



Photo: Historic Courthouse, Powhatan County

RRTPO Technical Advisory Committee (TAC)

NOTES

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

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

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

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

Powered By:



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, November 14, 2023, 9:00 a.m.

Zoom Meeting

If you wish to participate in this meeting virtually, please register via Zoom at the following link:
https://planrva-org.zoom.us/webinar/register/WN_hCiwi_EYQdOXK50ZLYtEKQ

1. **Welcome and Introductions**
(Vidunas)
2. **Statement Regarding Virtual Meetings**
(Busching)
3. **Roll Call & Certification of a Quorum**
(Firestone)
4. **Consideration of Amendments to the Meeting Agenda**
(Vidunas)
5. **Approval of October 10, 2023, TAC Meeting Minutes** – page 4
(Vidunas)
Action requested: approval of minutes as presented (voice vote).
6. **Open Public Comment Period**
(Vidunas /5 minutes)
7. **TAC Chairman's Report**
(Vidunas /10 minutes)
8. **FY24 – FY27 Transportation Improvement Program Amendment – I-64 GAP Segment B** – page 11
(Busching/10 minutes)
 - a. **UPC 123831 - #SMART24 - I-64 GAP WIDENING - SEGMENT B – add RW and CN phases to allow for design-build RFP to proceed**
Action requested: recommendation to approve the proposed TIP amendments.
9. **FY24 – FY27 Transportation Improvement Program Amendment – I-64/Ashland Rd Interchange** – page 15
(Busching/10 minutes)
 - a. **UPC 123919 - #SMART24 - I-64 AT ASHLAND RD (RTE 623) INTERCHANGE – add PE phase to allow project to seek authorization to start**
Action requested: recommendation to approve the proposed TIP amendments.

10. **SMART SCALE Round 6 – Call for Candidate Regional Projects and Strategy Review**
– page 18
(Busching/15 minutes)
Discussion 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 21
(Vidunas /5 minutes)
13. **TAC Member Comments**
(Vidunas /5 minutes)
14. **Next Meeting: Tuesday, December 12, 2023, 9:00 a.m.**
(Vidunas)
15. **Adjournment**
(Vidunas)

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC)
ZOOM MEETING MINUTES
October 10, 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	X	Barbara K. Smith	X
Goochland County		Rhonda Russell (A)		Chessa Walker (A)	X
Austin Goyne	X	Hanover County		Henrico County	
Thomas Coleman (A)		Joseph E. Vidunas, Chair		Sharon Smidler	X
New Kent County		Randy Hardman (A)		Todd Eure (A)	
Amy Inman	X	Powhatan County		City of Richmond	
Kelli Le Duc (A)		Mike Ciriello		Dironna Moore Clarke	X
Capital Region Airport Commission (CRAC)		Bret Schardein (A)		GRTC	
John B. Rutledge	X	DRPT		Patricia Robinson	X
PlanRVA		Tiffany T. Dubinsky	X	Corey Robinson (A)	X
Myles Busching	X	Daniel Wagner (A)	X	VDOT	
Sulabh Aryal (A)	X	RMTA		Sarah Rhodes	X
RideFinders		Theresa Simmons		Nicole Mueller (A)	
Von S. Tisdale					
John O'Keefe (A)	X				

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

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

1. Welcome and Introductions

Myles Busching, Director of Transportation, announced that the Chair and Vice Chair were absent and asked for a motion to elect a Chair Pro Tem to preside over the meeting.

On motion by Dironna Moore Clarke, seconded by Barbara Smith, the RRTPO Technical Advisory Committee voted to elect Sharon Smidler as Chair Pro Tem (voice vote):

Chair Pro Tem Smidler presided and called the October 10, 2023, TAC meeting to order at 9:06 a.m.

2. Statement Regarding Virtual Meetings

This statement was provided to members virtually.

3. Roll Call & Certification of a Quorum

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

4. Consideration of Amendments to the Meeting Agenda

There were no requested changes to the agenda.

5. Approval of September 19, 2023, Meeting Minutes

The RRTPO Technical Advisory Committee voted to approve the meeting minutes as presented (voice vote; Austin Goyne abstained).

6. Open Public Comment Period

There were no requests to address the committee.

7. TAC Chairman's Report

Chair Pro Tem Smidler did not have a formal report.

