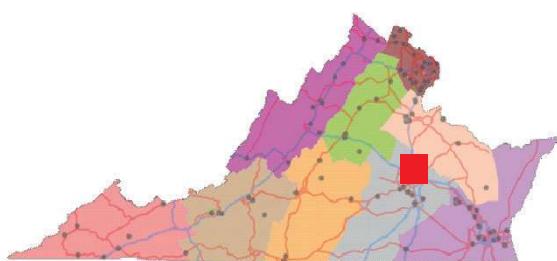
154
PROJECT MERIT SCORE
MAX SCORE: 300

60 RANK OF 121 STATEWIDE

12 RANK OF 26 DISTRICTWIDE

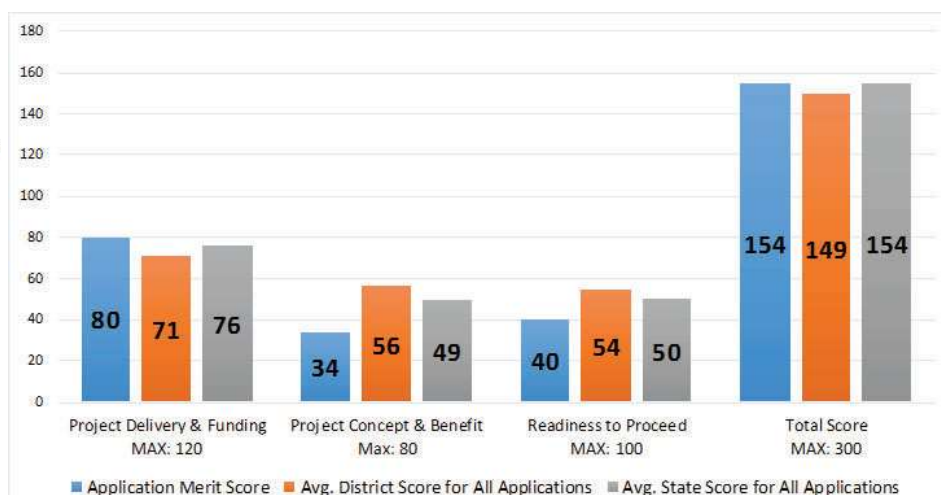
TA Requested Funds.....\$202,928

Total Project Cost.....\$253,661



Population Based Funding Eligibility:

Project eligible for TMA set-aside? - **Yes**



PROJECT DETAILS:

Project Category: **Safe Routes to School: SRTS project**

Will project funding support a Safe Routes to School Non-Infrastructure Program? **No**

If applicable, has a Request to Administer (RtA) been approved by the respective VDOT District? **Yes**

Has VDOT District staff evaluated and concurred with the applicant's estimate? **Yes**

Did application receive a Deductive Score measure due to past performance? **No (0)**

Is this an existing project, and has it received a Priority Score? **No**

Will project benefit an Underserved Community? **No**

Will project benefit a Multi-jurisdictional Trail? **No**

APPLICATION NOTES:

None.

App ID: **8000**
Title: **Courthouse (RT 10 - Fallow) Trail**

Submitting Entity: **Chesterfield County**
VDOT District: **Richmond**

Construct a 10-foot wide multi-use trail on the south side of Courthouse Road from Route 10 to Fallow Drive.

