

NOTES

This meeting is open to the public. Members of the public are invited to attend virtually. Please alert the RRTPO at RRTPO@PlanRVA.org if electronic transmission of this meeting fails for the public. Please refer to our [Statement Regarding Virtual Meeting Participation by Members of the Public](#) for more information.

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

Meetings are also live streamed and archived on our YouTube Channel at [Plan RVA - YouTube](#).

Members of the public are invited to submit public comments either verbally or in writing. Written comments can be submitted through the Q&A/Chat function on Zoom by email to RRTPO@PlanRVA.org. Written comments will be read aloud or summarized during the meeting when possible and will be included in the meeting minutes. Verbal comments will be taken during the Public Comment Period on the agenda. Please through the Q&A/Chat functions on Zoom if you would like to comment. When acknowledged by the Chairman, please clearly state your name so that it may be recorded in the meeting minutes.



Image: Downtown Ashland

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

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PlanRVA is where the region comes together to look ahead. Established in 1969, PlanRVA promotes cooperation across the region's nine localities and supports programs and organizations like the Richmond Regional Transportation Planning Organization, Central Virginia Transportation Authority, the Emergency Management Alliance of Central Virginia, Lower Chickahominy Watershed Collective and Don't Trash Central Virginia.

AGENDA

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
Tuesday, January 9, 2024, 9:00 a.m.
Zoom Meeting**

If you wish to participate in this meeting virtually, please register via Zoom at the following link:
https://planrva-org.zoom.us/webinar/register/WN_3WQW_m3YTnmv7z7nE7Kx8w

1. **Welcome and Introductions**
(Vidunas)
2. **Roll Call & Certification of a Quorum**
(Firestone)
3. **Consideration of Amendments to the Meeting Agenda**
(Vidunas)
4. **Approval of November 14, 2023, TAC Meeting Minutes** – page 4
(Vidunas)
Action requested: approval of minutes as presented (voice vote).
5. **Open Public Comment Period**
(Vidunas /5 minutes)
6. **TAC Chairman's Report**
(Vidunas /10 minutes)
7. **SMART SCALE Round 6 – Regional Project Recommendations** – page 8
(Busching/30 minutes)
Action Item.
8. **2024 Safety Performance Targets** – page 16
(Busching/10 minutes)
Action Item.
9. **Flexible Regional Funding – Existing Project Requests** – page 19
(Busching/30 minutes)
Action Item.
10. **FY24 – FY27 Transportation Improvement Program Amendment - #SMART18 – Richmond-Henrico Turnpike - South Segment (UPC 111716)** – page 48
(Busching/10 minutes)
Action Item.

11. Transportation Agency Updates

(10 minutes)

- a. DRPT** – *Dubinsky*
- b. GRTC** – *Torres*
- c. RideFinders** – *O’Keeffe*
- d. VDOT** – *Rhodes*

12. Future Meeting Topics – page 52

(Vidunas /5 minutes)

13. TAC Member Comments

(Vidunas /5 minutes)

14. Next Meeting: Tuesday, February 13, 2024, at 9:00 a.m.

(Vidunas)

15. Adjournment

(Vidunas)

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC)
PlanRVA James River Boardroom,
424 Hull Street, Suite 300, Richmond, VA 23224 and via Zoom
December 12, 2023, 9:00 a.m.**

MEMBERS and ALTERNATES (A) PRESENT:

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

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

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

1. Welcome and Introductions

Chair Vidunas opened the meeting at 9:05 a.m. and welcomed attendees.

2. Roll Call & Certification of a Quorum

Janice Scott, PlanRVA, took attendance by roll call and certified that a quorum was present.

3. Consideration of Amendments to the Meeting Agenda

There were no requested changes to the agenda.

4. Approval of November 14, 2023, Meeting Minutes

On motion by John O'Keefe, seconded by Barbara Smith, the members of the RRTPO Technical Advisory Committee voted to approve the meeting minutes as presented (voice vote).

5. Open Public Comment Period

There were no requests to address the committee.

6. TAC Chairman's Report

Chair Vidunas did not have a formal report.

7. SMART SCALE Round 6 – Call for Candidate Regional Projects and Strategy - Review

Myles Busching, PlanRVA, provided an overview of the Commonwealth Transportation Board's recent actions on Smart Scale. He reported the new category "other improvements" allows for a broader list of projects that resulted from studies. He reviewed the project applications that have been received so far.

Sarah Rhodes, VDOT, reported that the CTB discussion on application limits focused on the desire for stronger readiness requirements. Applications that are determined to be incomplete will not advance to scoring. Edits during the validation period will not be allowed. Readiness includes having all the required documents with the application.

The list with any additional projects will be reviewed again at the next meeting.

Ms. Rhodes reported that the technical guide will be released this month and will provide guidance on application strategy.

She also recommended moving forward with taking the applications that have already been submitted to the pre-scoping module. There was consensus from the group for VDOT to do that.

8. 2024 Safety Performance Targets

Mr. Busching reported that this is for the annual road safety targets that must be submitted. Today will be a review of the status of the targets and a discussion of target setting guidelines.

For roadway safety, the RRTPO is required to [track and set targets for five performance measures](#):

- Fatalities
- Fatality Rate (per 100M vehicle miles traveled)
- Serious Injuries
- Serious Injury Rate (per 100M vehicle miles traveled)
- Non-Motorized Fatalities and Serious Injuries

VDOT, in coordination with DMV, sets statewide targets annually for each of these measures. State performance is assessed against these targets by FHWA, and the Commonwealth is required to meet or make significant progress toward meeting these targets. The statewide performance targets are developed using an analytical model which factors in vehicle miles

traveled, demographics and employment, weather, liquor sales, VDOT maintenance and operations programs spending, DMV.

The baseline provided by the state was reviewed.

MPOs are required to adopt targets no later than 180 days after the state each year. The RRTPO has the option to follow the statewide target or set a separate target for any or all of the performance measures. In general, FHWA has identified three approaches used by states in setting performance targets.

Data-Driven Targets

This approach projects expected outcomes based on recent trends, model projections, programmed projects, and other safety efforts. This approach can be considered realistic, but depending on recent trends, can result in targets for *increased* fatalities or serious injuries. Other than the VDOT modeling, other examples of data-driven targets include forecasts based on the short-term trendline (last five years) or long-term trendline (last 10 or 15 years). This is the approach the Commonwealth and MPO have historically taken.

Goal-Driven Targets

This approach focuses on the common goal of reducing fatalities and serious injuries by setting declining targets, generally ignoring the baseline trend. Such efforts are aligned with the vision of Towards Zero Deaths and Serious Injuries as expressed in Arrive Alive, the Virginia Strategic Highway Safety Plan (SHSP). Particularly in the face of increasing trends, this approach can be seen as aspirational. Missed targets provide an opportunity to reconsider safety investments and focus on safety in funding decisions. The Commonwealth Transportation Board (CTB) has set an aspirational target of 2% annual reduction in fatalities and serious injuries.

Hybrid Targets

This final approach is a synthesis of the two prior approaches. This approach focuses on the long-term goal of reducing fatal and serious injury crashes while considering the baseline trend to provide more grounding in current trends. This is the approach used by the CTB in adopting level targets for 2024.

There was a discussion about the difference between incidents caused by design and those caused by human behavior/errors. It was noted that the highway safety plan has data that can be useful in setting the safety targets.

Mr. Busching reported that 2021 is the last year for fatality statistics and 2022 is the last year for injury statistics.

There was consensus to move forward with the hybrid approach. Those targets will be on the next agenda for TAC action.

9. Transportation Agency Updates

a. DRPT

Daniel Wagner provided an update on recent and upcoming DRPT activities, including the following:

- Jennifer DeBruhl will be retiring effective June 2024.
- Tiffany Dubinsky has been named Director of Transit Planning.

b. GRTC

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

- Round Two of public engagement is underway for the
- GRTC is fully staffed (as of November) to the pre-pandemic level.
- Working with localities for Spring launch of additional link
- Frank Adarkwa, GRTC's new Director for Planning and Scheduling was introduced.

Nora Amos reported that GRTC is planning to launch micro-transit service in the Ashland area in late March or early April.

Adrienne Torres reported on the status of the micro-transit service in the Mechanicsville area.

c. RideFinders

John O'Keefe provided an update on recent and upcoming RideFinders activities, including the following:

- Started two new seven passenger vanpools to Ft. Belvoir from Henrico and New Kent.
- Working with groups on starting 3 new vanpools from the Hampton Roads area to the Defense Supply Center Richmond in Chesterfield.
- Participated in ongoing biweekly meetings with Foursquare ITP as related to the CAPSP.
- Simplified Greener (Holi)Days pledge to promote "greener" transportation choices during the holiday season.
- Created a Hallmark inspired holiday movie – Mistletoe Commuter – to generate interest in carpooling during the holidays and continuing to build carpool storytelling in a creative way.
- Working on the launch of the Kickstart your carpool pilot program that will run from January 1st through April 15th.
- RideFinders Executive Director Von Tisdale retired on November 29th after 26 years of service.

d. VDOT

Sarah Rhodes provided an update on VDOT's recent and upcoming activities. The update is posted with the [meeting documents](#).

12. Future Meeting Topics

The future meeting topics were included in the agenda packet.

13. TAC Member Comments

There were no member comments.

14. Next Meeting

Chair Vidunas noted the next meeting will be held on January 9, 2024.

15. Adjournment

Chair Vidunas adjourned the meeting at 10:04 a.m.

ACTION ITEM

January 9, 2024

TO Technical Advisory Committee**SUBJECT** SMART SCALE Round 6 Regional Candidate Projects**BRIEF:**

The SMART SCALE program is the principal program for awarding state and federal transportation funding in Virginia. This process 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. Each round, the RRTPO is eligible to submit regional projects to compete in the statewide High-Priority Projects (HPP). In recent practice, the RRTPO also recommends projects to PlanRVA for planning district commission consideration.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should recommend twelve (12) projects for RRTPO pre-applications and an additional five (5) projects for referral to PlanRVA for consideration.

DISCUSSION:

Under Federal law and agreements with state agencies, the Richmond Regional Transportation Planning Organization (RRTPO) has authority to select projects and program regional Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ), and Surface Transportation Block Grant (STBG) funds, including the Transportation Alternatives (TA) set-aside. For other funding programs, the RRTPO is responsible for maintaining the FY24 – FY27 Transportation Improvement Program (TIP) and ensuring projects that advance using federal funds are consistent with regional planning.

In December, member localities submitted proposed projects for consideration. In total, 26 candidate projects were submitted. Attachment A is a summary of each project as well as the staff screening. The following sections describe the general screening process and the staff recommendations.

ConnectRVA 2045 Consistency: ConnectRVA 2045 establishes categories of projects which are regional in nature and must be included in the constrained long-range plan (CLRP) prior to inclusion in the TIP. Conversely, other project types are considered either local or programmatic in nature and can advance without being specifically listed. The project types under each category can be reviewed in Chapter 5 of ConnectRVA 2045. Each proposed project was reviewed for

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consistency with ConnectRVA 2045. Figure 1 graphically shows the consistency review process.