8. Unified Planning Work Program Amendment – Reconnect Jackson Ward Planning Grant

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

Vice Chair Mitchell joined the meeting at 9:12 a.m.

On motion by Dironna Moore Clarke, seconded by Barbara Smith, the RRTPO Technical Advisory Committee voted to recommend RRTPO Policy Board approval of the UPWP amendment – Reconnect Jackson Ward Planning Grant (roll call vote; see below):

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Gary Mitchell	X			
Chesterfield County	Barbara Smith	X			
Goochland County	Austin Goyne	X			
Hanover County	Joseph E. Vidunas				X
Henrico County	Sharon Smidler	X			
New Kent County	Amy Inman	X			
Powhatan County	Mike Ciriello				X
City of Richmond	Dironna Moore Clarke	X			
CRAC	John B. Rutledge	X			
DRPT	Tiffany Dubinsky	X			
GRTC	Patricia Robinson	X			
PlanRVA	Myles Busching	X			
RideFinders	John O'Keeffe (A)	X			
RMTA	Theresa Simmons				X
VDOT	Sarah Rhodes	X			

9. FY24 – FY27 Transportation Improvement Program Amendments – GRTC Annual Updates

Mr. Busching presented this request and offered to answer any questions.

On motion by Sharon Smidler, seconded by Amy Inman, the RRTPO Technical Advisory Committee voted to recommend RRTPO Policy Board approval of the proposed TIP amendments - GRTC Annual Updates (roll call vote; see below):

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Gary Mitchell	X			
Chesterfield County	Barbara Smith	X			
Goochland County	Austin Goyne	X			
Hanover County	Joseph E. Vidunas				X
Henrico County	Sharon Smidler	X			
New Kent County	Amy Inman	X			
Powhatan County	Mike Ciriello				X
City of Richmond	Dironna Moore Clarke	X			
CRAC	John B. Rutledge	X			
DRPT	Tiffany Dubinsky	X			
GRTC	Patricia Robinson	X			
PlanRVA	Myles Busching	X			
RideFinders	John O'Keeffe (A)	X			
RMTA	Theresa Simmons				X
VDOT	Sarah Rhodes	X			

10. FY24 – FY27 Transportation Improvement Program Amendments – DRPT Annual FTA 5310 Program Updates

Mr. Busching presented this request and offered to answer any questions.

On motion by Amy Inman, seconded by Barbara Smith, the RRTPO Technical Advisory Committee voted to recommend RRTPO Policy Board approval of the proposed TIP amendments – DRPT Annual FTA 5310 Program Updates (roll call vote; see below):

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Gary Mitchell	X			
Chesterfield County	Barbara Smith	X			
Goochland County	Austin Goyne	X			
Hanover County	Joseph E. Vidunas				X
Henrico County	Sharon Smidler	X			
New Kent County	Amy Inman	X			
Powhatan County	Mike Ciriello				X
City of Richmond	Dironna Moore Clarke	X			
CRAC	John B. Rutledge	X			
DRPT	Tiffany Dubinsky	X			
GRTC	Patricia Robinson	X			
PlanRVA	Myles Busching	X			
RideFinders	John O'Keeffe (A)	X			
RMTA	Theresa Simmons				X
VDOT	Sarah Rhodes	X			

11. FY24 – FY27 Transportation Improvement Program Amendments – VPRA Request – State-Supported Amtrak Operations

Mr. Busching presented this request and clarified that these are CMAQ funds with additional funding from VPRA.

On motion by Dironna Moore Clarke, seconded by Amy Inman, the RRTPO Technical Advisory Committee voted to recommend RRTPO Policy Board approval of the TIP amendment– VPRA Request – State-Supported Amtrak Operations (roll call vote; see below):

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Gary Mitchell	X			
Chesterfield County	Barbara Smith	X			
Goochland County	Austin Goyne	X			
Hanover County	Joseph E. Vidunas				X
Henrico County	Sharon Smidler	X			
New Kent County	Amy Inman	X			
Powhatan County	Mike Ciriello				X
City of Richmond	Dironna Moore Clarke	X			
CRAC	John B. Rutledge	X			
DRPT	Tiffany Dubinsky	X			
GRTC	Patricia Robinson	X			
PlanRVA	Myles Busching	X			
RideFinders	John O'Keeffe (A)	X			
RMTA	Theresa Simmons				X
VDOT	Sarah Rhodes	X			

12. FY24 – FY27 Transportation Improvement Program Amendments – VPRA Request – Hanover Third Track

Mr. Busching presented this request and offered to answer any questions.