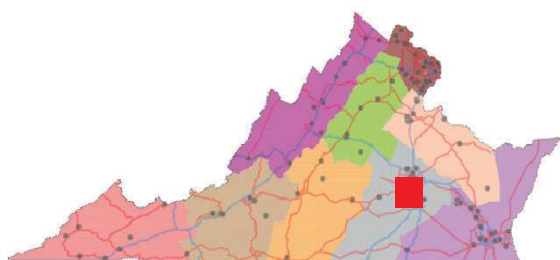
172
PROJECT MERIT SCORE
MAX SCORE: 300

40 RANK OF 121 STATEWIDE

8 RANK OF 26 DISTRICTWIDE

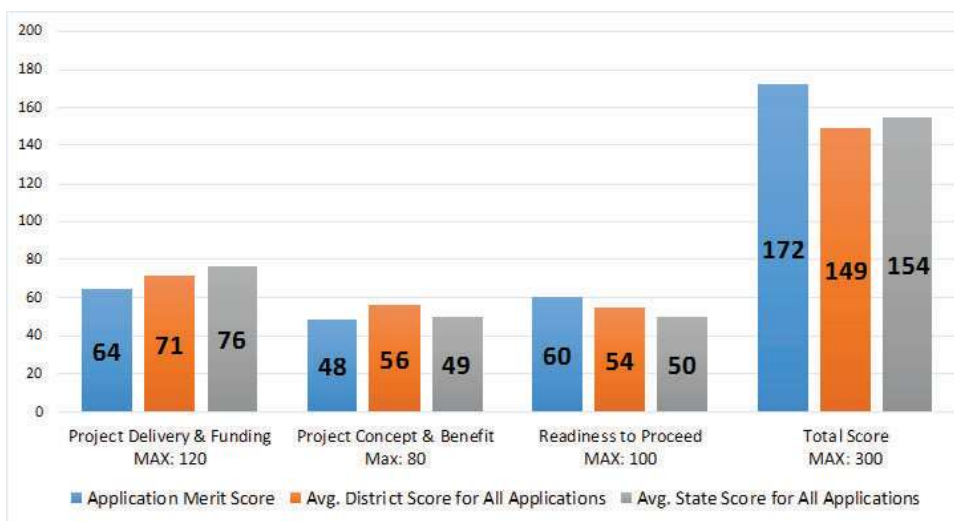
TA Requested Funds.....**\$438,928**

Total Project Cost.....**\$548,660**



Population Based Funding Eligibility:

Project eligible for TMA set-aside? - **Yes**



PROJECT DETAILS:

Project Category: **Construction of bicycle and pedestrian facilities**

Will project funding support a Safe Routes to School Non-Infrastructure Program? **No**

If applicable, has a Request to Administer (RtA) been approved by the respective VDOT District? **Yes**

Has VDOT District staff evaluated and concurred with the applicant's estimate? **Yes**

Did application receive a Deductive Score measure due to past performance? **No (0)**

Is this an existing project, and has it received a Priority Score? **No**

Will project benefit an Underserved Community? **No**

Will project benefit a Multi-jurisdictional Trail? **Yes**

APPLICATION NOTES:

None.

APP ID	Title	Locality	TA Request	Total Cost	Merit Score	Normalized	State Factor	EEA Score	Normalized	BP Plan	Normalized	Regional Factor	Benefit	Score	Rank
7981	Safe Routes to School Program	Richmond	\$159,796	\$183,339	258	1.00	80.00	21,270	1.00	0	0.00	10.00	90.00	56.32	1
7851	US 360 (Hull Street) PHB	Richmond	\$197,127	\$246,409	135	0.35	28.21	5,595	0.26	1	1.00	12.63	40.84	20.72	2
7979	Cool Spring ES Safe Routes to School	Hanover	\$202,928	\$253,661	154	0.45	36.21	0	0.00	0	0.00	0.00	36.21	17.84	3
8088	RT 360 at Courthouse Ped Improvements	Chesterfield	\$359,688	\$449,610	182	0.60	48.00	0	0.00	1	1.00	10.00	58.00	16.13	4
8000	Courthouse (RT 10 - Fallow) Trail	Chesterfield	\$438,928	\$548,660	172	0.55	43.79	0	0.00	1	1.00	10.00	53.79	12.25	5
8094	FLT (Shop - Chester Linear Park)	Chesterfield	\$459,700	\$574,625	197	0.68	54.32	0	0.00	0	0.00	0.00	54.32	11.82	6
7849	SR 147 (Main St) Ped Safety (Ph I)	Richmond	\$387,221	\$484,026	159	0.48	38.32	12,131	0.57	0	0.00	5.70	44.02	11.37	7
7850	SR 147 (Cary St) Ped Safety (Ph II)	Richmond	\$402,487	\$503,108	128	0.32	25.26	15,123	0.71	1	1.00	17.11	42.37	10.53	8
7857	Forest Hill Ave Bike/Ped Improvements	Richmond	\$443,769	\$554,711	145	0.41	32.42	0	0.00	1	1.00	10.00	42.42	9.56	9
7855	Patterson Avenue Bike Lanes	Richmond	\$400,250	\$500,312	148	0.42	33.68	0	0.00	0	0.00	0.00	33.68	8.42	10
7854	Downtown Core Protected Bike Lanes	Richmond	\$441,305	\$551,631	115	0.25	19.79	14,208	0.67	1	1.00	16.68	36.47	8.26	11
7856	US Route 1 PHBs	Richmond	\$419,318	\$524,148	119	0.27	21.47	2,437	0.11	1	1.00	11.15	32.62	7.78	12
7858	Jefferson Ave Phase II Clay st to 23rd	Richmond	\$514,846	\$643,557	131	0.33	26.53	1,346	0.06	0	0.00	0.63	27.16	5.28	13
7923	Lakeside Community Trail Phase 1	Henrico	\$1,586,015	\$2,836,511	210	0.75	59.79	3,748	0.18	1	1.00	11.76	71.55	4.51	14
7922	Lakeside Community Trail Phase 3	Henrico	\$2,000,000	\$5,186,111	250	0.96	76.63	3,748	0.18	1	1.00	11.76	88.39	4.42	15
7848	A Carnation St Phase II	Richmond	\$400,000	\$497,208	101	0.17	13.89	5,256	0.25	0	0.00	2.47	16.37	4.09	16
8048	COMMONWEALTH CENTER BIKE/PED TRAIL	Chesterfield	\$1,474,631	\$2,972,122	155	0.46	36.63	0	0.00	1	1.00	10.00	46.63	3.16	17
7852	Gillies Creek Greenway Phase IV	Richmond	\$440,000	\$549,286	74	0.03	2.53	1,784	0.08	1	1.00	10.84	13.37	3.04	18
7843	Nuckols Road Corridor Shared Use Path	Henrico	\$2,000,000	\$4,633,884	188	0.63	50.53	0	0.00	1	1.00	10.00	60.53	3.03	19
7924	Lakeside Community Trail Phase 2	Henrico	\$2,715,513	\$4,429,636	210	0.75	59.79	3,748	0.18	1	1.00	11.76	71.55	2.63	20
7853	Scott's Addition Greenway	Richmond	\$480,000	\$597,739	68	0.00	0.00	0	0.00	1	1.00	10.00	10.00	2.08	21

