



Photo: Richmond Raceway, Henrico County.

Richmond Regional Transportation Planning Organization (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.

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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 Collaborative and Don't Trash Central Virginia.

AGENDA

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
Tuesday, March 11, 2025, 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_XnhQpB4HRWKhu_6Mqr4a5g

1. **Welcome and Introductions**
(Chair Clarke)
2. **Roll Call & Certification of a Quorum**
(Janice Scott)
3. **Consideration of Amendments to the Meeting Agenda**
(Chair Clarke)
4. **Approval of February 11, 2024, TAC Meeting Minutes** – page 4
(Chair Clarke)
Action requested: approval of minutes as presented (voice vote).
5. **Open Public Comment Period**
(Chair Clarke /5 minutes)
6. **TAC Chairman's Report**
(Chair Clarke /10 minutes)
7. **BikePedRVA Plan Update** – page 8
(Phil Riggan/15 minutes)
Action Item.
8. **Flexible Regional Funding – Existing Project Requests** – page 10
(Myles Busching/20 minutes)
Action Item.
9. **Regional Funding Framework Review** – page 61
(Myles Busching/10 minutes)
Discussion Item.
10. **ConnectRVA 2045 Amendment – I-64/250 Interchange Improvements** – page 77
(Myles Busching/10 minutes)
Action Item.

11. Rural Transportation Analysis Update

(Dan Motta/15 minutes)

Discussion Item.

12. FY26 UPWP Priorities

(Myles Busching/10 minutes)

Discussion Item.

13. Transportation Agency Updates

(10 minutes)

a. DRPT – *Dubinsky*

b. GRTC – *Robinson*

c. RideFinders – *O’Keeffe*

d. VDOT – *Hagin*

14. [PlanRVA Newsletter: The Better Together Connector \(linked\)](#)

Information item.

15. TAC Member Comments

(Chair Clarke /5 minutes)

16. Next Meeting: Tuesday, April 8, 2025, at 9:00 a.m.

(Chair Clarke)

17. Adjournment

(Chair Clarke)

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

February 11, 2025 - 9:00 a.m.

MEMBERS and ALTERNATES (A) PRESENT:

Town of Ashland		Charles City County		Chesterfield County	
Nora D. Amos	X	Sheri Adams, Vice Chair		Barbara K. Smith	X
Goochland County		Gary Mitchell (A)		J.J. Banuelos (A)	X
Vacant		Hanover County		Henrico County	
New Kent County		Joseph E. Vidunas	X	Sharon Smidler	X
Amy Inman	X	Randy Hardman (A)			
Capital Region Airport Commission (CRAC)		Powhatan County		City of Richmond	
John B. Rutledge		Bret Schardein (A)		Dironna Moore Clarke, Chair	X
PlanRVA		DRPT		GRTC	
Myles Busching	X	Tiffany T. Dubinsky		Patricia Robinson	X
Sulabh Aryal (A)	X	Wood Hudson (A)	X	Corey Robinson (A)	
RideFinders		RMTA		VDOT	
John O'Keefe (A)	X	Theresa Simmons			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](#).

1. Welcome and Introductions

Chair Clarke opened the meeting at 9:00 a.m. and welcomed attendees.

2. Roll Call & Certification of a Quorum

Sidd Kumar, 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

4. Approval of January 14, 2025, Meeting Minutes

On motion by Amy Inman, seconded by John O'Keefe, 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 Clarke did not have a formal report.

7. FY24 – FY27 Transportation Improvement Program (TIP) – UPC 123761 #SMART24 – HILL CARTER PARKWAY EXTENSION

Ansley Heller, PlanRVA presented this request and reported that the proposed amendment requested by VDOT has been reviewed by staff and found consistent with the requirements for RRTPO approval.

Project Overview:

Federal funding will be used to construct a new roadway and sidewalks connecting N. Hill Carter Parkway from Kitty Hamilton Lane to Quarles Road, make intersection improvements at the intersection of Hill Carter Parkway, Kitty Hamilton Lane, Kitty Hamilton Circle, and the intersection of Haley and Quarles Rd. The project aims to support vehicular and pedestrian safety through the creation of sidewalks and new intersection design.

On motion by Nora Amos, seconded by Joseph Vidunas, the members of the RRTPO Technical Advisory Committee voted to recommend approval of the proposed TIP amendment as requested (voice vote).

8. FY24 – FY27 Transportation Improvement Program (TIP) – UPC 123760 #SMART24 - Green Chimney

Ansley Heller, PlanRVA presented this request and reported that the proposed amendment requested by VDOT has been reviewed by staff and found consistent with the requirements for RRTPO approval.

Project Overview:

Federal funding will be used to extend the existing Green Chimneys Court intersection with US 1 to connect to Hill Carter Parkway. This project creates a complete through connection with a 2-lane undivided road segment complete with 5 ft sidewalks on either side. The project aims to support vehicular and pedestrian safety through improved design.

On motion by Nora Amos, seconded by Barbara Smith, the members of the RRTPO Technical Advisory Committee voted to recommend approval of the proposed TIP amendment as requested (voice vote).

9. FY24 – FY27 Transportation Improvement Program (TIP) – GRTC068 – Permanent Downtown Transfer Hub NEPA

Ansley Heller, PlanRVA presented this request and reported that the proposed amendment requested by VDOT has been reviewed by staff and found consistent with the requirements for RRTPO approval.

Project Overview:

This project will conduct a review of the proposed permanent downtown transfer hub in accordance with the requirements of the National Environmental Policy Act (NEPA), including preliminary design work. The purpose of a NEPA review is to understand the range of alternative solutions and assess the potential impacts to the natural and built environments from a proposed course of action. Ultimately, this study will help to avoid, minimize, and mitigate the potential impacts of the proposed project as it progresses to final design and construction.

On motion by Barbara Smith, seconded by John O’Keefe, the members of the RRTPO Technical Advisory Committee voted to recommend approval of the proposed TIP amendment as requested (voice vote).

10. FY26 Regional Public Transportation Plan

Ansley Heller, PlanRVA presented this request and explained the priority list for FY26. The operating revenue and planned service updates were reviewed.

Committee members discussed the need for appropriate transitions with respect to the proposed route eliminations. Patricia Robinson, GRTC, provided clarification on GRTC’s plans for these changes. Members had questions about various aspects of the plan, including other planned changes and fares. Ms. Robinson offered clarification on those items.

On motion by Sharon Smidler, seconded by Barbara Smith, the members of the RRTPO Technical Advisory Committee voted to recommend approval of the priorities for the FY26 Regional Public Transportation Plan as requested (voice vote).

11. BikePedRVA 2045 Update

Phil Riggan, PlanRVA, provided this update and shared a story map of the plan. The definitions of spines and spurs was reviewed. Mr. Riggan reported that the survey will be shared with committee members.

12. Regional Transportation Safety Planning

Myles Busching, PlanRVA, provided this update and shared statistics on the fatalities and serious injuries over the past five years. Progress in reducing serious injuries and fatalities has been slowed. The efforts that are underway statewide and within the localities were reviewed along with proposed ideas as to how RRTPO can assist in these efforts.