On motion by Barbara Smith, seconded by John O'Keefe, the RRTPO Technical Advisory Committee voted to recommend RRTPO Policy Board approval of the TIP amendments – VPRA Request – Hanover Third Track (roll call vote; see below):

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos			X	
Charles City County	Gary Mitchell	X			
Chesterfield County	Barbara Smith	X			
Goochland County	Austin Goyne	X			
Hanover County	Joseph E. Vidunas				X
Henrico County	Sharon Smidler	X			
New Kent County	Amy Inman	X			
Powhatan County	Mike Ciriello				X
City of Richmond	Dironna Moore Clarke	X			
CRAC	John B. Rutledge	X			
DRPT	Tiffany Dubinsky	X			
GRTC	Patricia Robinson	X			
PlanRVA	Myles Busching	X			
RideFinders	John O'Keeffe (A)	X			
RMTA	Theresa Simmons				X
VDOT	Sarah Rhodes	X			

13. ConnectRVA 2045 Amendment – New Kent County Request – Exit 211 Interchange Improvements

Sulabh Aryal, PlanRVA, presented this request offered clarification on the project and funding.

On motion by Amy Inman, seconded by Austin Goyne, the RRTPO Technical Advisory Committee voted to recommend recommend RRTPO Policy Board approval of amending ConnectRVA 2045 to remove the identified projects from the constrained projects list to add the new project (roll call vote; see below):

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Gary Mitchell	X			
Chesterfield County	Barbara Smith	X			
Goochland County	Austin Goyne	X			
Hanover County	Joseph E. Vidunas				X
Henrico County	Sharon Smidler	X			
New Kent County	Amy Inman	X			
Powhatan County	Mike Ciriello				X
City of Richmond	Dironna Moore Clarke	X			
CRAC	John B. Rutledge	X			
DRPT	Tiffany Dubinsky	X			
GRTC	Patricia Robinson	X			
PlanRVA	Myles Busching	X			
RideFinders	John O'Keeffe (A)	X			
RMTA	Theresa Simmons				X
VDOT	Sarah Rhodes	X			

14. RRTPO/Tri-Cities Area MPO Boundary Adjustment

Mr. Aryal presented this request and offered to answer any questions.

On motion by Barbara Smith, seconded by Patricia Robinson, the RRTPO Technical Advisory Committee voted to recommend RRTPO Policy Board approval of the adjusted boundary between RRTPO and TCAMPO (roll call vote; see below):

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Gary Mitchell	X			
Chesterfield County	Barbara Smith	X			
Goochland County	Austin Goyne	X			
Hanover County	Joseph E. Vidunas				X
Henrico County	Sharon Smidler	X			
New Kent County	Amy Inman	X			
Powhatan County	Mike Ciriello				X
City of Richmond	Dironna Moore Clarke	X			
CRAC	John B. Rutledge	X			
DRPT	Tiffany Dubinsky	X			
GRTC	Patricia Robinson	X			
PlanRVA	Myles Busching	X			
RideFinders	John O'Keeffe (A)	X			
RMTA	Theresa Simmons				X
VDOT	Sarah Rhodes	X			

15. SMART SCALE Program Update

Sarah Rhodes, VDOT, presented this update and explained that problem statements were identified and analysed from the recent survey. Recommendations were made

on some of the statements. The CTB made additional recommendations on the matters identified.

There was a discussion about the timing; by the time it is on Virginia Scan, it is ready to be developed.

Ms. Rhodes' presentation is posted with the [meeting documents](#).

16. RRTPO Letter regarding SMART SCALE Program Updates

Mr. Busching presented this request and explained that a locality has requested the RRTPO send the proposed letter on the Smart Scale changes. He noted that the Virginia Association of MPOs (VAMPO) has also submitted a letter addressing some concerns with the changes.

Members shared concerns and thoughts on the proposed Smart Scale changes and suggestions for revisions to the letter. Members were asked to submit their recommended changes to the letter by October 20, 2023. Staff will make the changes prior to it being presented to the Policy Board for approval. Ms. Rhodes will provide a summary of the changes after the upcoming CTB workshop.