TAC AGENDA 2/9/22; ITEM 10

FTA SECTION 5310 PROGRAM GRANT APPLICATIONS ENDORSEMENT

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: To review and recommend to the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board applications submitted by Richmond area local governments, human service agencies, and supporting organizations for Federal Transit Administration (FTA) Section 5310 program grant funds.

BACKGROUND: The FTA 5310 program, Enhanced Mobility of Seniors and Individuals with Disabilities, was developed to provide assistance in meeting special transportation needs of elderly persons and persons with disabilities by removing barriers to transportation services and expanding mobility options.

In preparation for the February 1, 2022 application deadline for federal FY22 FTA Section 5310 funding, presentations were made to local human service agencies throughout the calendar year.

During these presentations and meetings, the discussion focused on providing information and answering questions about the application process that would be used to select projects supporting the regional Coordinated Human Services Mobility Plan. This competitive funding process seeks to fund projects that support the mobility and transportation needs of seniors and persons with disabilities.

DRPT Designated Recipient for the Richmond Urbanized Area

At its February 14, 2013 meeting, the RRTPO designated DRPT as the administrator of the FTA Section 5310 program funds apportioned for the Richmond Urbanized Area. As the administering agency for these funds, DRPT is responsible for reviewing, ranking and scoring applications; submitting selected applicants for CTB review and consideration in the state's draft Six-Year Improvement Program (SYIP); conducting the project/program contract process; and conducting the grant program administration of these funds with FTA. Following the selection of projects by DRPT, the FY22- FY25 Transportation Improvement Program will be amended to include the projects and allocations.

FY22 Applications

Six applications requesting \$1,954,200 in funding were received and forwarded to DRPT for review and selection consideration. Capital projects are eligible for 80% federal funding and operating programs are eligible for 50% federal funding with the balance of the funds provided by the state and the applicant, with contributions of 40% and 10% respectively.

STAFF RECOMMENDATION: Staff recommends that the RRTPO Technical Advisory Committee approve the proposed resolution as presented.