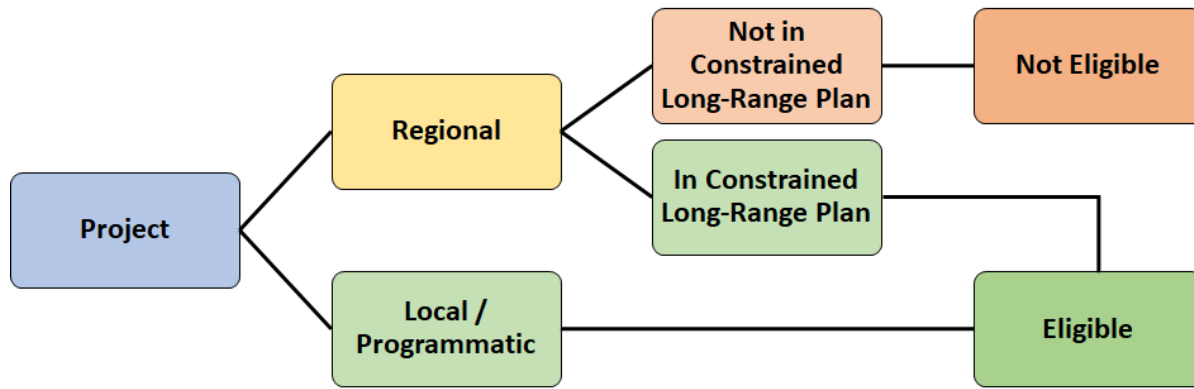


Figure 1: ConnectRVA 2045 Consistency Workflow

VTRANS Needs: All SMART SCALE projects are required to meet a need identified as a mid-term need in the statewide transportation plan, VTRANS. For high-priority projects, the project must meet a need on a Corridor of Statewide Significant (CoSS) or on the regional network (RN). Safety needs and Urban Development Area (UDA) needs are not eligible as regional applications; these projects must be submitted by localities to be considered. All projects were screened against the 2021 mid-term VTRANS needs.

High-Priority Projects (HPP) Eligibility: The Commonwealth Transportation Board (CTB) has made significant changes to the types of projects that are eligible for the high-priority projects program this year. Each project was screened against the available guidance for Round 6. The following project types are eligible for RRTPO or PlanRVA submission:

- Highway Capacity: Adding New Lanes, Roadway on New Alignment, and Managed Lanes (HOV/HOT/Shoulder), New Bridge
- Interchanges: New Interchange-Non-Limited Access Facility, Improve Grade-Separated Interchange, New Interchange-Limited Access Facility, and Ramp Improvements
- Transit or Freight Improvements: New or Improved Passenger Rail Stations or Service, Freight Rail Improvements, High-Capacity / Fixed Guideway Transit (including Light Rail Transit or Bus Rapid Transit), Transit Transfer Stations
- Other Project Types: preferred alternative in a STARS, Pipeline Study, or Arterial Management Plan or MPO Study (refinement forthcoming)

Recommended Pre-Applications: Based on the review process summarized in Attachment A, staff recommends the following projects be advanced to pre-

application. Projects marked with an asterisk have potential readiness or eligibility issues identified by staff as noted in the attachment.

RRTPO

1. Rt. 1 Widening - Ashcake Road to Southern Town Limit (Ashland)
2. I-95/54 Interchange Modification (Ashland & Hanover)*
3. I-95/Route 10, Phase II (Chesterfield)
4. Huguenot Road (Cranbeck Road - Robious Road) Congestion & Safety Improvement (Chesterfield)
5. Route 360 (Woodlake Village Parkway - Otterdale Road) Widening (Chesterfield)
6. Rte 288 SB Auxiliary Lane: Broad St. to Tuckahoe Creek Pkwy (Goochland)
7. Rte 288 SB Auxiliary Lane: West Creek Pkwy to Huguenot Trail (Goochland & Powhatan)
8. Gaskins Rd Interchange at I-64 - Southwest Quadrant (Henrico)
9. Gaskins Rd Interchange at I-64 - North Quadrant (Henrico)
10. I-64/Rte 106 Interchange Improvement (New Kent)*
11. Walmsley Boulevard Bridge and Extension (Richmond)
12. Belt Boulevard (SR161) BRT / Streetscape (Richmond)

PlanRVA

1. Busy Street Extension (Chesterfield)
2. 288/360: Route 288 Southbound CD Road with Genito Ramp (Chesterfield)
3. Route 5 & New Osborne Turnpike Improvements (Henrico/Richmond)
4. Route 360 and I-64 Interchange (Henrico/Richmond)
5. Route 60/US-522 Intersection Improvement (Powhatan)

Other Options

1. Route 60 (Village of Midlothian) Corridor Enhancements (Chesterfield)*
2. FLT: Route 1 (Walmsley Blvd - Falling Creek Ave) Gap (Chesterfield)*
3. Courthouse Road (Southlake Boulevard - Dakins Drive) Safety Improvements (Chesterfield)
4. Courthouse Road (Powhite Parkway - Horners Run) Safety Improvements (Chesterfield)
5. Rt. 33 Widening (Hanover)*
6. Mayo Bridge Replacement (Richmond)*
7. Short Pump Improvements (Henrico)*
8. Judes Ferry Rd Widening (Powhatan)*
9. Red Lane Rd Realignment (Powhatan)*

For more information, please contact Myles Busching at 804-923-7035 or mbusching@planrva.org.

ATTACHMENTS:

- A. Candidate Projects – Staff Review

Project Name	Description	Estimated Cost	Expected Leverage	Estimated Request	VTRANS Segment ID	Need Met?	HPP Eligible	CLRP	Notes
Rt. 33 Widening	Widen from 2 to 4 lanes between end 4-lane section and Ashland Rd	\$ 60,000,000	\$ 35,000,000	\$ 25,000,000	93329, 96533, 94824, 92635	Unclear	Yes	Yes	Project better suited as local based on safety needs
Rt. 288 SB Auxiliary Lane	Construct SB auxiliary lane between Broad St. and Tuckahoe Creek Pkwy	\$ 22,350,000	\$ -	\$ 22,350,000	62088, 59441	Yes	Yes	Yes	
Rt. 288 SB Auxiliary Lane	Construct SB auxiliary lane between West Creek Pkwy and Huguenot Tr.	\$ 45,100,000	\$ -	\$ 45,100,000	59445	Yes	Yes	Yes	
Mayo Bridge Replacement	Replace existing bridge with a 4-lane structure with bike/ped. Accommodations	\$ 130,000,000	\$ 90,000,000	\$ 40,000,000	121123	Yes	No	Yes	Bridge rehab/replacement not eligible for Smart Scale
I-95/54 Interchange Modification	Previous study suggests a DDI is preferred at this location; I-95/Rte 54 IAR underway to confirm recommended improvements	TBD	\$ -	TBD	10835; 11056	Yes	Yes	Yes	IAR underway; draft due in July
Rt. 1 Widening - Ashcake Road to Southern Town Limit	The Route 1 widening improvements will widen Route 1 south of Ashcake Road to continue the improvements on Route 1 north of Ashcake Road (UPC 112042). The improvements include providing curb and gutter and sidewalk on both sides of the roadway, grass median, turn lanes, and access management improvements. The improvements include storm sewer and stormwater management basin construction.	\$ 36,130,000	\$ -	\$ 36,130,000	72973; 69529	Yes	Yes	Yes	
I-64/Rte 106 Interchange Improvement	Construct interchange improvements at I-64 exit	\$ 90,000,000	\$ -	\$ 90,000,000	4965; 5899	Yes	Yes	Yes	IAR underway; timing for completion unclear
Route 5 and New Osborne Turnpike Improvements	Widen New Osborne Turnpike to four lanes (Route 5 to Williamsburg Avenue) with sidewalk on west side and paved trail on the east side.; Construct a four-lane bridge on New Osborne Turnpike over CSX rail yard.; Realign the Route 5 and Williamsburg intersection; Williamsburg Avenue and Hatcher Street intersection; New Osborne Turnpike and Route 5 intersection; and Route 5 and Osborne Turnpike Intersection. Construct innovative intersections including roundabout(s); Enhance connectivity for pedestrians, bicycles, transit, and vehicles between Williamsburg Avenue/New Osborne Turnpike and Route 5.	\$170,825,600	\$ 40,000,000	\$ 130,825,600	516970; 516973; 334005	Yes	Yes	No	Leverage not secured; pending CVTA request

Project Name	Description	Estimated Cost	Expected Leverage	Estimated Request	VTRANS Segment ID	Need Met?	HPP Eligible	CLRP	Notes
Gaskins Rd Interchange at I-64 (Southwest Quadrant)	Project will remove the eastbound I-64 exit loop on northbound Gaskins Road and relocate this ramp with the existing westbound I-64 to southbound Gaskins Ramp. The proposed exit ramp will be signalized at its intersection with Gaskins Road and consist of two (2) right turn lanes and (2) left turn lanes. The project will also widen and realign the existing Gaskins Road NB ramp to I-64 eastbound to provide two lanes exiting from Gaskins Road onto the ramp. The project also includes improvements to the intersection of Gaskins Road and Three Chopt Road to modify the existing northbound right-turn lane to a shared through/right-turn lane. The project will also construct a continuous auxiliary lane along eastbound I-64 between the on-ramp from northbound Gaskins Road to the downstream interchange at Parham Road. Soundwall at EB on Ramp and both sides of 64 east of interchange ending at Parham interchange.	\$ 62,415,185	\$ -	\$ 62,415,185	6707	Yes	Yes	Yes	
Gaskins Rd Interchange at I-64 (North Quadrant)	This project will convert the Gaskins Road Interchange at I-64 to a partial cloverleaf interchange. This project scope includes the northern quadrants of the partial cloverleaf (I-64 westbound off and on ramps). The project will also construct a westbound I-64 auxiliary lane between Gaskins Road and Parham Road. The project will widen the Gaskins northbound on-ramp to 2 lanes. A 12' through lane will be added to SB Gaskins from WB 64 on ramp to tie into third lane at ramp removal. A 12' through lane will be added on NB Gaskins from new WB 64 off ramp to tie into third lane at ramp removal. A soundwall at WB off Ramp and both sides of 64 east of interchange ending at Parham interchange.	\$ 56,679,181	\$ -	\$ 56,679,181	7165	Yes	Yes	Yes	
Route 360 and I-64 Interchange	This project will realign the I-64 WB off-ramp at US360 to the unsignalized intersection with the WB on-ramp. A new traffic signal is proposed at the intersection of US 360 and I-64 ramps. The project also includes pedestrian improvements including a 5' sidewalk on both sides of US 360 through the project limits, pedestrian signals, and ADA ramps at the signalized intersections.	\$ 15,523,933	\$ -	\$ 15,523,933	5566; 120964	Yes	Yes	No	