Committee members discussed the following:

- Possibly exploring opportunities to work with other groups and VDOT to explore using shared resources and other initiatives.
- The importance of safety education and awareness campaigns. Mr. Busching indicated that the plan is to have a portion of each TAC meeting be dedicated to safety. Funding would need to be identified in order to initiate an education campaign. The Vision Zero group will be reconvened to identify outreach strategies. Committee members discussed possible funding sources, such as DMV programs.
- The importance of accurate reporting to document near misses and other incidents. Mr. Busching clarified that a system for localities to report these is being developed.

13. Flexible Regional Funding – Existing Project Requests Summary

Mr. Busching provided this summary and reported that ten applications have been received. They are being reviewed and will be brought back to TAC at the next meeting.

14. Transportation Agency Updates

a. DRPT

There was no update from DRPT. Mr. Hudson noted the agency is monitoring federal developments with respect to funding.

b. GRTC

Corey Robinson reported on GRTC's public safety officer and ambassador program; these individuals will be present on buses to assist drivers and riders.

c. RideFinders

John O'Keefe provided an update on recent and upcoming RideFinders activities.

d. VDOT

There was no update from VDOT.

15. PlanRVA Newsletter: The Better Together Connector

This was an information item.

16. TAC Member Comments

There were no member comments.

17. Next Meeting

Chair Clarke noted the next meeting will be held on March 11, 2025.

18. Adjournment

Chair Clarke adjourned the meeting at 10:15 a.m.

ACTION ITEM

March 11, 2025

TO Technical Advisory Committee

SUBJECT BikePedRVA 2045 Plan Update

BRIEF:

Staff will provide an overview of efforts to update the bicycle and pedestrian plan, BikePedRVA. This effort is being undertaken to feed into the Long-Range Transportation Plan and Transportation Alternatives program and includes refining the terms used to define the active transportation network for the Richmond region.

RECOMMENDED ACTION:

The TAC should review and recommend approval of the BikePedRVA 2045 Plan update, the spines and spurs definitions, and the selected spines, spurs, and local spurs identified by staff.

DISCUSSION:

The purpose of BikePedRVA 2045 was to update the 2004 Richmond Regional Bicycle and Pedestrian Plan, document the progress since then, and forecast a vision for the next 25 years. The plan was adopted by the RRTPO Policy Board in May 2022 and was prepared in coordination with the ConnectRVA 2045 long-range transportation plan.

Rather than allow the plan to sit on a shelf, it has been our plan to continue to update the data and track the progress as it is made. That includes the selection of projects, funding, implementation, completion, and eventual maintenance of projects that provide connections in the development of an active transportation network.

PlanRVA relies on each locality to provide updates on the progress made in their jurisdictions. The data we collect is gathered and presented collectively to view as a region. We track the active transportation projects that have been implemented and the envisioned future projects proposed by the localities with shape files and update them on our BikePedRVA website. Over the past year, staff have worked with local partners to update our proposed projects layer.

This update is being undertaken to serve two purposes. First, BikePedRVA 2045 is used in evaluating and scoring projects for the Transportation Alternatives Program (TAP). A small portion of a project's score is based on its inclusion and classification (regional spine, regional spur, local) in the plan.

Second, the projects included in the plan will be used to inform the update of the Long-Range Transportation Plan, Pathways to the Future: Transportation 2050. Projects and conceptual connections in the bike-ped plan are included as needs for the LTRP and certain project types like off-road trails are expected to be included in the constrained list of regionally important projects in the plan.

As part of this update, staff have been working to develop concise definitions of regional spines and spurs to use in classifying new trails. The following definitions have been adapted from the approved plan and are presented for TAC's consideration and discussion.

A **spine route** refers to a major interregional active transportation corridor that serves as the backbone of a comprehensive, interconnected network for bicyclists and pedestrians across the Richmond region.

A **spur route** refers to an active transportation route that serves to connect vulnerable road users to activity centers and/or to spine routes within the Richmond region on corridors that are safe and comfortable for users of all ages and abilities.

For more information, please contact Phil Riggan at 804-924-7038 or priggan@planrva.org.

ATTACHMENTS (LINKS):

- A. Proposed Update [ArcGIS map](#) & [Storymap](#)

ACTION ITEM

March 11, 2025

TO Technical Advisory Committee

SUBJECT Flexible Regional Funding – Existing Project Requests

BRIEF:

The Richmond Regional Transportation Planning Organization (RRTPO) has the authority to select and award funding for certain federal funding programs. The RRTPO has adopted a framework that guides this process. Nine requests were received for existing projects. Staff have prepared a summary of the requests.

REQUESTED ACTION:

The TAC should review and provide a funding recommendation on each of the submitted projects for incorporation into the draft funding allocation plans.

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. In June 2021, the RRTPO Policy Board adopted updated guidelines for project selection and the allocation of regional Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds. The guidelines have subsequently been amended to include the Carbon Reduction Program (CRP). These guidelines are available for [review on the PlanRVA website](#).

In January 2025, as part of the funding process, the RRTPO sent out a call for applications for existing projects seeking additional funding. The RRTPO received a total of nine (9) applications asking for additional funding. These projects are currently in progress and are at different stages. Each project is seeking additional funding to cover the shortfall. To address these deficits, the projects are seeking financial support from the RRTPO to ensure their successful completion. A summary of these requests is provided and can be found in Attachment A.

For more information, please contact Kerry Ramos at 804-924-9616 Ext.151 or kramos@planrva.org.

ATTACHMENTS:

- A. Staff Summary of Requests
- B. Existing Project Request Forms

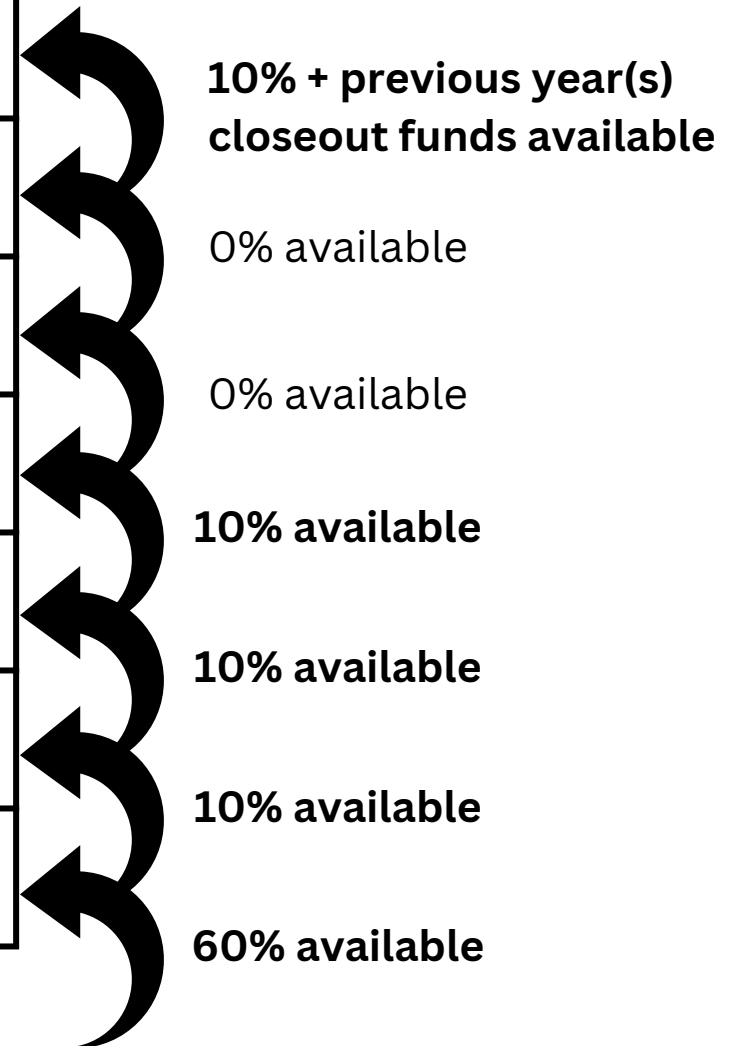
Available Funding

	STBG	CMAQ	CRP
Total Estimated Funding*	\$159,055,497	\$56,691,216	\$15,304,134
Balance Entry Funds	\$55,875,769	\$19,848,503	\$5,373,859
Target Balance	\$31,774,261	\$11,287,030	\$3,055,894
Available to Allocate*	\$24,101,508	\$8,561,473	\$2,317,965