TAC ACTION REQUESTED: The following resolution is presented for TAC review and recommendation to the RRTPO Policy Board for approval:

RESOLVED, that the Richmond Regional Transportation Planning Organization Policy Board endorses the following applications for Federal Transit Administration (FTA) Section 5310 funds:

- Chesterfield County Community Citizen Information and Resources Mobility Services: Operating assistance and to support the cost of trips, \$533,600;
- Chesterfield Community Mental Health Services Board: Purchase two (2) 15-passenger body on chassis vans with wheelchair lifts, \$130,000;
- Goochland CARES: Purchase one (1) 14-passenger van with wheelchair lift, \$65,000
- Hanover DASH: Provide and expand specialized transportation for non-driver older adults and individuals with disabilities, \$750,000;
- Senior Connections: Provide mobility management and transportation services for older adults and persons with disabilities, \$305,600
- GRTC: Provide travel training assistance for individuals, particularly seniors and person with disabilities, \$150,000

CAP/KEL

Attachments



January 24, 2022

Chet Parsons
Richmond Regional Planning District Commission
9211 Forest Hill Avenue
Suite 200
Richmond, Virginia 23235

Dear Mr. Parsons,

GRTC Transit System is seeking capital assistance from the Commonwealth of Virginia through the FTA Section 5310 Program to teach customers skills that enable them to utilize GRTC's fixed route system to connect them to work, school, healthcare related visits, shopping, and other community activities under its Travel Training Program. As part of the application process, we are required to notify our Metropolitan Transportation Planning Organization of our proposed grant request. If the project is approved by DRPT and included in its draft Six Year Improvement Program released in April, we request that the project be included in the annual element of the Transportation Improvement Program (TIP), if approved by DRPT. GRTC is requesting funding to maintain the program which will include a certified Travel Training Instructor along with the materials and training expenses required for the program. The total cost of the project is approximately \$150,000. The federal grant is for 80% of the total cost with GRTC being responsible for the 20% balance (16% state and 4% local).

Our plan is to provide travel training assistance for individuals particularly those individuals with disabilities and seniors who are then provided with the skills required to travel safely and confidently throughout the GRTC service area which includes the Richmond metropolitan area.

DRPT will notify the MPO of the applications that will be considered for approval in April. At that time, we are requesting that the MPO incorporate the project in its TIP under FY22.

If you should have any questions, please feel free to contact me directly at 804-474-9342 or tim.barham@ridegrtc.com.

Respectfully,

A handwritten signature in black ink that reads "Timothy Barham". The signature is written in a cursive, flowing style.

Timothy Barham
GRTC Chief of Transit Operations

CC: Kesha Reed
Kelsey Calder

TAC AGENDA 02/08/22; ITEM 11.

VDOT STBG FUNDING REQUEST – UPC 97688 - Rt 155 Shared Use Path project

Richmond Regional Transportation Planning, Organization

REQUESTED ACTION: Review the request from VDOT for \$88,857 in additional Surface Transportation Block Grant (STBG) funds for UPC 97688 – Rt 155 Shared Use Path

BACKGROUND: Prioritizing and selecting projects for funding is one of the primary roles of the RRTPO in developing the regional transportation system. Projects selected by the TPO to receive funding are included in the Six-Year Improvement Program (SYIP) for adoption by the Commonwealth Transportation Board (CTB). This process usually takes place from October to April each fiscal year.

The Rt 155 Shared Use Path project (UPC 97688) is a project in the Charles City County which was first selected for current STBG funding from the RRTPO in fiscal year 2011 with a total award of \$1.2M. Since selection, the project has experienced cost increases and delays. The RRTPO has allocated additional funds with the current funding on the project totaling \$2,143,658.

The project has been completed and is preparing for closeout. In reviewing the project for closeout, it was determined that the project has an \$88,857 overrun which needs to be funded before closeout can occur. This overrun is attributed to unsuitable sub-grade that was encountered during construction, requiring additional excavation and stone backfill.

FRAMEWORK GUIDANCE: The Regional Project Selection and Allocation Framework provides guidance for existing projects seeking additional funds. In general, project sponsors are expected to request additional funding during the annual application cycle. If the project is eligible for additional funding, additional allocations can be approved by the Technical Advisory Committee (TAC) or the policy board, depending on the scale of the request and the availability of funds in the balance entry.