Project Name	Description	Estimated Cost	Expected Leverage	Estimated Request	VTRANS Segment ID	Need Met?	HPP Eligible	CLRP	Notes
Short Pump Improvements	The purpose of the project is to address and improve the identified needs of the transportation network in the Short Pump area. The interstate, interchanges, and arterial network, which consists of sections of I-64, I-295, and US 250 are experiencing operational and safety challenges and are limited in capacity. To facilitate accessibility, mitigate congestion, and improve safety, Henrico County is proposing to design and construct a new interchange at the intersection of North Gayton Road and Interstate 64 in the Short Pump area; reconstruct the existing interchange at W. Broad Street and Interstate 64; make improvements to a section of Interstate 295; and install auxiliary lanes on I-64 connecting these improvements. The Interchange Access Report (IAR) supports these improvements being made in conjunction with each other.	\$ 274,640,336	\$ 200,000,000	\$ 74,640,336	5983; 115091	Yes	Yes	Yes	Leverage not secured; pending CVTA and MPDG requests; Conditional IAR approval; NEPA starting in 2024
Judes Ferry Rd Widening	Widening with added capacity (0.5 mi) from US-60 to Old Church Road	9,503,000	\$ -	\$ 9,503,000	398247	Unclear	Yes	Yes	Project better suited as local based on UDA needs
Red Lane Rd Realignment	Construction of a new two-lane road to connect Red Lane Road with Lees Landing Road	8,664,000	\$ -	\$ 8,664,000	397359	Unclear	Yes	Yes	Project better suited as local based on safety needs
US-60/US-522 Intersection Improvement	Construction of a roundabout at US- 522 and a quadrant roadway from the roundabout to US-60 at the northeast corner of the intersection. Construction of a CGT at the intersection of the quadrant road and US-60.	21,889,000	\$ -	\$ 21,889,000	131432; 111361	Yes	Yes	Yes	
Route 360 (Woodlake Village Parkway - Otterdale Road) Widening	Widen Rt 360 to six lanes from Cosby Rd to Otterdale Rd with right turn lanes at Fox Club Pkwy, Otterdale Rd/Cosby Village Dr, and Hampton Park Dr and the addition of a second left turn lane at Hampton Park Dr. Construct pedestrian accommodations, crossings & signals along Rt. 360 and at Fox Club Pkwy/Hampton Park Dr and Woodlake Village Pkwy.	\$ 42,200,000	\$ 30,000,000	\$ 12,200,000	119084		Yes	Yes	Leverage not fully secured; pending CVTA request
Huguenot Road (Cranbeck Road - Robious Road) Congestion & Safety Improvement	Add one eastbound through lane on Huguenot Road from west of Robious Rd to the intersection with Cranbeck Rd and one westbound through lane from west of Promenade Pkwy to west of Robious Rd. Construct R-Cut intersection at Huguenot/Cranbeck intersection. Add sidewalk along the limits of the project as well as pedestrian crossings at Polo Pkwy, Cranbeck and Robious roads. Add bike lane on both sides of Huguenot Rd from Polo Pkwy to Cranbeck Rd.	\$ 22,500,000	\$ 10,000,000	\$ 12,500,000	39033	Yes	Yes	Yes	Leverage not fully secured; pending CVTA request

Project Name	Description	Estimated Cost	Expected Leverage	Estimated Request	VTRANS Segment ID	Need Met?	HPP Eligible	CLRP	Notes
Walmsley Boulevard Bridge and Extension	This project is a part of the Port of Virginia improvement study and will improve multimodal safety and operations for Walmsley Boulevard, Commerce Road, Bells Road, and Richmond Highway by providing new roadway construction to create a 0.8-mile continuous corridor connecting Walmsley Boulevard from Commerce Road to Richmond Highway. The corridor will include 12' lanes in both directions of travel, raised median, dedicated turn lanes, a 10' shared use path with 7' buffer along the eastbound side, a 5' sidewalk with 4' buffer along the westbound side, and bike, pedestrian and transit access improvements at proposed new transit stops.	\$ 52,000,000	\$ -	\$ 52,000,000	510416	Yes	Yes	Yes	
I-95/Route 10, Phase II	Modify interchange to a partial cloverleaf interchange. Phase II improvements include: 1) Remove the weaving sections on I-95 and Route 10 by removing the NB I-95 to WB Route 10 and SB I-95 to EB Route 10 loop-ramps. 2) Signalize the SB and NB I-95 off-ramp intersections at Route 10. 3) Widen the SB off-ramp at the Route 10 intersection to provide 3 left-turn lanes to EB Route 10. 4) Widen the NB off-ramp at the Route 10 intersection to provide dual left-turn lanes to WB Route 10. 4) Construct 600' single lane driveway to the facility located in SW loop	\$ 38,500,000	\$ 17,100,000	\$ 21,400,000	9440; 19243	Yes	Yes	Yes	
288/360: Route 288 Southbound CD Road with Genito Ramp	Extend 2-lane SB RT 288 C-D Road approximately 2,030 feet south of Genito Road, typical section will consist of 2-lanes on C-D road and 2 lanes on mainline RT 288. The right most C-D lane will merge, reducing the typical section to 3 lanes on RT 288 south of Genito Road. The 3-lane section continues approximately 2,870 feet south with the rightmost lane tying into the downstream RT 288 to WB RT 360 ramp project [UPC 111467, improvement graphic attached], creating a continuous auxiliary lane to RT 360. Construct one-lane SB off-ramp from RT 288 C-D road to WB Genito Road.	\$ 50,000,000	\$ 30,000,000	\$ 20,000,000	59555	Yes	Yes	No	Leverage not fully secured; pending CVTA request; LRTP Vision List
Belt Boulevard (SR161) BRT / Streetscape	This N-S BRT project will improve the typical section of E. Belt Boulevard (Route 161) along the 0.6 mile stretch between Midlothian Turnpike and Hull Street Road by providing a raised median, dedicated turn lanes, two transit only lanes, a 10' shared use path with 4' buffer along the south side of the corridor, and a 5' sidewalk with 4' buffer along the north side of the corridor. The project will further improve multimodal safety and operations by providing access management improvements and with bike, pedestrian, and transit access improvements at 8 bus stops.	\$ 37,000,000	\$ -	\$ 37,000,000	46884	Yes	Yes	No	BRT (FTR-2) in Vision List; Enhanced Service (FTR-1) in CLRP
Busy Street Extension	Extend existing Busy St to Grove Rd. Install signal on Courthouse Rd at Busy St with dual left turn lanes and receiving lane on Busy St. Add second left turn lane to Murray Olds Rd (dual lefts with combined thru/right). Add sidewalk on Busy St and Courthouse Rd with crosswalks.	\$ 21,400,000	\$ 7,000,000	\$ 14,400,000	105716	Yes	Yes	No	Leverage not fully secured; pending CVTA request

Project Name	Description	Estimated Cost	Expected Leverage	Estimated Request	VTRANS Segment ID	Need Met?	HPP Eligible	CLRP	Notes
Route 60 (Village of Midlothian) Corridor Enhancements	Construct a shared-use path for pedestrians and bicyclists along the south side of Route 60 through the study corridor from Old Otterdale Road to Woolridge Road. Construct sidewalk gap improvements along the north side of Route 60 through the study corridor from Old Otterdale Road to Woolridge Road. Include streetscaping improvements along the corridor. Narrow travel lane widths on Route 60 to 11 feet through the corridor to reduce pedestrian crossing distances and reduce vehicle speeds. Install access management improvements on Route 60 via a raised median through the Midlothian Village between Mt. Pisgah Drive and Old Otterdale Road. Install proposed traffic signal at the intersection of Route 60 and Grove Hill Road. Install six unsignalized mid-block pedestrian crossings to include a Rectangular Rapid Flashing Beacon (RRFB) or a Pedestrian Hybrid Beacon (PHB). Modify five signalized intersections to include pedestrian signals, crosswalks, and ADA ramp improvements.	\$ 33,000,000	\$ 20,000,000	\$ 13,000,000	103574	Yes	Unclear	No	Leverage not fully secured; pending CVTA request; recommendation of RRTPO funded study; Waiting on OIPI guidance for other studies
Courthouse Road (Southlake Boulevard - Dakins Drive) Safety Improvements	TBD	TBD	\$ -	TBD	199651	Unclear	Yes	Unclear	Route 653 (N Courthouse Road) Corridor STARS Study underway
Courthouse Road (Powwhite Parkway - Horners Run) Safety Improvements	TBD	TBD	\$ -	TBD	199718	Unclear	Yes	Unclear	Route 653 (N Courthouse Road) Corridor STARS Study underway
FLT: Route 1 (Walmsley Blvd - Falling Creek Ave) Gap	Construct Fall Line Trail between Walmsley Blvd and Falling Creek Avenue	\$ 14,000,000	\$ -	\$ 14,000,000	72090	Yes	Unclear	Yes	AtP recommendation; Waiting on OIPI guidance for other studies

ACTION ITEM

January 9, 2024

TO Technical Advisory Committee**SUBJECT** 2024 Safety Targets**BRIEF:**

The Highway Safety Improvement Program (HSIP) requires a data-driven, strategic approach to managing highway safety on all public roads, focusing on performance (see 23 CFR Part 490). The regulations in 23 CFR Part 490 establish safety performance targets that assess fatalities and serious injuries on all public roads. The Commonwealth is required to set a target each year; every Metropolitan Planning Organization (MPO) is required to adopt either the state target or set our own targets for safety. In recent years, the RRTPO has followed the state targets, but MPOs may choose to set different regional targets. The draft targets follow a hybrid approach, aiming for a level number of fatalities and declining number of serious injuries based on current trends.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should review and recommend approval of the proposed safety targets for calendar year 2024.

DISCUSSION:

Setting safety targets is an annual requirement for the RRTPO as part of the federal performance-based planning and programming requirements. For roadway safety, the RRTPO is required to [track and set targets for five performance measures](#):

- Fatalities
- Fatality Rate (per 100M vehicle miles traveled)
- Serious Injuries
- Serious Injury Rate (per 100M vehicle miles traveled)
- Non-Motorized Fatalities and Serious Injuries

VDOT, in coordination with DMV, sets statewide targets annually for each of these measures. State performance is assessed against these targets by FHWA and the Commonwealth is required to meet or make significant progress toward meeting these targets. The statewide performance targets are developed using an analytical model which factors in vehicle miles traveled, demographics and employment, weather, liquor sales, VDOT maintenance and operations programs spending, DMV behavioral programs spending, and the expected impacts of SMART SCALE and VHSIP investments. Beginning in the calendar year 2024, states are required to set level or declining targets for safety.

Based on modeling and current trends, the following rates of annual change are provided as a baseline for MPO consideration.

Description	VTM (Millions)	F People	SI People	F & SI Ped/Bike People
2018-2022: Actual	82,270	895	7,191	687
2020-2024: Target	81,748	967	7,121	718
2-Year Difference	-522	+72	-69	+30
Target % Change Per Year	-0.32%	+4.01%	-0.48%	+2.21%

MPOs are required to adopt targets no later than 180 days after the state each year. The RRTPO has the option to follow the statewide target or set a separate target for any or all the performance measures. Based on prior TAC consensus, the staff recommended targets have followed the hybrid approach, setting a target of level fatalities and declining serious injuries while accounting for current trends.

Staff Recommended Targets

The staff recommended targets used the statewide model as the starting point. Where the total number of fatalities or serious injuries was expected to increase (total fatalities and non-motorized), the proposed target. The following table shows the proposed annual percent change for each measure in comparison to the statewide model. This includes the expected change to VMT which is needed to calculate the fatality and serious injury rate.