* Estimate based on FY25 - FY30 plan. Staff have been informed that **a reduction in funding is expected across all years of the program** but details are pending

Balance Entry Targets

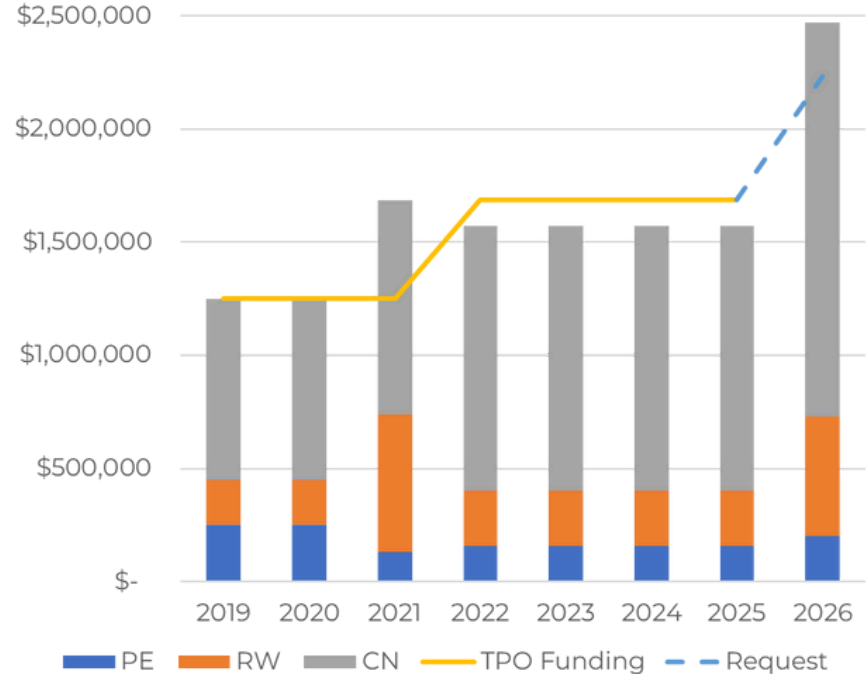
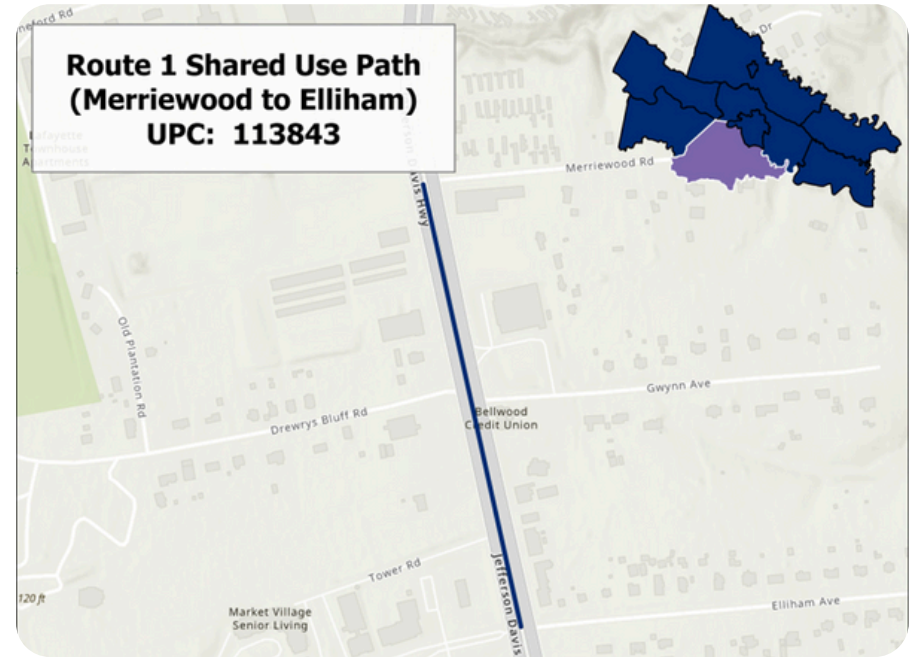
Year	Balance Entry Target (%)
Previous	0%
Year 1	10%
Year 2	10%
Year 3	10%
Year 4	20%
Year 5	30%
Year 6	40%



UPC 113843

Chesterfield County

Estimate	\$2,468,024 (+57%)
Request	\$547,024 (+32%)
Next Phase	Construction (FY25)
Program	CMAQ
Notes	FLT segment to be constructed with 2 adjoining sections; \$235,000 in local funds toward deficit



UPC 19035

City of Richmond

Estimate \$36,458,632 (+63%)