17. Public Transportation Work Group

Mr. Busching explained that the work group is being reconvened. A formal invitation and agenda for the first meeting will be sent out later this week.

18. Transportation Agency Updates

a. DRPT

Tiffany Dubinsky provided an update on recent and upcoming DRPT activities. The update is posted with the [meeting documents](#).

b. GRTC

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

- GRTC is looking ahead on near and long-term upgrades to individual routes and the network at large.
- The consulting team for the North-South BRT Corridor Study is preparing to deliver the recommended alignment on the second Pulse route.
- Transit Royale will be launched tomorrow. It is a free app and tool for riders for real time Pulse information and directions.
- The first micro-transit zone is scheduled for a soft launch later this month.
- Staffing Updates:
 - Mike Hurt has been promoted to Director of Marketing and Communications
 - Stefan Marks has been hired as Chief Development Officer.

c. RideFinders

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

- Attended Brightpoint Community College Job Fair, distributed information on Employer Services to (33) employers.
- Attended the following events in person- PLANRVA night at the Diamond.
- Set up for TDM Week at the Park and Ride at Target Brook Road in Henrico County to welcome vanpools as they came in and provide riders with promotional items.

- Met with Public Affairs Officer about starting vanpools on the base at Fort Walker.
- Met with the Department of Social Services regarding their office relocation from Richmond to Henrico off of transit lines.
- Working on the replacement of a RideFinders sign on Westover Hills Blvd in the City of Richmond that is damaged.
- Working with FourSquare ITP on RideFinders 5 Year Strategic Plan.
- All staff served as volunteers to disseminate information pertaining to the opening of the new Downtown Transfer Plaza.
- Started schedule and gathering data for grant applications for FY25.

d. VDOT

Sarah Rhodes provided an update on VDOT's recent and upcoming activities. She also noted the following:

- A ground-breaking ceremony will be held soon for Segment A on the I-64 widening project.
- For the Fall Line Trail, the Virginia State Trails Office has a survey out and feedback is being sought.

The update is posted with the [meeting documents](#).

15. Future Meeting Topics

The future meeting topics were included in the agenda packet.

16. TAC Member Comments

There were no member comments.

17. Next Meeting

Vice Chair Mitchell noted the next meeting will be held on November 14, 2023.

18. Adjournment

Vice Chair Mitchell adjourned the meeting at 10:20 a.m.

ACTION ITEM

November 14, 2023

TO Technical Advisory Committee**SUBJECT** FY24 – FY27 Transportation Improvement Program (TIP)
Amendment – I-64 Gap Segment B**BRIEF:**

The Virginia Department of Transportation (VDOT) has submitted a request to add the right-of-way (RW) and construction (CN) phases to the I-64 Gap Segment B project (UPC 123831) to the Transportation Improvement Program (TIP). This project was previously approved by the RRTPO for the FY21 – FY24 TIP with the preliminary engineering (PE) phase only and has been rolled over to the FY24 – FY27 TIP. This project is on a design-build track; all three phases of the project must be in the TIP to allow the design-build RFP and subsequent award to occur. While this project adds capacity and is regionally significant for air quality, it is outside of the former 8-hour ozone maintenance area and does not require any additional air quality conformity review.

RECOMMENDED ACTION:

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

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 amendment can be found in Attachment A. A summary of the findings for each requirement is included below.

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.