Description	Statewide Goal Percent Change	RRTPO Goal Percent Change
Fatalities	4.01%	0.00%
Serious Injuries	-0.48%	-0.48%
Non-Motorized Fatalities + Serious Injuries	2.21%	0.00%
VMT	-0.32%	-0.32%

Based on the percent change goals, the following targets are proposed for calendar year 2024:

Description	2024
Fatalities	107
Fatality Rate	1.050
Serious Injuries	872
Serious Injury Rate	8.543
Non-Motorized Fatalities + Serious Injuries	110

ACTION ITEM

January 9, 2024

TO Technical Advisory Committee**SUBJECT** Flexible Regional Funding – Existing Project Requests**BRIEF:**

Selecting and prioritizing projects for funding is one of the primary roles of the RRTPO in developing the regional transportation system. Projects selected by the TPO to receive funding are included in the Six-Year Improvement Program (SYIP) for adoption by the Commonwealth Transportation Board (CTB). The RRTPO has received nine (9) requests for additional funding for projects previously selected by the RRTPO.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should review the existing project requests and make a recommendation regarding the amount of additional funding for each project. Staff will incorporate the recommendations into the draft allocations plan for the February TAC meeting.

DISCUSSION:

Under Federal law and agreements with state agencies, the Richmond Regional Transportation Planning Organization (RRTPO) has authority to select projects and program regional Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ), and Surface Transportation Block Grant (STBG) funds, including the Transportation Alternatives (TA) set-aside.

For other funding programs, the RRTPO does not have authority to select projects but is responsible for adding projects to the Transportation Improvement Program (TIP). Based on federal regulations and RRTPO policy, all projects proposed to be added to the TIP are screened for consistency with the regional long-range transportation plan, ConnectRVA 2045, and the regional conformity assessment. All proposed revisions are also evaluated for fiscal constraint, or the ability to fund the project with projected revenues.

Consistent with [Regional Project Selection and Allocation Framework](#), the RRTPO held an application period in October for CRP, CMAQ, and STBG funding, collectively known as flexible regional funding. A total of nine (9) applications were submitted for additional funding for existing TPO funded projects. A summary of the requests is included as Attachment A and the original applications are included in Attachment B.

For more information, please contact Myles Busching at 804-923-7035 or mbusching@planrva.org.

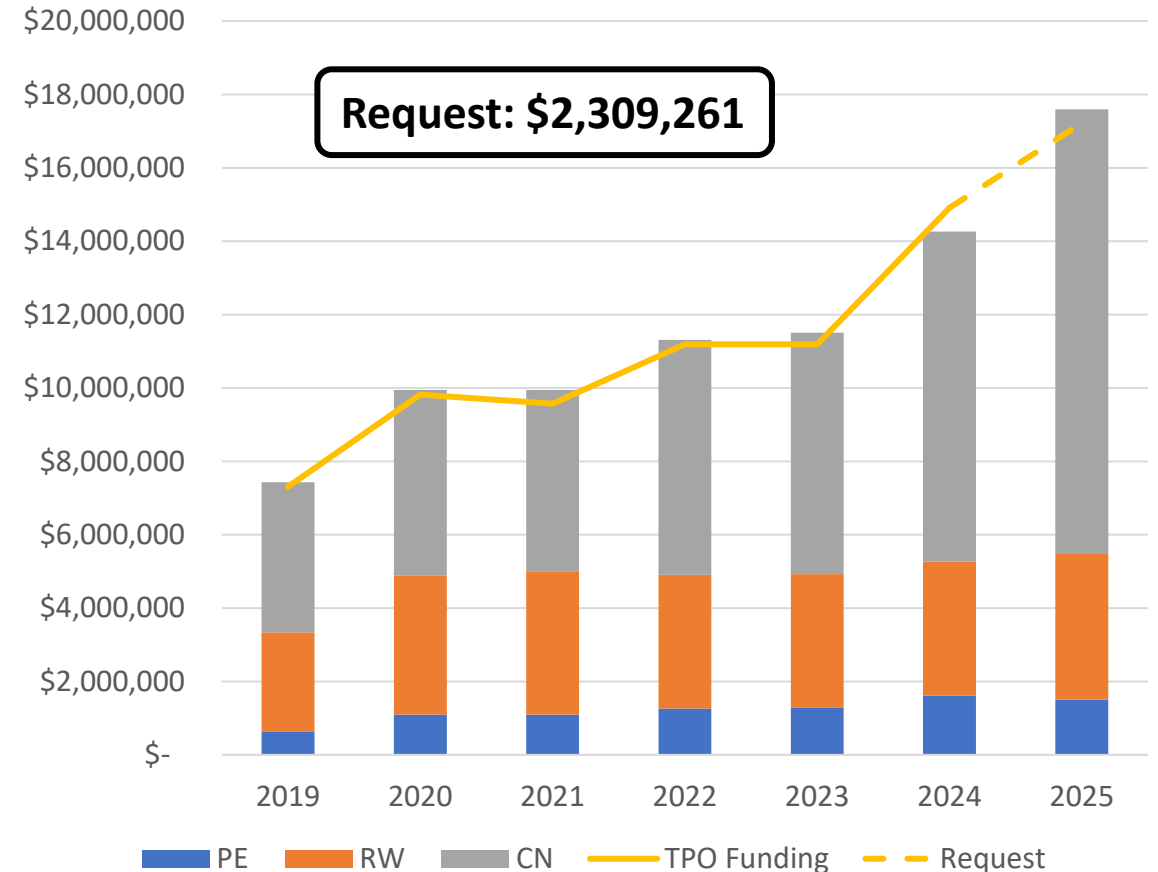
ATTACHMENTS:

- A. Existing Project Request – Staff Summaries
- B. Existing Project Request – Original Applications

UPC 112042 – Rte 1 Improvements

Town of Ashland

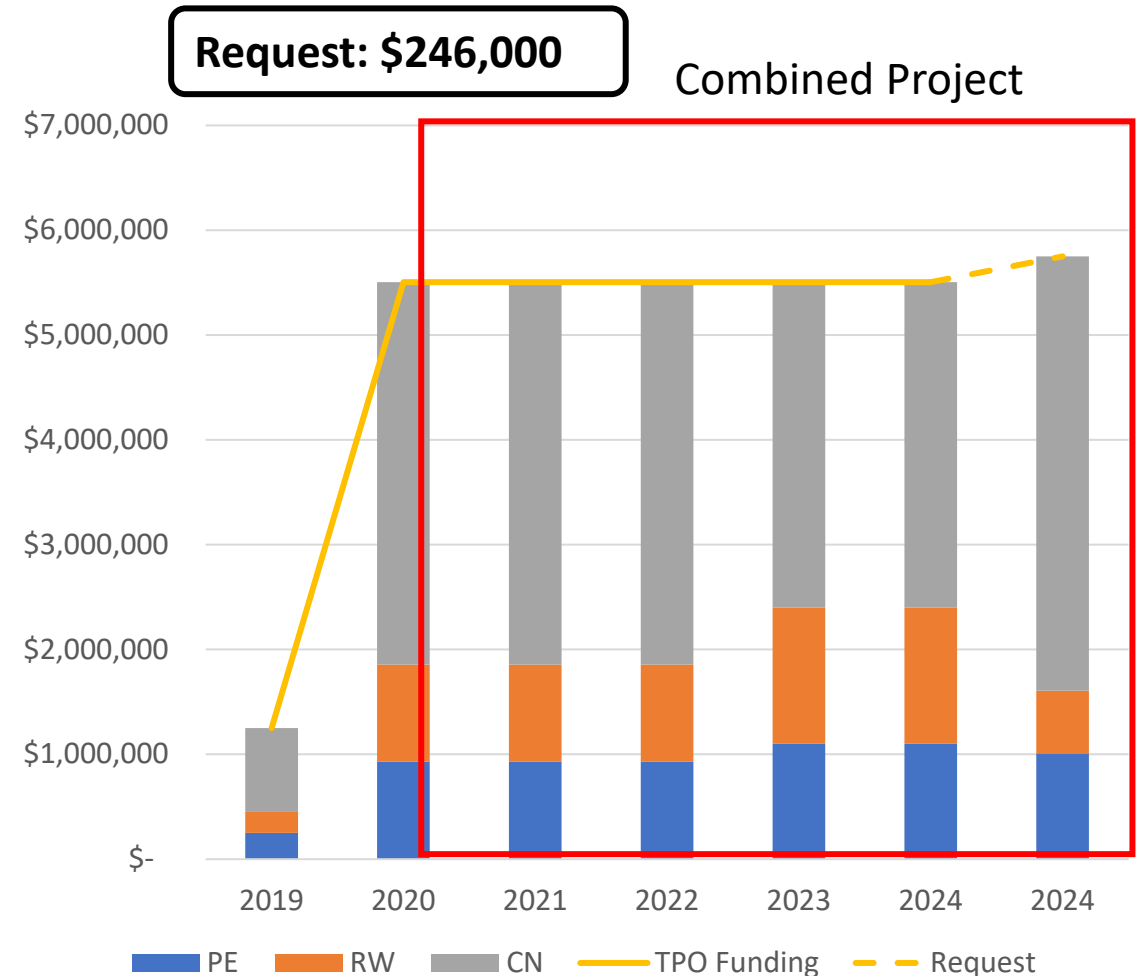
- VDOT administered
- 98.7% TPO funded
- In RW, CN start Feb 2024
- Estimate has increased **137%** since selection
 - RW duration & unit costs driver of increase
 - Management reserve increase from 5% to 7.5%



UPC 115063 – Rte 60 Shared Use Path

Chesterfield County

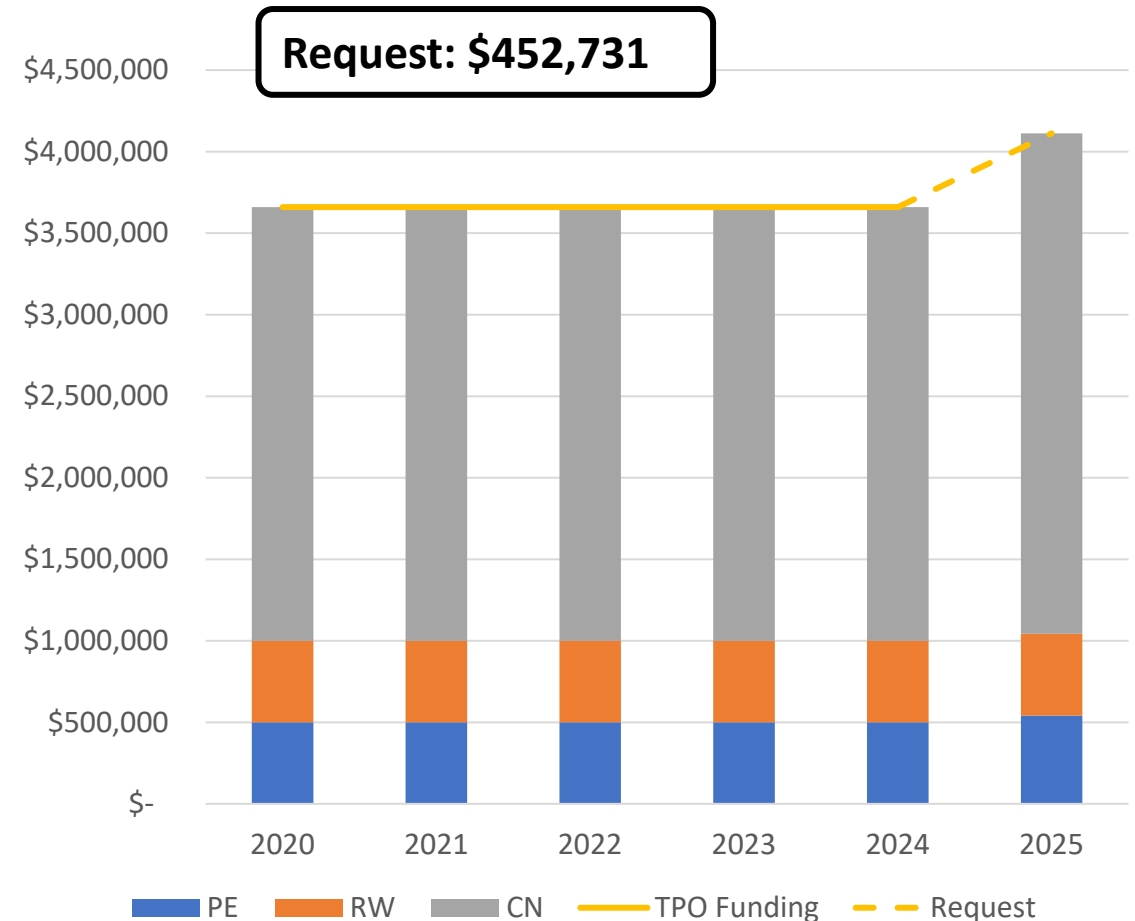
- FY2019 & FY 2020 projects
- Adjacent projects merged
- 100% funded by TPO
- RW underway, CN in FY26
- Estimate has increased **4%** since selection
 - PROWAG evaluation and redesign impact to PE
 - RW contingency, CN unit cost increases and bid risk.