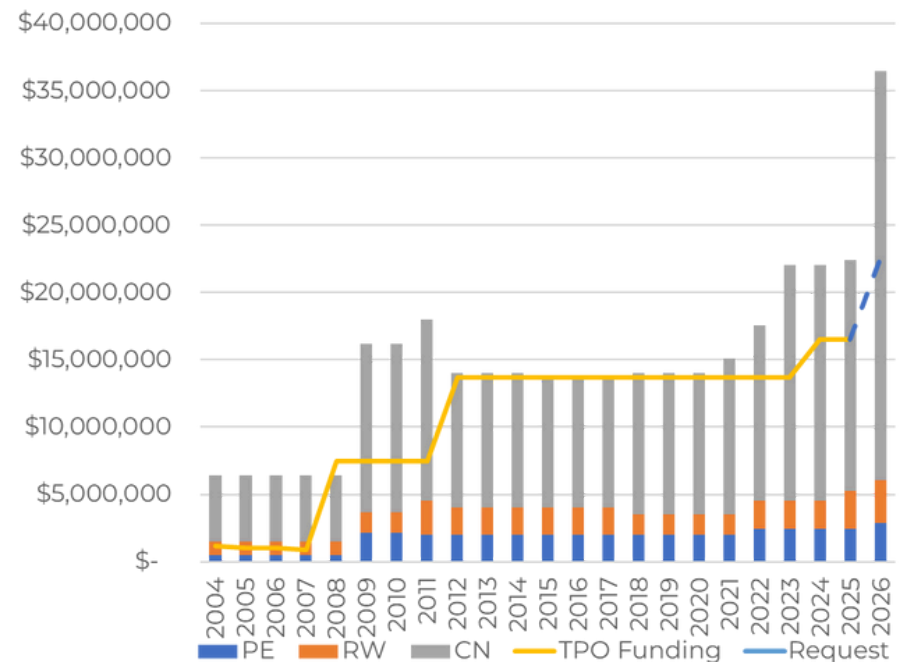
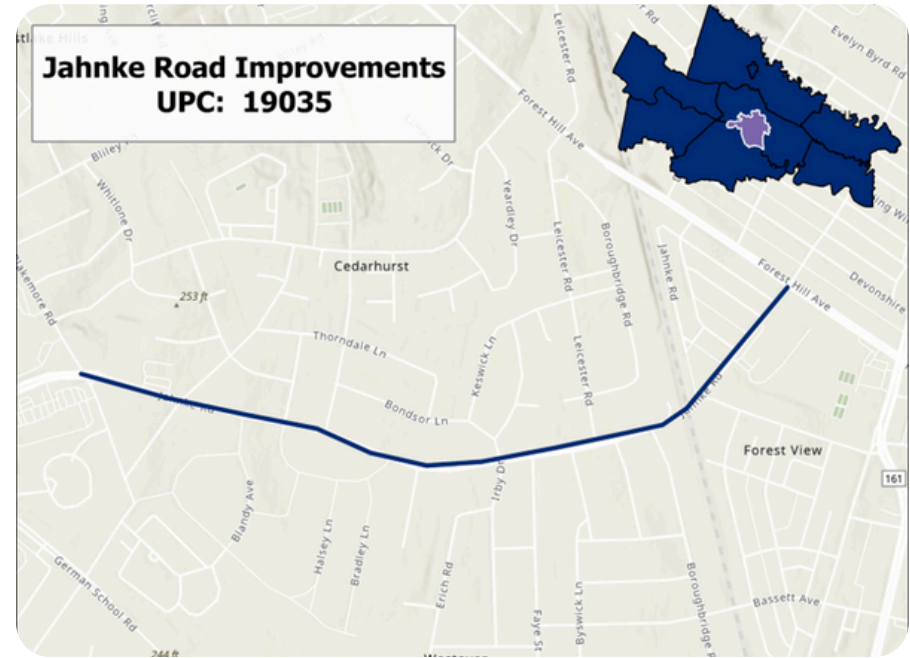
Request \$6,000,000 (+36%)

Next Phase **Construction (FY25)**

Program STBG, CMAQ

Legacy Project;
 Significant increase;
 previous award was
 granted with premise
 of CN start in FY24;
 Funding source for
 balance unclear

Notes



UPC 104281

City of Richmond

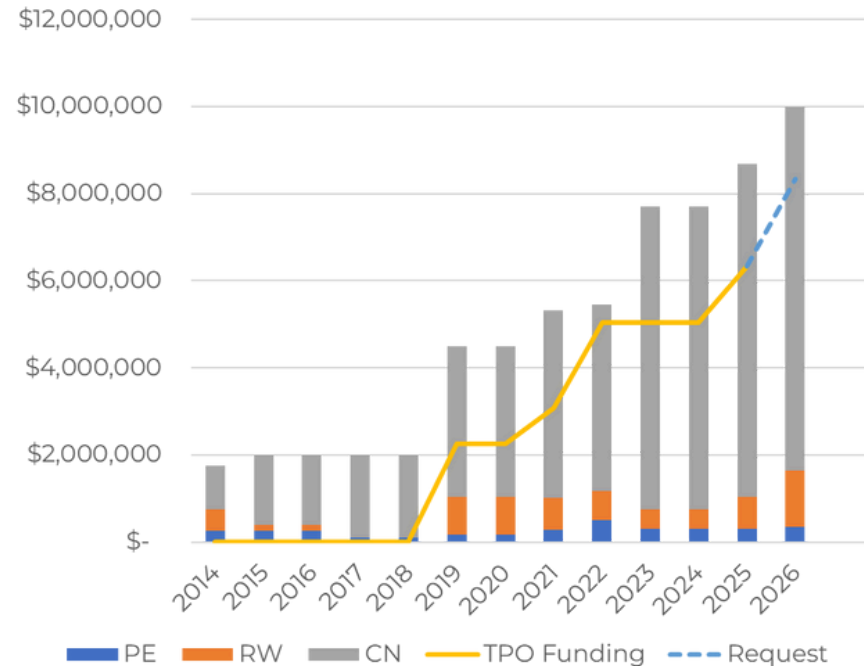
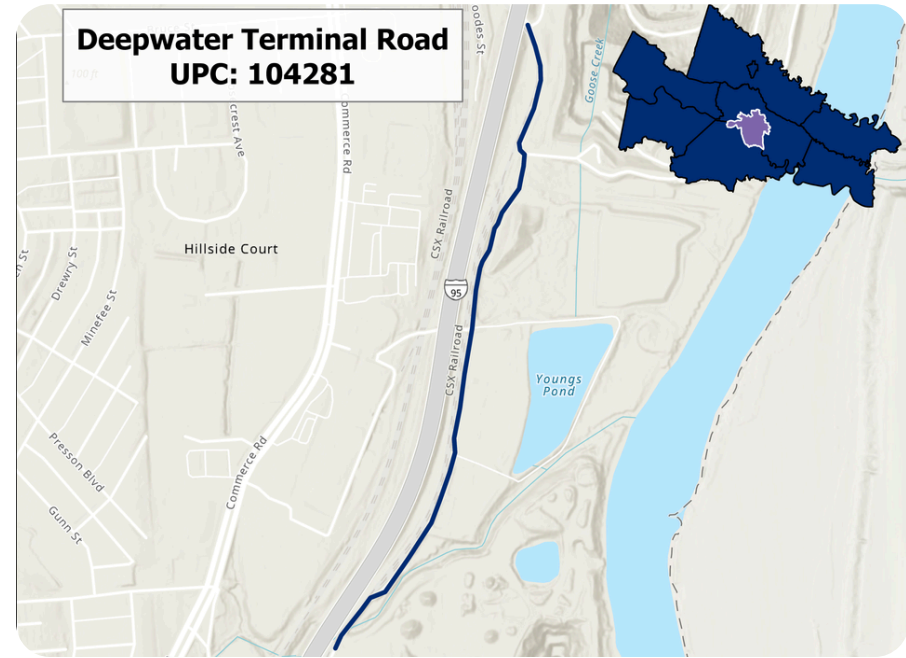
Estimate \$10,000,000 (+15%)

Request \$2,000,000 (+32%)