VDOT has requested a transfer of \$ 88,857 in additional STBG funds for the Rt 155 Shared Use Path project. RRTPO records, attached, show \$2,143,658 allocated to the project. As this request represents a 4.1 % increase relative to the current TPO approved funding on the project, TAC action on this transfer is final. The TAC can approve any combination of the following options:

- Use local or other non-RRTPO funds (partial or full)
- Use STBG balance entry funds (partial or full)

AVAILABLE BALANCE ENTRY FUNDS: Staff has updated the estimates of available funds in the balance entry (UPC 70721) for the STBG program to reflect recent closeouts and transfers. Funds in the balance entry are sufficient to cover the request. As this project has already been completed, only previous funds are eligible for

transfer and this transfer will not have a direct impact on the FY23 – FY28 allocations plan.

STAFF RECOMMENDATION: As this project is fully funded by the RRTPO, staff recommends approval of the transfer as requested.

REQUESTED ACTION: The following resolution is presented to the Technical Advisory Committee (TAC) for consideration:

Resolved, that the Richmond Regional Transportation Planning Organization (RRTPO) approves the transfer of \$88,857 in previous regional Surface Transportation Block Grant (STBG) and match funds from the balance entry (UPC 70721) to the Rt 155 Shared Use Path project (UPC 97688)

Attachment

Project Details

Charles City

97688 Rt 155: VA Capital Trail Ext Rt 5 to Lott Cary Rd School Complex **Active**
Trail Ext - Rt 155

Original Allocations			Current Allocations	
Year of the Money	Fund	Amount	Year of the Money	Amount
2011	RSTP	240,000	2011	0
2012	RSTP	250,000	2012	250,000
2013	RSTP	101,305	2013	101,305
2018	RSTP	1,448,700	2018	1,448,700
2020	RSTP	216,653	2020	343,653
Total Allocations		2,256,658	TPO Allocations on Project	2,143,658

Transfer Record

Year of Money	Fund	Amount	TPO Action Date	From	To
2011	RSTP	(240,000)	10/18/2011	97688	102507
2020	RSTP	127,000	1/23/2020	106296	97688
Total Transfer		(113,000)			

TAC AGENDA 2/8/22; ITEM 12.

SMART SCALE ROUND 5: CANDIDATE PROJECT POOL

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Review and recommendation of the regional project candidate pool to develop the Richmond Regional Transportation Planning Organization (RRTPO) regional SMART SCALE applications.

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.

RRTPO has the ability to apply for ten (10) projects that would benefit the region for each round of Smart Scale. RRTPO member organizations have submitted individual requests for projects to be considered and staff has drawn additional potential projects from Smart Scale round 4 and recent CVTA regional applications. In total, 37 projects were considered for potential submission. The RRTPO can submit up to twelve (12) pre-applications in March for initial project screening.

Staff has considered cost estimates, VTRANS needs, functional classification of project corridors, the level of assistance from VDOT or local jurisdictions that would be required to develop an application. Staff also assessed the available studies and documentation compared with the SMART SCALE “readiness” requirements and screen-out risk. Finally, staff looked at regional distribution and balance in developing the project recommendations. Projects with pending applications for CVTA or RRTPO funding programs were prioritized due to the potential for leveraging.

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

RESOLVED, that the Richmond Regional Transportation Planning Organization (TPO) approves the following projects as Smart Scale Round 5 pre-applications:

1. Route 360 Widening – Woodlake Pkwy to Otterdale Rd
2. I-95 & Rt 10 Interchange Improvement – Phase II
3. SB 288 Auxiliary Lane - US 250 to Tuckahoe Creek Pkwy
4. SB 288 Continuous HSR Lane - West Creek Pkwy to Route 711

5. Staples Mill Road Improvements
6. W Broad St Intersection Improvements at Parham Road
7. W Broad St Improvements – Short Pump
8. I-64 Widening – Exit 205 to Exit 211
9. Broad Street Streetscape (US250) with Pulse Expansion Phase III
10. Commerce Road - FLT Phase II
11. Vaughan Road Overpass
12. Route 1/Route 30 Continuous Green T (CGT) intersection