UPC 115784 – Meadowdale Bike-Ped

Chesterfield County

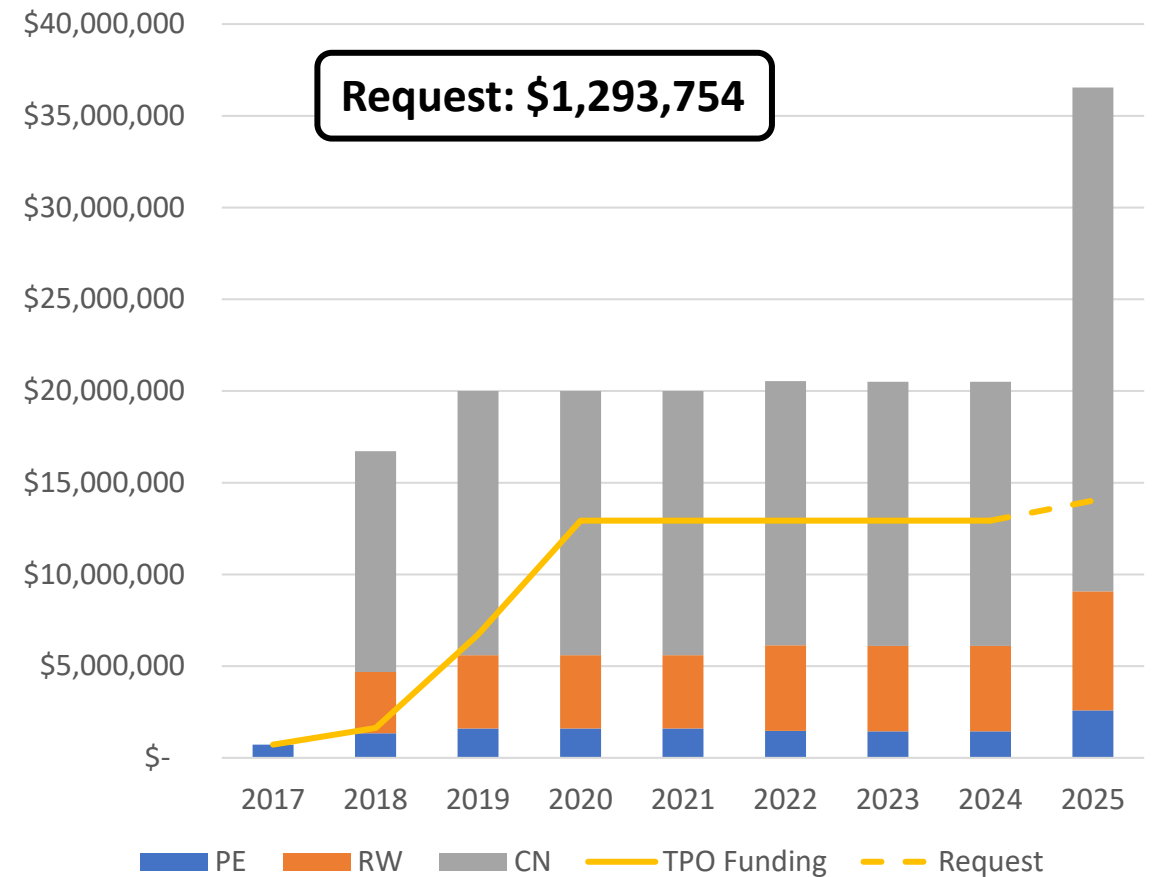
- FY 2020 project
- 100% funded by TPO
- RW underway, CN in FY26
- **10%** change in cost since selection
 - Additional in-plan utility relocations, SWM costs
 - Inflation and market bid risk



UPC 109260 – Pole Green Widening

Hanover County

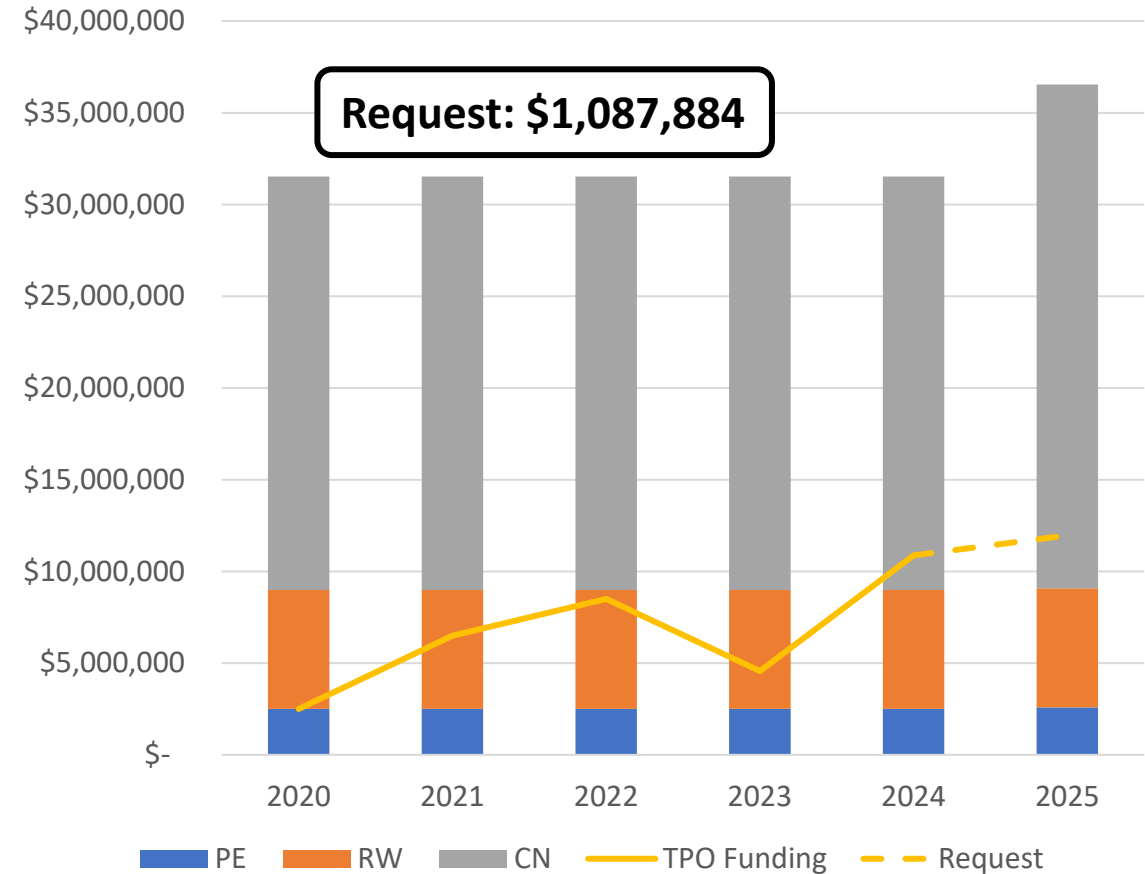
- FY 2017 project
- 63% TPO funded
- In right-of-way, CN several years out
- **119%** increase in estimate since selection
 - Unit/Labor cost escalation
 - Alignment changes affecting RW acquisition.
 - Design changes



UPC 115195 – Atlee Station Widening, Ph 2

Hanover County

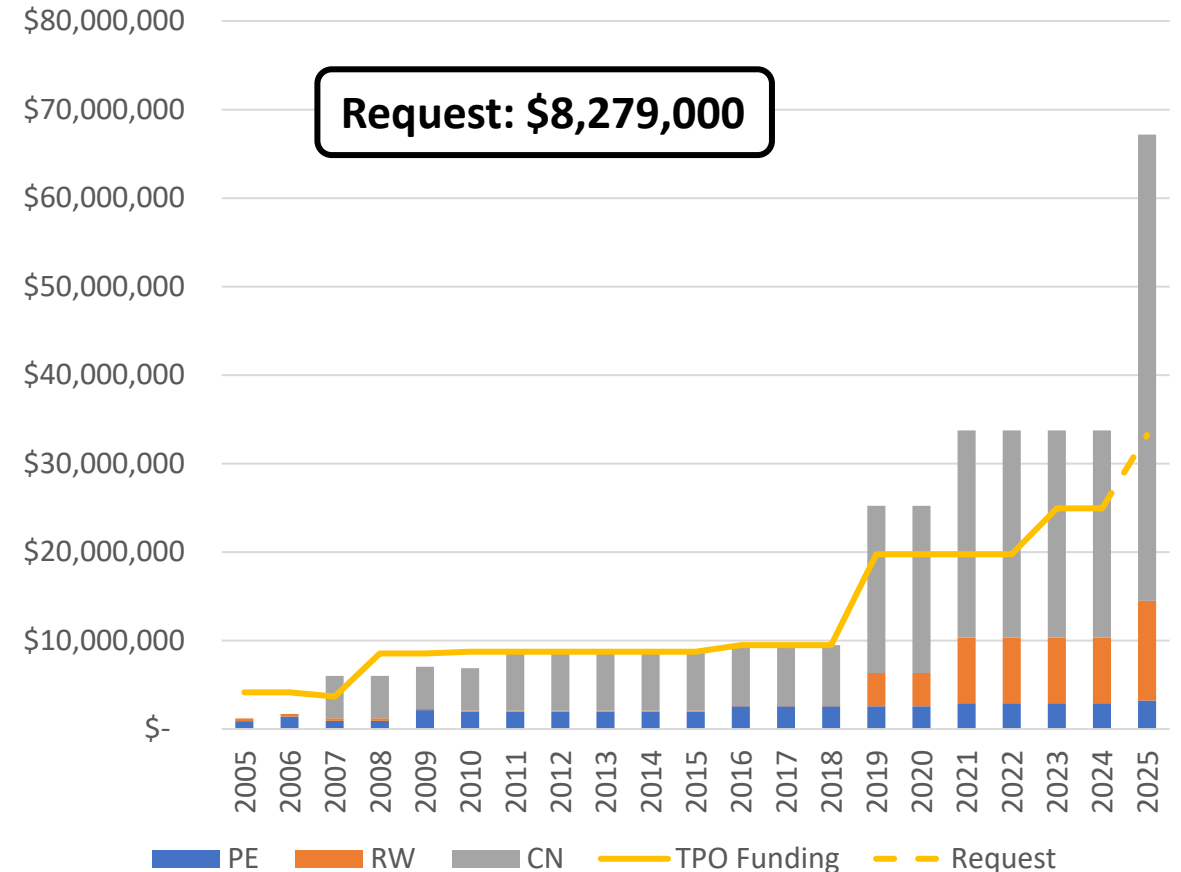
- FY 2020 project
- 37% TPO funded
- In PE, RW next fiscal year
- **16%** increase in cost from first full estimate
 - Unit/Labor cost escalation
 - Alignment changes affecting RW acquisition.
 - **Design changes (addition of a roundabout feature)**