Next Phase **Construction (FY25)**

Program STBG

Notes **No local contribution**
to deficit; \$1.3M
additional awarded
last year



UPC 115784

Chesterfield County

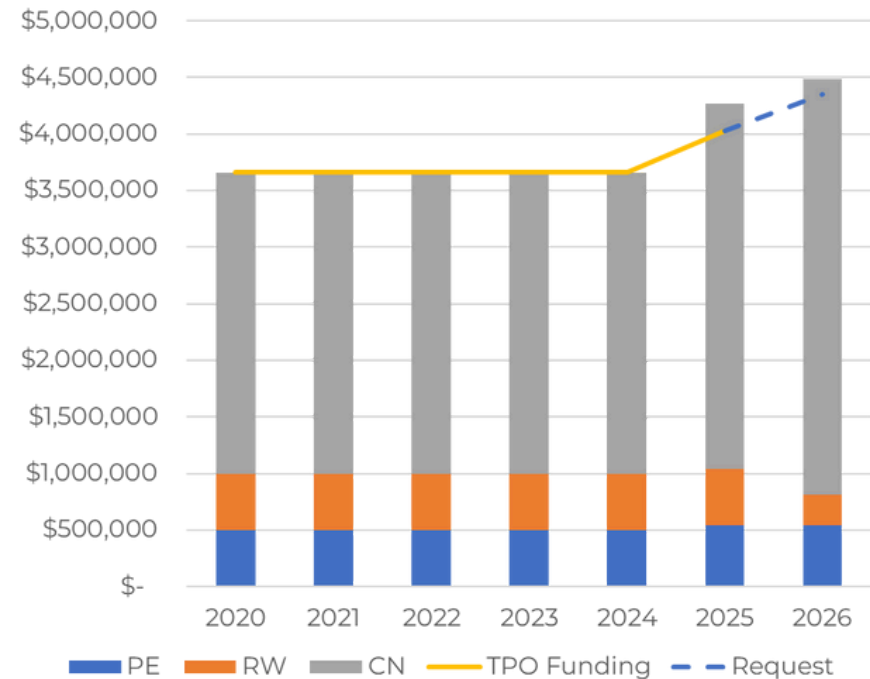
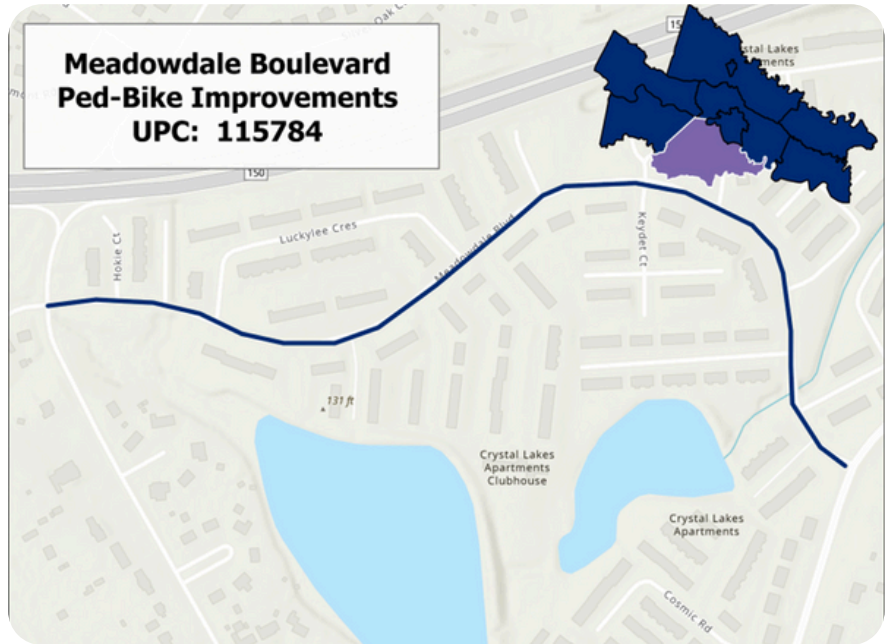
Estimate \$4,484,925 (+5%)

Request \$321,225 (+8%)

Next Phase **Construction (FY26)**

Program CMAQ, CRP

Notes \$137,700 in local contribution toward deficit; \$366,000 in additional funds awarded last year; TPO approval needed due to cumulative increase



UPC 118146

Chesterfield County

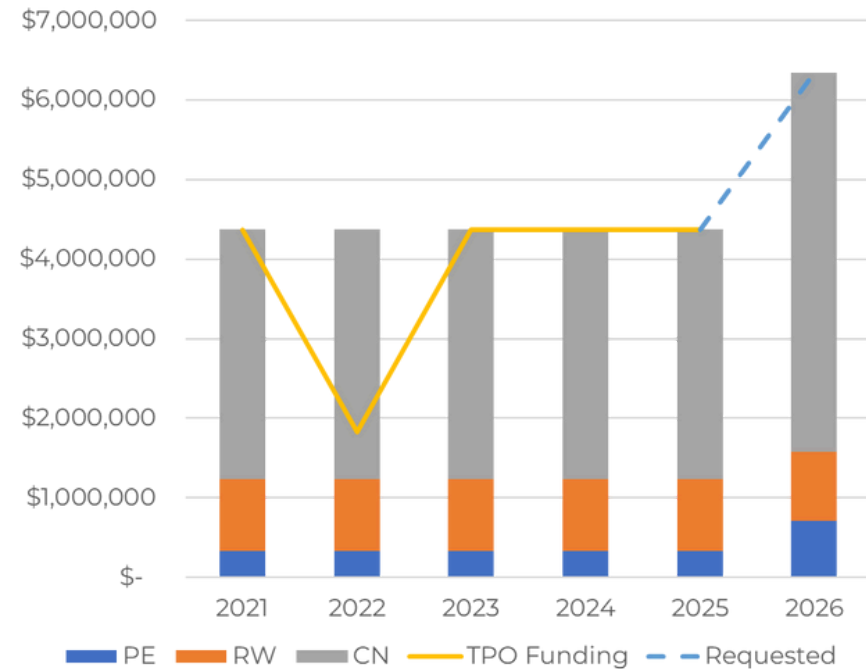
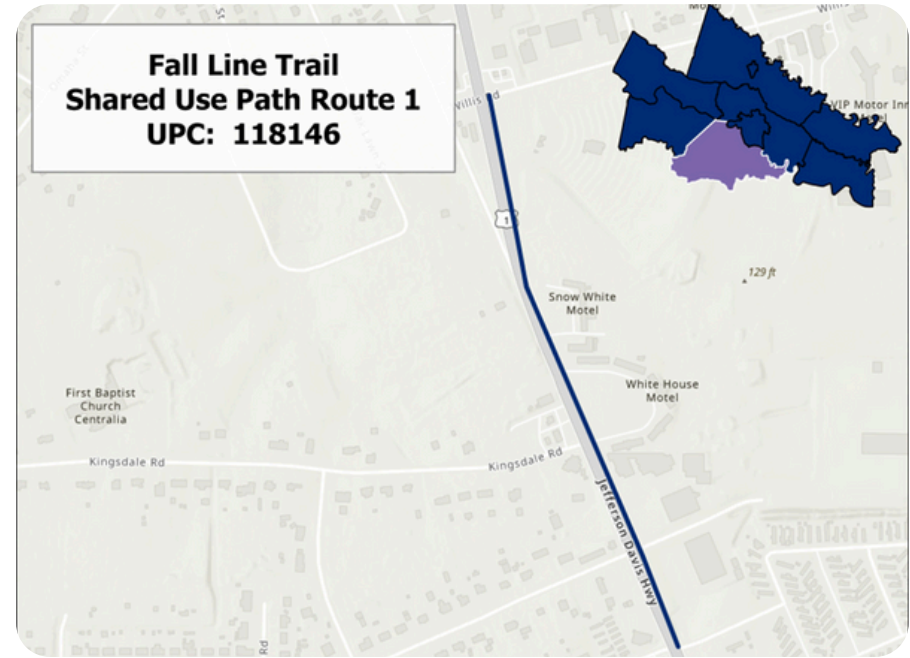
Estimate \$6,341,000 (+45%)