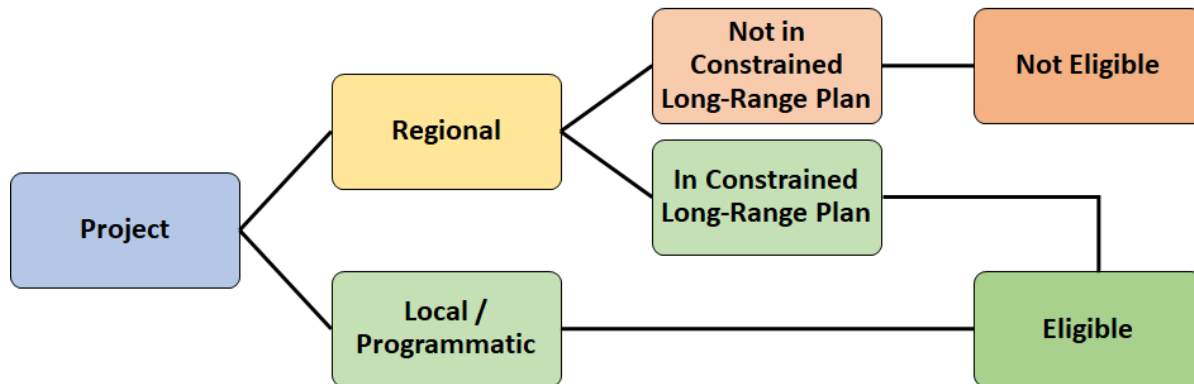


Figure 1: ConnectRVA 2045 Consistency Workflow

This project is already included in the constrained TIP as part of the rollover process. As determined when originally approving the preliminary engineering phase, this project is regional and included in the constrained long-range plan, ConnectRVA 2045. Adding the additional project phases is consistent with the plan.

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 regionally significant as it will add a third lane to the interstate in both directions between exit 214 and the New Kent County-James City County line. Staff have determined that the new project is located outside of the former maintenance area and does not require an update to the regional conformity assessment.

Fiscal Constraint: The proposed amendment updates the projects planned obligations to reflect the CVTA, state, and federal funding on the project. As proposed, the funding primarily reflects CVTA or state funding, with a small portion of the project (\$7,251,447; ~3%) using federal funds awarded in SMART SCALE Round 5. The proposed funding mix is consistent with [the six-year improvement program](#) and funds awarded to this project.

Federal Fund Source Descriptions:

National Highway Performance Program (NHPP) - The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

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		123831	SCOPE		Reconstruction w/ Added Capacity			
SYSTEM		Interstate	JURISDICTION		New Kent County	OVERSIGHT	NFO	
PROJECT		#SMART24 - I-64 GAP WIDENING - SEGMENT B				ADMIN BY	VDOT	
DESCRIPTION		FROM: MILEMARKER 215.6 TO: MILEMARKER 224.3 (8.7000 MI)						
PROGRAM NOTE		TIP AMD - move \$23,323,495 (Other: State) from Prev to FFY24 PE phase; add \$1,000,000 (Other: State) FFY25 RW phase; add \$165,935,226 (Other: State), \$46,789,224 (Other: Funds CVTA) & \$7,251,447 (NHPP) FFY25 CN phase						
ROUTE/STREET		I-64 (0064)				TOTAL COST	\$244,299,392	
	FUND SOURCE		MATCH		FY24	FY25	FY26	FY27
PE	Other		\$0		\$23,323,495	\$0	\$0	\$0
RW	Other		\$0		\$0	\$1,000,000	\$0	\$0
CN	Federal - NHS/NHPP		\$0		\$0	\$7,251,447	\$0	\$0
	Other		\$0		\$0	\$212,724,450	\$0	\$0
CN TOTAL			\$0		\$0	\$219,975,897	\$0	\$0

ACTION ITEM

November 14, 2023

TO Technical Advisory Committee**SUBJECT** FY24 – FY27 Transportation Improvement Program (TIP) Amendment – I-64 Gap Segment B**BRIEF:**

The Virginia Department of Transportation (VDOT) has submitted a request to add a new project to the Transportation Improvement Program (TIP). The I-64/Ashland Road Interchange project (UPC 123919) was awarded funding through the Central Virginia Transportation Authority (CVTA) and SMART SCALE Round 5. The proposed amendment would add the project and obligations for the preliminary engineering (PE) and right-of-way (RW) phases. Approval of this amendment is a required step in gaining authorization to start the project. This project is located outside of the former 8-hour ozone maintenance area and does not require an updated regional conformity assessment.

RECOMMENDED ACTION:

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

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 amendment can be found in Attachment A. A summary of the findings for each requirement is included below.

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.