UPC 50528 & 50529 – Three Chopt Rd

Henrico County

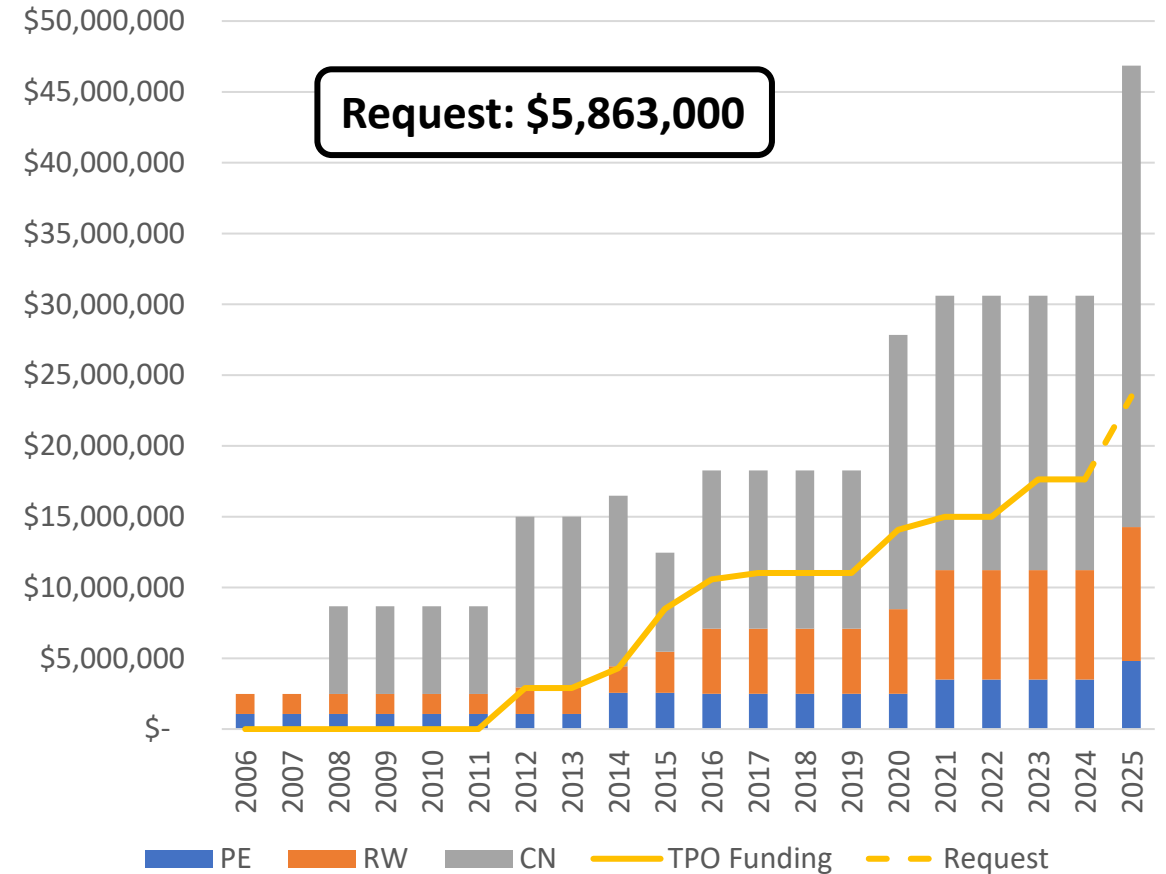
- Old Project (pre-2004)
- 74% funded by TPO
- CN start April 2025
- **1016%** increase in cost since first full estimate
 - RW & Utilities Delays
 - Inflation



UPC 60934 & 104148 – Sadler Rd

Henrico County

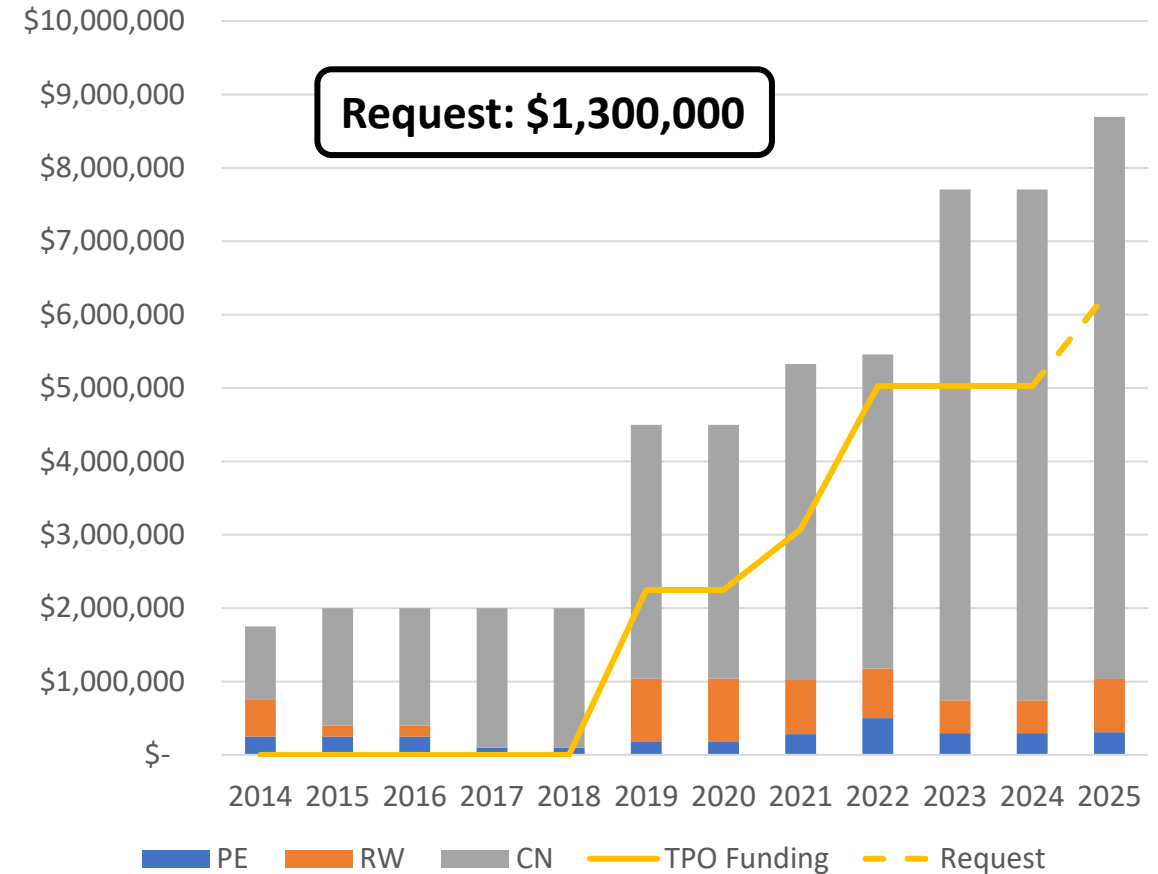
- FY 2012 TPO selection
- 58% funded by TPO
- CN start April 2024
- **212%** increase in cost since selection
 - RW & Utilities Delays
 - Inflation



UPC 104281 – Deepwater Terminal Ext.

City of Richmond

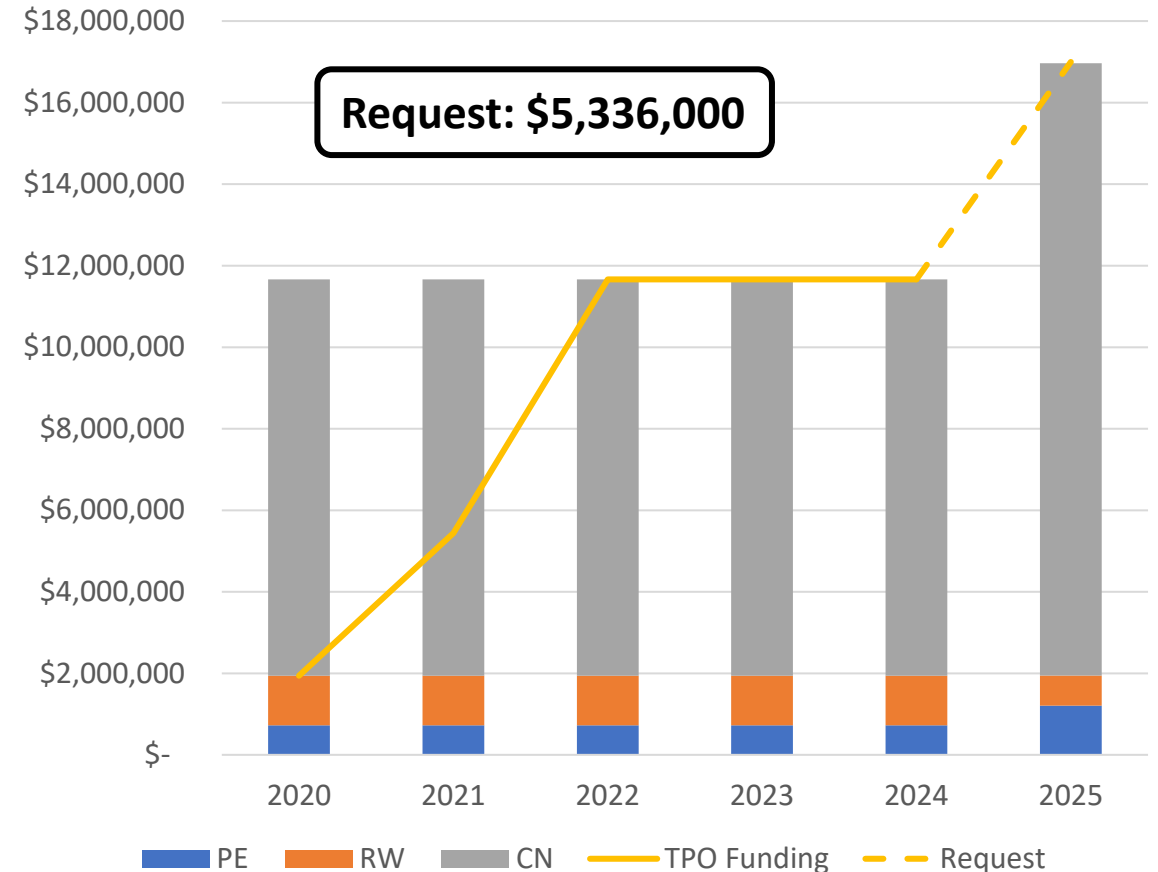
- FY 2019 TPO selection
- 65% TPO funded
- In RW, CN start July 2025
- **93%** increase in cost since selection
 - Inflation/increased unit costs
 - Increasing RW and utility costs



UPC 115200 – Hull Street Ph. 3

City of Richmond

- FY 2020 TPO selection
- 100% TPO funded
- Just started PE, RW start May 2025
- **46%** increase in cost since selection
 - Unit cost updates from bid data
 - Inflation
 - Right of way and utility relocation costs



Existing Project - RRTPO

Complete the application with as much detail as possible. Requests will be evaluated based on answers provided. A confirmation email and link to edit your answers will be sent to you upon submission. For any questions or problems, contact Myles Busching (mbusching@planrva.org).