Request \$1,971,000 (+45%)

Next Phase Right-of-Way (FY26)

Program STBG

Notes Adds an additional
~75' of SUP and ~275'
of sidewalk and
accommodates a PHB
to support bus access;
No local contribution



UPC 118154

Chesterfield County

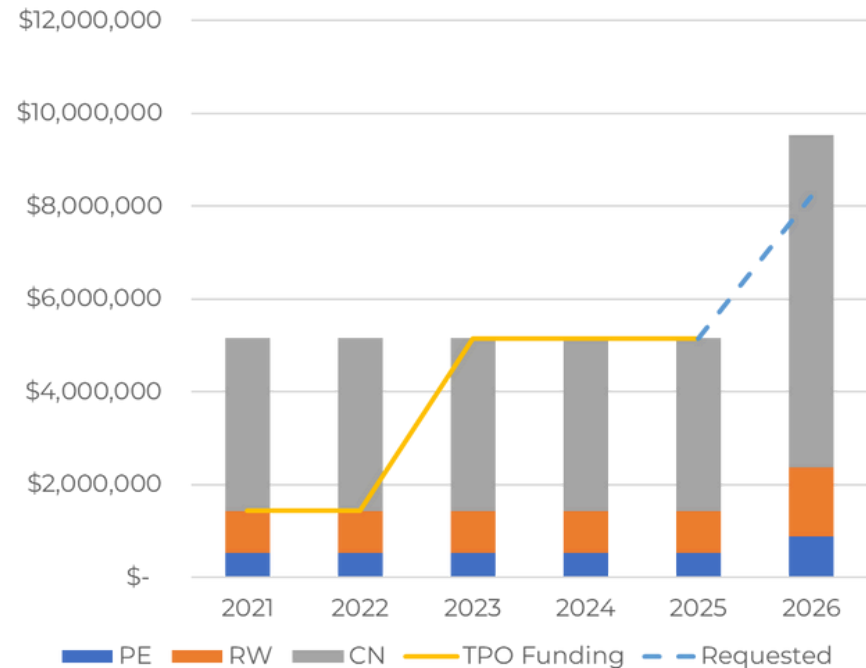
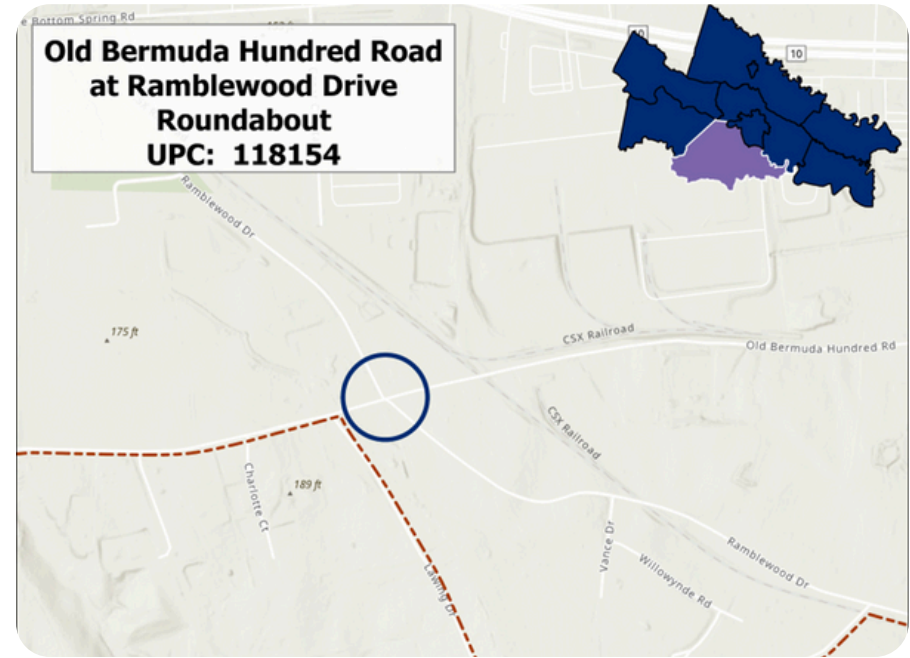
Estimate \$9,525,464

Request \$3,065,464

Next Phase Right-of-Way (FY26)

Program CMAQ, CRP

Notes Primarily driven by inflation, additional drainage & splitter island requirements; \$1.3M local funding toward deficit



UPC 104888

City of Richmond

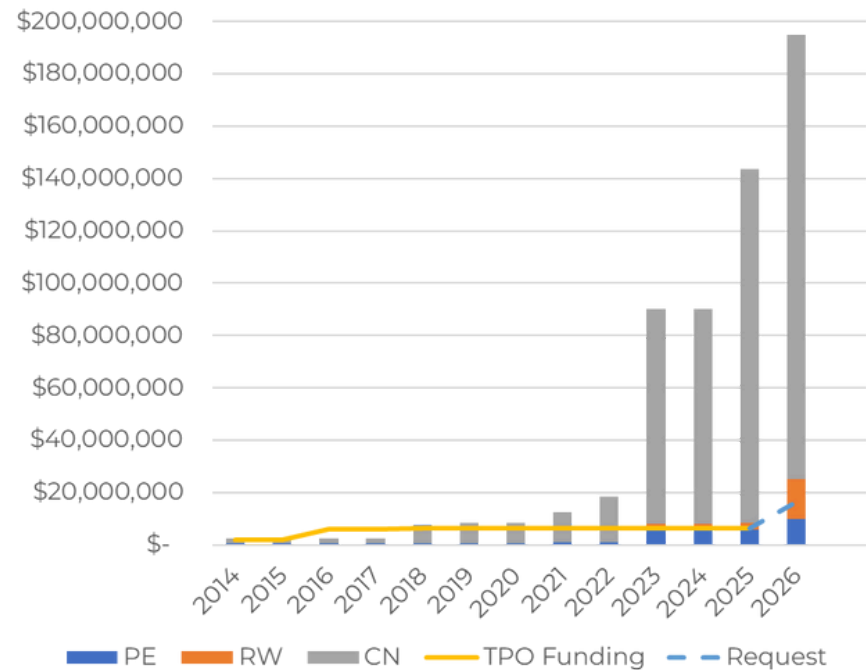
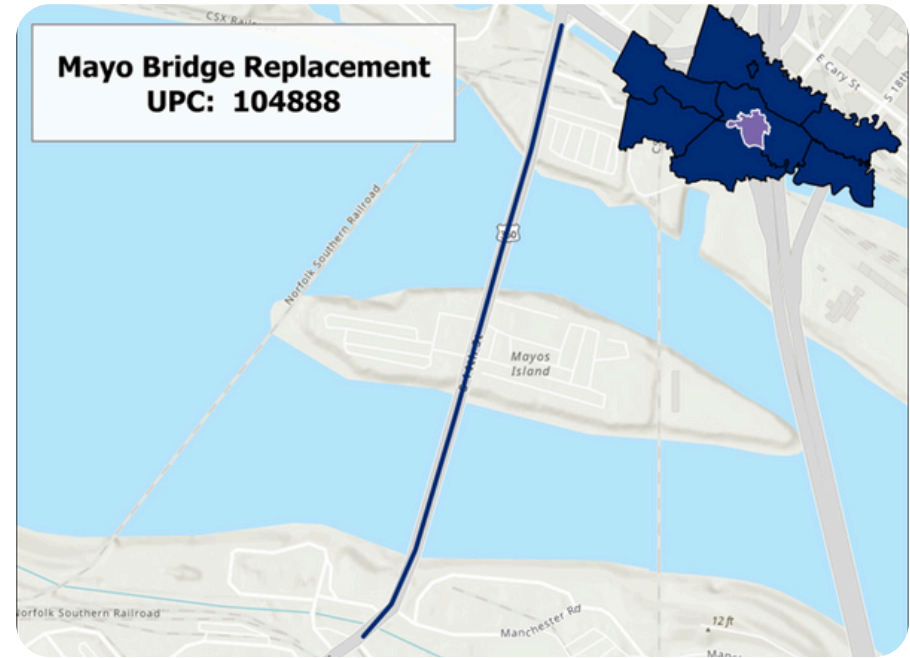
Estimate \$195M (+117%) to
\$210M (+133%)