							Vtrans			ConnectRVA 2045				Other Requirements		
Project Title	Description	Jurisdiction(s)	Previous SS Submission	CVTA App	Current Estimate	COSS	RN	Detail	Regional	Local	Code	ID	Study	Sketch	Detailed Estimate	
Vaughan Road Overpass	Construct an east/west rail over pass at the Vaughan Road intersection. It will be 39' 4" wide with 2 lanes and sidewalks to connect to sidewalks on either side. It will provide a vital safety connection for adjacent school and fire station and access to a 286 acre industrial site. R.O.W. will need to be obtained to provide for proper alignment and elevation from Vaughan Road and Archie Cannon Road. This project recommendation came from the DC2RVA FEIS.	Ashland	Yes	Yes	\$24,267,943	X		Demand Management; On-time rail	X		R-1D	FHW-1	DC2RVA FEIS	Yes	Yes	
Route 360 (Woodlake Pkwy to Otterdale Rd) Widening	Widen Route 360 between Woodlake Parkway and Otterdale Road. Extend the existing 6-lane section, with sidewalks on both sides, from just east of Dogwood Park Road to Otterdale Road as recommended by the VDOT Route 360 Arterial Management Plan [September 2021]. Pedestrian accommodations along WB Route 360 will also be extended from its current terminus at Woodlake Parkway to just east of Dogwood Park Drive.	Chesterfield	Yes	Yes	\$30,000,000		X	Capacity Preservation	X		R-1A	FHW-127	Route 360 AMP	Yes	Yes	
I-95/Route 10 Interchange Improvement, Phase II	Construct the remaining elements of a partial cloverleaf interchange: remove loops and signalize ramps. This is design of the final phase of the necessary improvements to the interchange.	Chesterfield	Yes	Yes	\$27,086,282		X	Capacity Preservation; Demand Management	X		R-1C	FHW-67	I-95 at Rt 10 IMR, Signal Warrants	Yes	Yes	
Rte 288 - New SB Auxiliary Lane South of U.S. 250	Construct new southbound auxiliary lane on Rte 288, approximately 1.4 miles in length, between southbound exit ramp from Rte. 250 (Broad Street Road) and southbound entrance ramp onto Rte. 740 (Tuckahoe Creek Parkway).	Goochland	Yes	Yes	\$16,814,989	X	X	Congestion Mitigation	X		R-1A	FHW-159	288 STARS	Yes	Yes	
SB 288 Continuous HSR Lane West Creek Parkway to Route 711	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 wide 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. Project also includes construction of emergency pull-offs for disabled vehicles while the hard shoulder running lane is in operation.	Goochland / Powhatan	Yes	Yes	\$30,736,270	X	X	Congestion Mitigation	X		R-1A	FHW-161	288 STARS	Yes	Yes	
Rt. 1/Rt. 30 Green-T	The project will convert the stop-controlled intersection (Rt 1 & Rt. 30) to a signalized "Green-T" to improve safety and operations.	Hanover	Yes	Yes	\$5,110,758	X	X	Capacity Preservation; Safety Improvement	X		R-1E	FHW-120	SJR	Yes	Yes	
Staples Mill Road Improvements	This project includes an additional southbound through lane on Staples Mill Road between I-64 west on-ramp and I-64 east on-ramp. Intersection improvements at Bethlehem Road and Staples Mill Road . The south side of Bethlehem Road will be widened to accommodate the dual left eastbound turning movement. Westbound Bethlehem Road will be widened to include a left-turn lane, a shared through-right, and a right turn lane. Pedestrian accommodations include crosswalks, pedestrian signal heads, push-buttons, and ADA ramps on Staples Mill Road at the intersections of Townhouse Road, Wharfige Road/Dumbarton Road, Dickens Road, I-64 off ramp, Bethlehem Road, Libbie Mill E. Boulevard, and Libbie Lake S. Street/Waller Road. A new singalized triple right intersection will be created at the I-64 off-ramp and Staples Mill SB.	Henrico	Yes	Yes	\$19,443,000		X	Congestion Mitigation	X		R-1A	FHW-56	Rt 33 Staples Mill STARS; Off-Ramp SJR	Yes	Yes	