General

Project Sponsor

Ashland

Sponsor Point of Contact

Nora Amos

Point of Contact Email

namos@ashlandva.gov

Point of Contact Phone Number

(804) 798-1073

General

Project Title

Rt. 1 Archie Cannon to Ashcake

Project UPC

112042

Project Cost

Has the project estimate increased?

Yes

Explain the reasons for the increase in cost

The cost of right of way and construction have continued to increase due to inflation. VDOT has also increased the management reserve to 7.5% instead of 5%. We have discuss the option of taking out a portion of the project and adding it to the adjacent intersection project, but that termini does not make logical sense. This increase came after the deadline for CVTA Regional Applications and we do not have adequate local CVTA funds to cover the difference.

Preliminary Engineering (PE) Estimate 1506000

Right-of-Way (RW) Estimate 3971867

Construction (CN) Estimate 12120189

Total Cost 17598056

Project Schedule

Has the project schedule changed?

Yes

Explain the reasons for the change to the project schedule

It will probably need to be pushed back because of funding. Right of way has taken longer than expected.

Preliminary Engineering (PE) Start Date Thursday, December 21, 2017

Right-of-Way (RW) Start Date Friday, May 21, 2021

Construction (CN) Start Date Tuesday, February 13, 2024

Construction (CN) End Date Tuesday, September 16, 2025

Project Funding

Does this project need additional funding? Yes

Are you requesting RRTPO funding for the full deficit? No

Have you sought funding from other sources? Yes

List the program, amount, and status of any requests for funding to address this deficit. If pending, include expected timeline for a decision

We are inquiring about VHSIP funds with VDOT. The Town can commit \$50,000 in CVTA Local funds. We were not informed about the increase in funding until after the CVTA Regional application period was over.

Do you have CVTA or other local funds which could be allocated to this shortfall? Yes

Additional Funding Requested 2,309,261

Supporting Materials

Updated Cost Estimate Workbook Yes

Existing Project - RRTPO

Complete the application with as much detail as possible. Requests will be evaluated based on answers provided. A confirmation email and link to edit your answers will be sent to you upon submission. For any questions or problems, contact Myles Busching (mbusching@planrva.org).

General

Project Sponsor

Chesterfield

Sponsor Point of Contact

Barb Smith

Point of Contact Email

smithbk@chesterfield.gov

Point of Contact Phone Number

(804) 748-1037

General

Project Title

Meadowdale Blvd (Dalebrook Dr - Beulah Rd) Bike-Ped Improvements

Project UPC

115784

Project Cost

Has the project estimate increased?

Yes

Explain the reasons for the increase in cost

Project estimate has increased due to additional in-plan utility relocations, additional SWM costs, inflation and market bid risk.

Preliminary Engineering (PE) Estimate 540947

Right-of-Way (RW) Estimate 502500

Construction (CN) Estimate 3069283

Total Cost 4112731

Project Schedule

Has the project schedule changed?

No

Project Funding

Does this project need additional funding?	Yes
Are you requesting RRTPO funding for the full deficit?	Yes
Have you sought funding from other sources?	No
Do you have CVTA or other local funds which could be allocated to this shortfall?	No
Additional Funding Requested	452731

Supporting Materials

Updated Cost Estimate Workbook	Yes
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Existing Project - RRTPO

Complete the application with as much detail as possible. Requests will be evaluated based on answers provided. A confirmation email and link to edit your answers will be sent to you upon submission. For any questions or problems, contact Myles Busching (mbusching@planrva.org).

General

Project Sponsor

Chesterfield

Sponsor Point of Contact

Barb Smith

Point of Contact Email

smithbk@chesterfield.gov

Point of Contact Phone Number

(804) 748-1037

General

Project Title

Route 60 (Ruthers Rd - Stonebridge Plaza Ave) Sidewalk

Project UPC

115063

Project Cost

Has the project estimate increased?

Yes

Explain the reasons for the increase in cost

Project estimate increased due to additional PE costs related to PROWAG evaluation and redesign, RW contingency and CN unit cost increases and bid risk.

Preliminary Engineering (PE) Estimate \$1,003,107

Right-of-Way (RW) Estimate \$605,000

Construction (CN) Estimate \$4,141,894

Total Cost \$5,750,000

Project Schedule

Has the project schedule changed?

Yes

Explain the reasons for the change to the project schedule

Project schedule has changed due to evaluation of the design against PROWAG requirements.

Preliminary Engineering (PE) Start Date	Thursday, October 31, 2019
Right-of-Way (RW) Start Date	Wednesday, December 28, 2022
Construction (CN) Start Date	Monday, October 27, 2025
Construction (CN) End Date	Friday, August 6, 2027

Project Funding

Does this project need additional funding?

Are you requesting RRTPO funding for the full deficit?

Have you sought funding from other sources?

Do you have CVTA or other local funds which could be allocated to this shortfall?

Additional Funding Requested \$246,000

Supporting Materials

Updated Cost Estimate Workbook

Existing Project - RRTPO

Complete the application with as much detail as possible. Requests will be evaluated based on answers provided. A confirmation email and link to edit your answers will be sent to you upon submission. For any questions or problems, contact Myles Busching (mbusching@planrva.org).

General

Project Sponsor

Hanover

Sponsor Point of Contact

Ross Ward

Point of Contact Email

raward@hanovercounty.gov

Point of Contact Phone Number

(804) 365-6425

General

Project Title

Atlee Station Road Widening - Phase 2

Project UPC

115195

Project Cost

Has the project estimate increased?

Yes

Explain the reasons for the increase in cost

1. Recent increases in labor and material costs due to rising inflation and inventory shortages.
2. Alignment changes affecting RW acquisition.
3. Design changes (addition of a roundabout feature).

Preliminary Engineering (PE) Estimate \$2,587,651

Right-of-Way (RW) Estimate \$6,492,000

Construction (CN) Estimate \$27,469,778

Total Cost \$36,549,429

Project Schedule

Has the project schedule changed?

No

Project Funding

Does this project need additional funding?

Are you requesting RRTPO funding for the full deficit?

Have you sought funding from other sources?

List the program, amount, and status of any requests for funding to address this deficit. If pending, include expected timeline for a decision

SYIP allocations include: State Revenue Sharing - \$8,096,602 Matching Local Revenue Sharing - \$8,096,602

MAP21 RSTP (2027-2029)- \$8,703,071

Telecommunications Secondary Formula - \$351.16

MAP21 RSTP Match (2027-2029)- \$2,175,768

Local Project Contributions - \$4,106,035

Do you have CVTA or other local funds which could be allocated to this shortfall?

Additional Funding Requested 1,087,884

Supporting Materials

Updated Cost Estimate Workbook

Existing Project - RRTPO

Complete the application with as much detail as possible. Requests will be evaluated based on answers provided. A confirmation email and link to edit your answers will be sent to you upon submission. For any questions or problems, contact Myles Busching (mbusching@planrva.org).

General

Project Sponsor

Hanover

Sponsor Point of Contact

Ross A. Ward

Point of Contact Email

raward@hanovercounty.gov

Point of Contact Phone Number

(804) 365-6425

General

Project Title

Pole Green Road Widening

Project UPC

109260

Project Cost

Has the project estimate increased?

Yes

Explain the reasons for the increase in cost

1. Recent increases in labor and material costs due to rising inflation and inventory shortages.
2. Alignment changes affecting RW acquisition.
3. Design changes.

Preliminary Engineering (PE) Estimate \$1,611,440

Right-of-Way (RW) Estimate \$4,122,508

Construction (CN) Estimate \$34,114,243

Total Cost \$39,848,191

Project Schedule

Has the project schedule changed?

No

Project Funding

Does this project need additional funding?

Are you requesting RRTPO funding for the full deficit?

Have you sought funding from other sources?

List the program, amount, and status of any requests for funding to address this deficit. If pending, include expected timeline for a decision

RSTP - \$12,935,000
Local (Dept of Public Utilities)- \$1,206,000
General Fund - \$1,500,000
CVTA-Local - \$22,140,000
Proffers - \$800,000
Sec. Tele Fees - \$1,271,000

Do you have CVTA or other local funds which could be allocated to this shortfall?

Additional Funding Requested \$1,293,754

Supporting Materials

Updated Cost Estimate Workbook

Existing Project - RRTPO

Complete the application with as much detail as possible. Requests will be evaluated based on answers provided. A confirmation email and link to edit your answers will be sent to you upon submission. For any questions or problems, contact Myles Busching (mbusching@planrva.org).

General

Project Sponsor

Henrico

Sponsor Point of Contact

Kristen Burton

Point of Contact Email

bur146@henrico.us

Point of Contact Phone Number

804-349-5562

General

Project Title

Division Assistant Manager

Project UPC

104148

Project Cost

Has the project estimate increased?

Yes

Explain the reasons for the increase in cost

Inflation

Preliminary Engineering (PE) Estimate \$4,807,057

Right-of-Way (RW) Estimate \$9,459,395

Construction (CN) Estimate \$32,596,350

Total Cost \$46,862,802

Project Schedule

Has the project schedule changed?

Yes

Explain the reasons for the change to the project schedule

Right of Way and Utility Delays

Preliminary Engineering (PE) Start Date	Friday, December 20, 2002
Right-of-Way (RW) Start Date	Tuesday, December 3, 2019
Construction (CN) Start Date	Wednesday, April 24, 2024
Construction (CN) End Date	Friday, April 24, 2026

Project Funding

Does this project need additional funding?

Have you sought funding from other sources?

List the program, amount, and status of any requests for funding to address this deficit. If pending, include expected timeline for a decision

Revenue Share: trail piece (\$292,000)
Legacy STP (\$8,248,000)
RSTP (\$15,693,000)
State Match (\$515,000)
Local Funds (\$5,582,000).
All approved funding, shown in the attached VDOT Six Year Plan

Do you have CVTA or other local funds which could be allocated to this shortfall?