Request \$10,000,000 (+153%)

Next Phase Right-of-Way (FY27)

Program STBG

Notes At least \$105M deficit;
project now full
replacement; full
funding strategy not
clear yet



UPC 115200

City of Richmond

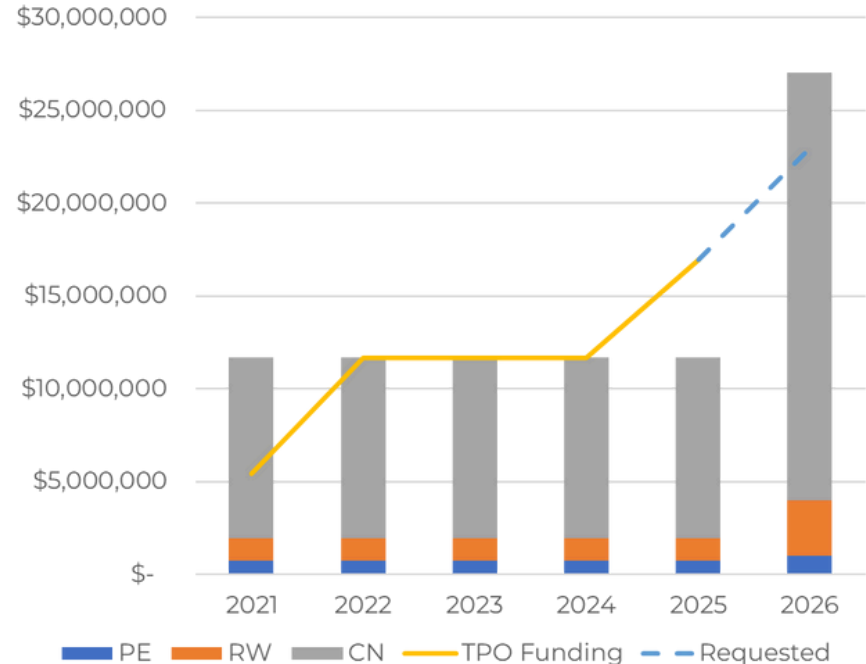
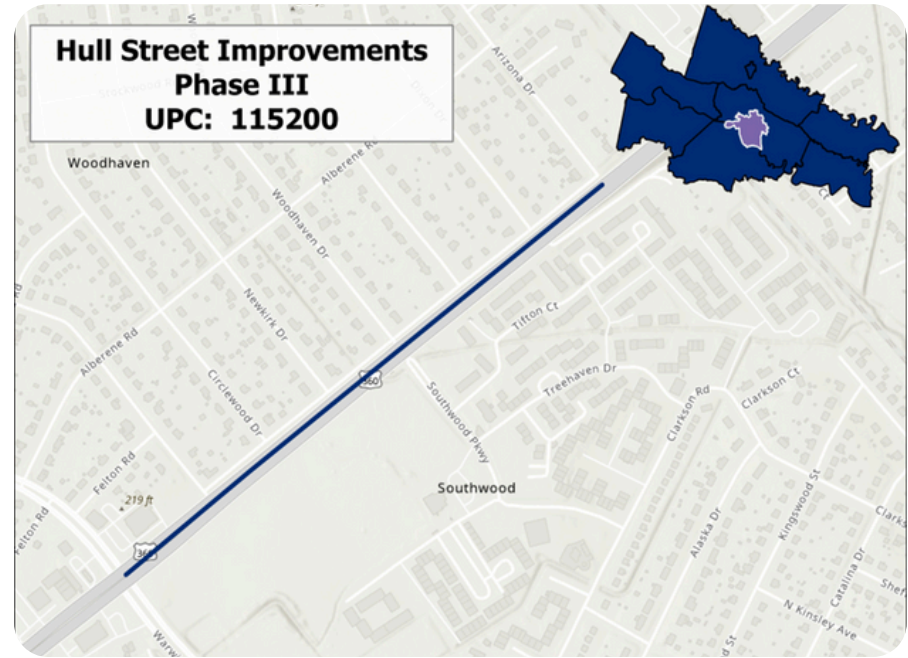
Estimate \$27,000,000 (+59%)

Request \$6,000,000 (+25%)

Next Phase Right-of-Way (FY27)

Program STBG

Notes \$4M in local CVTA to cover part of \$10M deficit; \$5.3M in additional STBG awarded last year



UPC -201

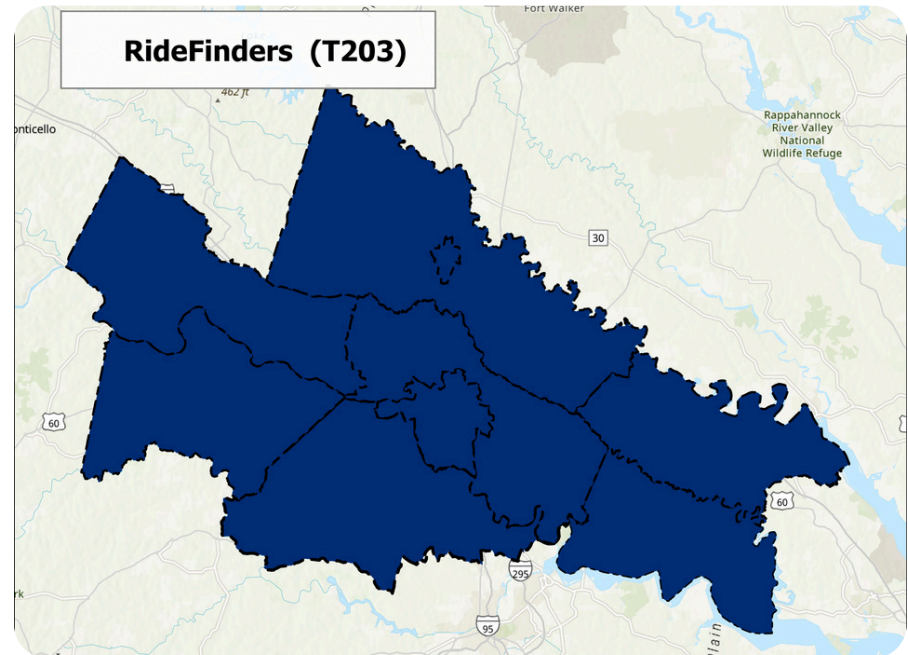
RideFinders

Request \$2,000,000

Program CMAQ

Notes

Proposes **major expansion of existing RideFinders program** to incorporate and expand on Richmond Employee Trip Reduction program. Funding would support efforts to keep GRTC zero-fare. No active ETRP program UPC.