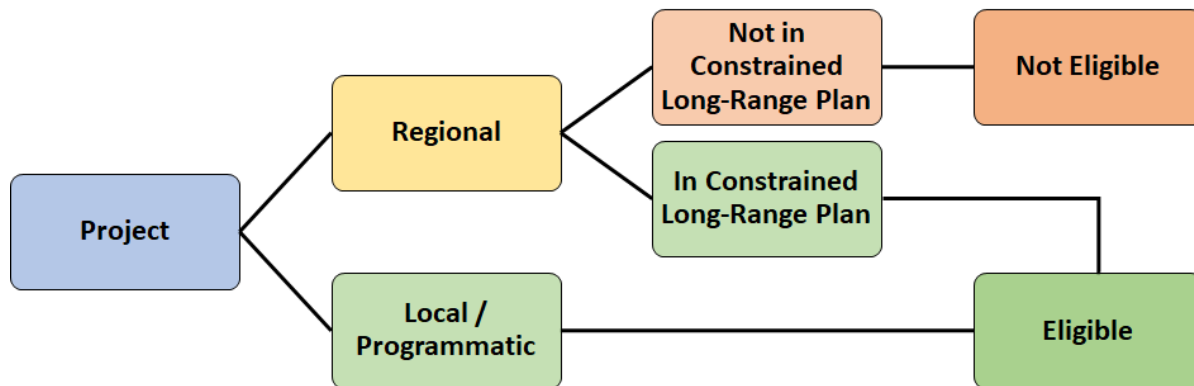


Figure 1: ConnectRVA 2045 Consistency Workflow

This project will reconstruct the existing diamond interchange into a four-lane Diverging Diamond Interchange (DDI). This configuration will require a new two-lane bridge over I-64. Add two (2) new traffic signals, one at each end of the bridges. The project is regional in character. The interchange reconfiguration is included in [the constrained long-range plan](#) under [project identifier FHW-52](#).

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. In general, interchange reconfiguration projects are exempt from a regional emissions analysis under the Transportation Conformity rule (40 CRF § 93.127). Staff have further determined that the project is located outside of the former maintenance area and does not require an update to the regional conformity assessment.

Fiscal Constraint: The proposed amendment reflects funding that has been awarded through the CVTA and SMART SCALE programs. As proposed, CVTA funding would be used for the PE phase of the project, with federal funds covering the RW phase. The construction phase is not included in this amendment. This amendment is generally consistent with the six-year improvement program and existing CVTA project agreements.

Federal Fund Source Descriptions:

National Highway Performance Program (NHPP) - The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

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

ATTACHMENTS:

- A. Draft TIP Project Block
- B. [SMART SCALE project application](#)

Attachment A – Draft TIP Project Block

UPC NO	123919	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Goochland County		OVERSIGHT	NFO
PROJECT	#SMART24 - I-64 AT ASHLAND RD (RTE 623) INTERCHANGE				ADMIN BY	VDOT
DESCRIPTION	FROM: I-64 TO: ASHLAND RD (RTE 623) INTERCHANGE (0.2800 MI)					
PROGRAM NOTE	TIP AMD - add \$5,374,713 (AC-Other) FFY24 PE phase; add \$1,274,992 (NHPP) FFY27 RW phase					
ROUTE/STREET	I-64 (0064)				TOTAL COST	\$75,917,941
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE AC	Federal - AC OTHER	\$0	\$5,374,713	\$0	\$0	\$0
RW	Federal - NHS/NHPP	\$0	\$0	\$0	\$0	\$1,274,992

DISCUSSION ITEM

November 14, 2023

TO Technical Advisory Committee**SUBJECT** SMART SCALE Round 6 – Call for 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) program. To ensure adequate time for supporting material development and policy board approval before the pre-application window, TAC members are requested to submit projects for consideration by **December 1** via email. For each project, the submission should include a project title, description, estimated cost, VTRANS need addressed, and the ConnectRVA 2045 project identifier.

RECOMMENDED ACTION:

None.

DISCUSSION:

As with previous rounds of SMART SCALE, the RRTPO candidate project list will be drawn primarily from the constrained long-range plan, ConnectRVA 2045, with localities identifying which projects are near-term priorities. Staff will screen projects against the plan and provide a recommended list of projects for the TAC to review at the December TAC meeting. The staff recommendation will focus on ensuring project eligibility (under current and proposed high-priority project guidance), adequately addressing VTRANS needs, leveraging funds to increase odds of success, and maintaining regional balance in distribution of applications.

Since February, the CTB has been engaged in a holistic review of the SMART SCALE program to determine if the data-driven process is meeting its goals. This review has been extensive and has resulted in many proposed changes to the program. Each of the major changes is summarized below. The RRTPO policy board moved at the November meeting to send a letter opposing the reduced application limits and more generally requesting a pause in implementing these changes due to the lack of adequate consultation with metropolitan planning organizations (MPOs) around the state.