						Vtrans		ConnectRVA 2045			Other Requirements						
Project Title		Description		Jurisdiction(s)	Previous SS Submission	CVTA App	Current Estimate	COSS	RN	Detail	Regional	Local	Code	ID	Study	Sketch	Detailed Estimate
W Broad Street Intersection Improvements at Parham Road		The proposed project will provide additional turn lanes at the intersection of W Broad Street at Parham Road and the installation of an innovation quadrant intersection by utilizing Skipwith Road. The improvements will include an additional eastbound left-turn lane to provide dual left-turns with approximately 200 feet of storage and removal of the northbound left-turn lane. Northbound left-turning traffic will be diverted onto Skipwith Road from Parham Road to form a quadrant intersection. The existing eastbound left-turn lane at Parham Road and Skipwith Road will be extended to provide approximately 400 feet of storage. Approximately 2000 feet of sidewalk will be installed along the north and south sides of W Broad Street and Parham Road, encompassing the project area limits. ADA-compliant curb ramps will be installed/upgraded at each corner of the intersection. Countdown pedestrian signals and pedestrian push buttons will be installed for all proposed pedestrian crossings at signalized intersections. Access management improvements are proposed at the intersection of W Broad Street at Pine Grove Drive, W Broad Street at Hollybrook Avenue, and W Broad Street at Carousel Lane. Landing pads will be constructed for the eastbound and westbound bus stops located on W Broad Street east of Parham Road.		Henrico	Yes	Yes	\$8,447,000	X	X	Capacity Preservation; Safety	X		R-1E	FHW-123	US 250 Dominion Blvd to Glenside Dr STARS	Yes	Yes
W Broad Street Improvements - Short Pump		This project will convert right-turn lanes along westbound US250 (W Broad Street) to a continuous shared through-right lane from Tom Leonard Drive to Pouncey Tract Road. The existing median break will be closed at Walmart between the intersections of Pouncey Tract Road and John Rolfe Parkway. Approximately 1000 linear feet of flex post delineators will be constructed on westbound W Broad Street from the I-64 EB/WB W Broad Street (Exit 178A) to the intersection of W Broad Street and Gathering Place. Intersection improvements at Tom Leonard Drive, Brownstone Boulevard, John Rolfe Parkway, and Pouncey Tract Road include turn lanes and crosswalks. Pedestrian countdown timers and signal retiming to accommodate intersection improvements are included. The proposed project will improve three existing bus stops along the corridor. At a minimum a landing pad, bench, and trashcan will be provided.		Henrico	Yes	Yes	\$15,930,000	X	X	Capacity Preservation	X		R-1A	FHW-124	US 250 Hockett Rd to I-64 STARS	Yes	Yes
I-64 Widening, Exit 205 to Exit 211		Widen 2L to 3L in both directions. Lane drop EB approximately 0.5 miles past the 211 acceleration lane.		New Kent	Yes	Yes	\$138,690,000	X	X	Congestion Mitigation; Safety	X		R-1A	FHW-46; FHW-47	I-64 Peninsula FEIS	Yes	Yes
Commerce Road - FLT Phase II		This project will provide multimodal transportation improvements and streetscape to the 2-mile stretch of Commerce Road from Decatur Street to Bellemeade Road, including providing the Fall Line Trail. This project will provide a new typical section to support access to port-related freight movements including 10' sidewalk with 5' buffers, two travel lanes in each direction, dedicated left turn lanes, crossing improvements, and other streetscape and trail amenities.		Richmond	No	Yes	\$46,676,700		X	Bike Access; Demand Management	X		R-1A; R-4B	FAT-13	ATP; Manchester Area Transportation and Land Use Study	Yes	Yes
Broad Street Streetscape (US250) with Pulse Expansion Phase III		This Broad Street Streetscape w/ Pulse BRT Expansion Phase III project will provide multimodal safety and operational improvements from Commonwealth Ave to Willow Lawn Dr through dedicated BRT lanes, sidewalk, lighting, ADA accessible ramp improvements, pedestrian crossing improvements, access management to reduce and consolidate median crossings, and other streetscape amenities including landscaping, street furniture, and bus stop improvements.		Richmond	No	Yes	\$14,525,000	X	X	Transit Access; Pedestrian Access; Capacity Preservation	X	X	R-1A; R-3A; LP	N/A	Pulse BRT Study; Traffic Operations Memo addendum as needed (See Phase I application)	Yes	Yes

TAC AGENDA 2/8/22

TAC Future Meeting Topics*

Future Meeting Topics

- STBG / CMAQ Application Cycle
- DRPT –Virginia Statewide Rail Plan
- Scenario Planning
- Bike-Ped Plan Recommendation
- CVTA Project Prioritization Updates
- Tri-Cities Area MPO Interagency consultation

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