Additional Funding Requested \$5,863,000

Supporting Materials

Updated Cost Estimate Workbook

Existing Project - RRTPO

Complete the application with as much detail as possible. Requests will be evaluated based on answers provided. A confirmation email and link to edit your answers will be sent to you upon submission. For any questions or problems, contact Myles Busching (mbusching@planrva.org).

General

Project Sponsor

Henrico

Sponsor Point of Contact

Kristen Burton

Point of Contact Email

bur146@henrico.us

Point of Contact Phone Number

804-349-5562

General

Project Title

Division Assistant Manager

Project UPC

50529

Project Cost

Has the project estimate increased?

Yes

Explain the reasons for the increase in cost

Inflation

Preliminary Engineering (PE) Estimate \$3,240,875

Right-of-Way (RW) Estimate \$11,260,765

Construction (CN) Estimate \$52,672,634

Total Cost \$67,174,274

Project Schedule

Has the project schedule changed?

Yes

Explain the reasons for the change to the project schedule

Right of Way and Utility Delays

Preliminary Engineering (PE) Start Date	Wednesday, December 1, 1999
Right-of-Way (RW) Start Date	Tuesday, September 23, 2014
Construction (CN) Start Date	Thursday, April 24, 2025
Construction (CN) End Date	Saturday, April 24, 2027

Project Funding

Does this project need additional funding?

Have you sought funding from other sources?

List the program, amount, and status of any requests for funding to address this deficit. If pending, include expected timeline for a decision

RSTP (\$21,691,000)
 State Match (\$678,000)
 Local funds (\$8,449,000).
 All approved funding, shown in the attached VDOT Six Year Plan

Do you have CVTA or other local funds which could be allocated to this shortfall?

Additional Funding Requested \$8,279,000

Supporting Materials

Updated Cost Estimate Workbook

Existing Project - RRTPO

Complete the application with as much detail as possible. Requests will be evaluated based on answers provided. A confirmation email and link to edit your answers will be sent to you upon submission. For any questions or problems, contact Myles Busching (mbusching@planrva.org).

General

Project Sponsor

Richmond

Sponsor Point of Contact

Adel Edward

Point of Contact Email

adel.edward@rva.gov

Point of Contact Phone Number

(804) 332-4117

General

Project Title

Deepwater Terminal Rd Project

Project UPC

104281

Project Cost

Has the project estimate increased?

Yes

Explain the reasons for the increase in cost

rising construction bid items cost for materials and labor per most recent VDOT list in addition to rising right of way acquisition and utility relocation costs.

Preliminary Engineering (PE) Estimate \$310,000

Right-of-Way (RW) Estimate \$725,000

Construction (CN) Estimate \$7,660,000

Total Cost \$8695000

Project Schedule

Has the project schedule changed?

Yes

Explain the reasons for the change to the project schedule

right of way acquisition is taking longer than anticipated with this very difficult. Commercial industrial corridor of property owners

Preliminary Engineering (PE) Start Date	Thursday, May 6, 2021
Right-of-Way (RW) Start Date	Thursday, March 14, 2024
Construction (CN) Start Date	Tuesday, July 1, 2025
Construction (CN) End Date	Thursday, April 1, 2027

Project Funding

Does this project need additional funding?

Are you requesting RRTPO funding for the full deficit?

Have you sought funding from other sources?

List the program, amount, and status of any requests for funding to address this deficit. If pending, include expected timeline for a decision
project received previous revenue sharing funds and some local funds

Do you have CVTA or other local funds which could be allocated to this shortfall?

Additional Funding Requested 1,300,000

Supporting Materials

Updated Cost Estimate Workbook

Existing Project - RRTPO

Complete the application with as much detail as possible. Requests will be evaluated based on answers provided. A confirmation email and link to edit your answers will be sent to you upon submission. For any questions or problems, contact Myles Busching (mbusching@planrva.org).

General

Project Sponsor

Richmond

Sponsor Point of Contact

Adel Edward

Point of Contact Email

adel.edward@rva.gov

Point of Contact Phone Number

(804) 332-4117

General

Project Title

Hull street Phase III Warwick Rd to Arizona Avenue

Project UPC

115200

Project Cost

Has the project estimate increased?

Yes

Explain the reasons for the increase in cost

increased itemized cost estimate for different bid items, also inflation has increased as well as right of way costs and utility relocation costs

Preliminary Engineering (PE) Estimate 1,206,000

Right-of-Way (RW) Estimate 740,000

Construction (CN) Estimate 15,022,346.15

Total Cost 17,000,000

Project Schedule

Has the project schedule changed?

Yes

Explain the reasons for the change to the project schedule

planning to go to construction after we finish phase I by fall 2026

Preliminary Engineering (PE) Start Date	Friday, December 1, 2023
Right-of-Way (RW) Start Date	Thursday, May 1, 2025
Construction (CN) Start Date	Monday, November 9, 2026
Construction (CN) End Date	Thursday, June 1, 2028

Project Funding

Does this project need additional funding?

Are you requesting RRTPO funding for the full deficit?

Have you sought funding from other sources?

List the program, amount, and status of any requests for funding to address this deficit. If pending, include expected timeline for a decision

we were just faced with the rising cost estimate of the project due to rising bid items individual costs and inflation. Consultant just sent me the most updated cost estimate.

Do you have CVTA or other local funds which could be allocated to this shortfall?

Additional Funding Requested 5,336,000

Supporting Materials

Updated Cost Estimate Workbook

ACTION ITEM

January 9, 2024

TO Technical Advisory Committee**SUBJECT** FY24 – FY27 Transportation Improvement Program (TIP) –
Richmond-Henrico Turnpike South Segment (UPC 111716)**BRIEF:**

VDOT submitted a request to amend the Transportation Improvement Program (TIP) to update the planned obligations and estimated cost for the Richmond-Henrico Turnpike South Segment project (UPC 111716). This project is already included in the TIP and has been previously included in the regional air quality conformity analysis. The proposed changes are consistent with project allocations and the six-year improvement program (SYIP).

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should recommend approval of the proposed TIP amendments as requested by GRTC.

DISCUSSION:

Under Federal law and agreements with state agencies, the Richmond Regional Transportation Planning Organization (RRTPO) has authority to select projects and program regional Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ), and Surface Transportation Block Grant (STBG) funds, including the Transportation Alternatives (TA) set-aside.

For other funding programs, the RRTPO does not have authority to select projects but is responsible for adding projects to the Transportation Improvement Program (TIP). Based on federal regulations and RRTPO policy, all projects proposed to be added to the TIP are screened for consistency with the regional long-range transportation plan, ConnectRVA 2045, and the regional conformity assessment. All proposed revisions are also evaluated for fiscal constraint, or the ability to fund the project with projected revenues.

The proposed amendment requested by VDOT has been reviewed by staff and found consistent with the requirements for RRTPO approval. The draft TIP block can be found in Attachment A. A summary of the findings for each requirement is included below.

Project Overview: The project will widen Richmond-Henrico Turnpike from the intersection of Laburnum Avenue north to Hummingbird Road. The existing 2-lane, undivided roadway will be improved to a four-lane, divided roadway with a 16-foot

raised median. A sidewalk will be constructed along the west side of Richmond-Henrico Turnpike and a shared-use path will be added along the east side.

ConnectRVA 2045 Consistency: ConnectRVA 2045 establishes categories of projects which are regional in nature and must be included in the constrained long-range plan (CLRP) prior to inclusion in the TIP. Conversely, other project types are considered either local or programmatic in nature and can advance without being specifically listed. The project types under each category can be reviewed in Chapter 5 of ConnectRVA 2045. Figure 1 graphically shows the consistency review process.

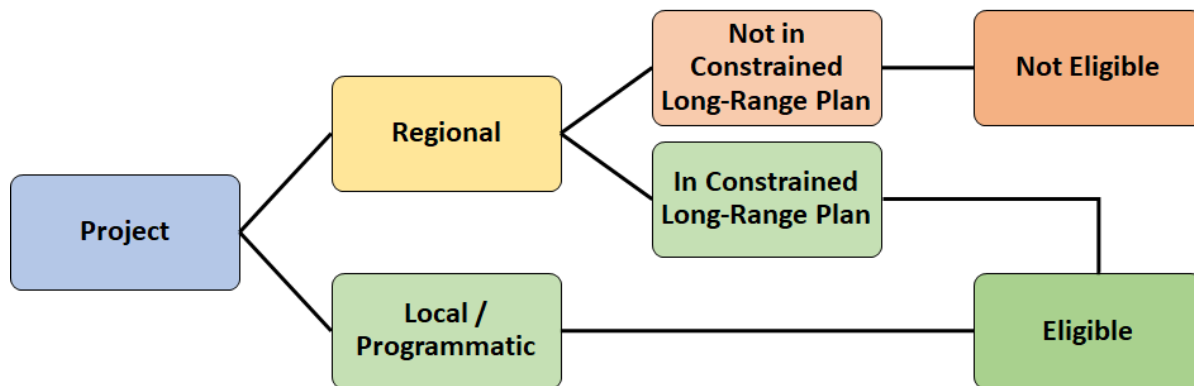


Figure 1: ConnectRVA 2045 Consistency Workflow

This project is regionally significant and included in the constrained long-range plan. Further, this project is already included in the FY24 – FY27 TIP.

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. This project is already included in the STIP/TIP and is regionally significant. The proposed changes do not impact the regional conformity analysis.

Fiscal Constraint: The proposed changes to the TIP are reflective of the approved FY24 Six-Year Improvement Program (SYIP) adopted by the Commonwealth Transportation Board (CTB). The requested revisions reflect funds that have been allocated to the project.

Federal Fund Source Descriptions:

STP/STBG - The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge

and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

For more information, please contact Myles Busching at 804-923-7035 or mbusching@planrva.org.

ATTACHMENTS:

- A. Draft TIP Project Block

Attachment A – Draft TIP Project Block

UPC NO		111716	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM		Secondary	JURISDICTION	Henrico County		OVERSIGHT	NFO
PROJECT		#SMART18 - RICHMOND-HENRICO TURNPIKE -- SOUTH SGMT			ADMIN BY		Locally
DESCRIPTION		FROM: LABURNUM AVENUE TO: HUMMINGBIRD RD (1.1490 MI)					
PROGRAM NOTE		TIP AMD - add \$1,324,458 (STP/STBG) FFY24 RW phase; release \$2,200,719 (STP/STBG) & \$21,252,031 (AC-Other) FFY24, add \$668,371 (STP/STBG) & \$31,594,329 (AC-Other) FFY25 CN phase					
ROUTE/STREET		RICHMOND-HENRICO TURNPIKE (7609)			TOTAL COST		\$38,488,800
	FUND SOURCE		MATCH	FY24	FY25	FY26	FY27
RW	Federal - STP/STBG		\$0	\$1,324,458	\$0	\$0	\$0
CN	Federal - STP/STBG		\$0	\$0	\$668,371	\$0	\$0
CN AC	Federal - AC OTHER		\$0	\$0	\$31,594,329	\$0	\$0

TAC AGENDA 1/9/24

TAC Future Meeting Topics*

Future Meeting Topics

- 2024 Safety Performance Targets
- DRPT – Virginia Statewide Rail Plan
- Transit Modernization Study Update
- Flexible Regional Funding Updates
- Flexible Regional Funding – Existing Project Cost Increases

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