1. Refine High-Priority Projects Program (HPP) Eligibility

Powered By:



The SMART SCALE program is made up of two separate funding programs: the District Grant Program (DGP) and the High Priority Projects Program (HPP). Locality applications can be eligible for both categories; MPOs like the RRTPO are only eligible for HPP funds. HPP funding is only available for projects that address needs on Corridors of Statewide Significant (CoSS) or the regional network. The proposed change would further limit the eligible project types to projects with the principal improvements: New Capacity Highway, Managed Lanes, New or Improved Interchanges, New or Improved Passenger Rail Stations or Service, Freight Rail Improvements, High-Capacity / Fixed Guideway Transit, Transit Transfer Stations, and New Bridge. This change would remove many of the project types previously submitted by the RRTPO for Smart Scale, in particular bike-ped and transit projects.

2. Eliminate “Step 2” of Fund Distribution Process

The HPP funding competition is currently a 2-step process with different eligibilities. Step 2 HPP projects include only MPO, PDC, and Transit Agency applications. These projects are prioritized within the district and are funded if they would have been eligible based on cost and rank relative to the district grant program (DGP) candidates but were not due to the submitting entity. Step 3 HPP essentially removes all projects where the benefit-cost (Smart Scale) score is less than one, and then prioritizes by expected benefit. This step is statewide. This proposal would eliminate step 2. All HPP projects would compete statewide, prioritized strictly by benefit-cost score to ensure that the projects that have the most cost-effective impact are funded each round.

3. Calculate Congestion Benefit for 10 years in the Future

The proposed approach returns to the methodology used in Round 1 and 2 where congestion was based on modeling future congestion ten years in the future while accounting for planned development. This approach ensures projects that are proactively mitigating congestion can score well despite the lack of current congestion. A prime example is the Ashland Rd DDI in Goochland which would move up from 88th in congestion to 5th by accounting for the Project Rocky development.

4. Modify Land Use Factor to be a Multiplier; Redistribute Land Use Weighting to Other Factors

Land Use is currently worth 15% of the project score for RRTPO applications. Land Use would be worth 0 points. Safety would be increased from 20% to 25% and congestion from 15% to 25%. The land use score would then serve as a multiplier – projects that serve developed areas can increase the benefit score up to double the original score based on the other five goal areas.

5. Utilize Forward Looking Economic Development Factor from VEDP

Powered By:

Economic Development is currently a very staff-intensive measure which requires applicants to upload site plans and zoning approvals to document every planned development in the vicinity of a project. The proposed approach would shift away from manual applicant entry and make use of an existing VEDP database to document planned industrial development sites. The focus would be on growth industries as measured by job growth and capital investments.

6. Streamline SMART Portal by Obtaining OIPI, VDOT, and DRPT Approvals prior to Submission

This change addresses the fact that most applications are not ready for scoring when submitted. This change would streamline document approvals before final submission. It would also change the current “conditional screen in” process to “conditional screen out.” Projects would be conditionally screened out and the applicant would need to ensure the application materials are complete prior to submittal. This would ensure applications are ready for scoring at submission.

7. Create a Three-Tier Application Limit at 3, 4, and 6.

This change proposes reducing the number of applications for the MPO from 10 to 6. At the locality level, this would reduce the number of applications for the larger localities from 10 to 6 and for the smallest localities from 4 to 3. Hanover would fall in the middle and maintain the current limit of 4 applications. Over the past 3 rounds, the RRTPO has had a 10% success rate in the OIPI staff recommended scenario suggesting that the higher application limit is not currently delivering more regional projects.

8. Tie Consensus Funding Decisions to Applicant Delivery Performance

The current process strictly looks at the cost-benefit analysis in prioritizing projects. This change would account for prior project delivery as a factor during the consensus scenario development after the initial rankings are released. The RRTPO does not manage delivery of projects. Many of our successful applications are locally administered projects. This change could negatively affect the RRTPO's ability to get those projects funded. It also seems to run contrary to the assumptions baked into scoring that projects will be VDOT administered (VDOT estimate, schedule reviews).

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

TAC AGENDA 11/14/23

TAC Future Meeting Topics*

Future Meeting Topics

- 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.