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

Sponsor Point of Contact Barb Smith

Point of Contact Email SmithBK@chesterfield.gov

Point of Contact Phone Number (804) 717-6662

General

Project Title Route 1 (Merriewood - Eliliham) SUP

Project UPC 113843

Project Cost

Has the project estimate increased?

Explain the reasons for the increase in cost

Unit price increases due to inflation and additional Dominion facility impacts due to the wider trail width are the contributing factors causing the estimate to increase.

Preliminary Engineering (PE) Estimate \$200,615

Right-of-Way (RW) Estimate \$529,606

Construction (CN) Estimate \$1,737,804

Total Cost \$2,468,024

Project Schedule

Has the project schedule changed?

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

Chesterfield is proposing to leverage \$235,000 in local funding to help offset the additional funding request from the TPO. This reduces the additional funding request from the TPO to \$547,024 rather than \$782,024. Local funds are readily available if request is approved.

Chesterfield has already programmed \$425,064 of local funds to UPC 111712, which is a companion project to this project. UPC 113843, 111712, and 118068 will all be advertised together as one contract to maximize the economy of scale to construct this section of the Fall Line Trail.

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

Additional Funding Requested \$547,024

Supporting Materials

Supporting Materials

File Upload



113843_CN Summary.xlsx



113843_M-E PAC Estimate 1-25-25.pdf



113843_CEWB 1-27-25.xlsx

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

Sponsor Point of Contact Winston D. Phillips

Point of Contact Email Winston.Phillips@RVa.gov804

Point of Contact Phone Number (804) 646-5994

General

Project Title Jahnke Road Improvement

Project UPC 19035

Project Cost

Has the project estimate increased?

Explain the reasons for the increase in cost

Supplements for additional survey, environmental, utility design requirements, railroad requirements and acquisition services CEI.
 Finally, labor and material cost.

Preliminary Engineering (PE) Estimate \$2,897,300

Right-of-Way (RW) Estimate \$3,191,147

Construction (CN) Estimate \$30,370,185

Total Cost 36,458,632

Project Schedule

Has the project schedule changed?

Explain the reasons for the change to the project schedule

Supplements for additional survey, environmental, utility design requirements, railroad design requirements, acquisition services and CEI cost.
Finally, labor and material cost.

Preliminary Engineering (PE) Start Date	Friday, May 28, 2004
Right-of-Way (RW) Start Date	Saturday, July 9, 2011
Construction (CN) Start Date	Friday, October 4, 2024
Construction (CN) End Date	Sunday, August 22, 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

Current Fund Balance
CVTA & RSTP \$9,699,170
City Utility participation \$11,626,294
City Complete Street Funding \$2,500,000
Federal & State Match \$14,279.00
City Bond \$ 170.00

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

Additional Funding Requested 6,000,000

Supporting Materials

Supporting Materials

File Upload

 2025-01-22_Unit_Price_Bid_Sheet_Pri... .xlsx

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

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 Deep Water Terminal Rd

Project UPC 104281

Project Cost

Has the project estimate increased?

Explain the reasons for the increase in cost

inflation, right of way costs, utility relocation costs, waterline and storm drain structures increased costs

Preliminary Engineering (PE) Estimate 350,000

Right-of-Way (RW) Estimate 1,285,000

Construction (CN) Estimate 8,365,000

Total Cost 10,000,000

Project Schedule

Has the project schedule changed?

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

CVTA funds , they will fund other projects

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

Additional Funding Requested \$2,000,000

Supporting Materials

Supporting Materials

File Upload



Deepwater Terminal Rd Estimate_25-0... .pdf

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

Sponsor Point of Contact JJ Banelos

Point of Contact Email banelosj@chesterfield.gov

Point of Contact Phone Number (804) 748-1196

General

Project Title Meadowdale Blvd (Dalebrook Drive - Beulah Rd) Ped-Bike Improvements

Project UPC 115784

Project Cost

Has the project estimate increased?

Explain the reasons for the increase in cost

The application was submitted before COVID and prices have since increased. The RW estimate has decreased due to less private utility impacts than originally anticipated, but the CN estimate has increased due to market inflation and additional in-plan utility work not originally anticipated.

Preliminary Engineering (PE) Estimate \$540,947

Right-of-Way (RW) Estimate \$270,000

Construction (CN) Estimate \$3,673,978

Total Cost \$4,484,925

Project Schedule

Has the project schedule changed?

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

Chesterfield is proposing to leverage \$137,700 in local funding to help offset the additional funding request from the TPO. This reduces the additional funding request from the TPO to \$321,225 rather than \$458,925. Local funds are readily available if request is approved.

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

Additional Funding Requested \$321,225

Supporting Materials

Supporting Materials

File Upload

 Meadowdale Blvd Ped_Bike Improvem... .pdf

 Meadowdale Blvd Ped_Bike Improvm... .xlsx

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

Sponsor Point of Contact Barb Smith

Point of Contact Email SmithBK@chesterfield.gov

Point of Contact Phone Number (804) 717-6662

General

Project Title FLT Route 1 (Holiday Lane - Willis Road) Shared-Use Path

Project UPC 118146

Project Cost

Has the project estimate increased?

Explain the reasons for the increase in cost

The funding request for this project was submitted in 2019 and changes in the corridor have caused the scope to be refined and estimate to increase. Unit prices have increased since 2019 due to impacts related to COVID. The scope of the project has been refined as a result of bus service on Route 1 which began in March of 2020. There is more focus on safe access to bus stops and pedestrian crossings for Route 1. In 2022, Chesterfield initiated the Route 1 Pedestrian Crossing Safety Study to identify proposed pedestrian crossing locations and the necessary infrastructure. This study has recently been completed and identifies the need for a crossing with pedestrian hybrid beacon between Galena Ave and Perlock Rd. VDOT comments on the 30% plans included the suggestion to extend bike/ped facilities on the west side of Route 1, between Galena Ave and Perlock Rd to provide better access to GRTC bus stop #3846. This adds an additional ~75' of SUP and ~275' of sidewalk and accommodates the current proposed PHB.

Preliminary Engineering (PE) Estimate \$711,000

Right-of-Way (RW) Estimate \$868,000

Construction (CN) Estimate \$4,762,000

Total Cost \$6,341,000

Project Schedule

Has the project schedule changed?

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

Chesterfield is dedicating local funds to other regional Fall Line Trail Projects, resulting in no additional local funds being currently available for this project. \$425,064 of local funds was programmed to UPC 111712 and \$235,000 is proposed to be leveraged on UPC 113843.

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

Additional Funding Requested \$1,971,000

Supporting Materials

Supporting Materials

File Upload



118146_CEWB_447.xlsx



118146_60 Estimate_2555.pdf

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

JJ Banelos

Point of Contact Email

banelosj@chesterfield.gov

Point of Contact Phone Number

(804) 748-1196

General

Project Title

Old Bermuda Hundred Road at Ramblewood Drive Roundabout

Project UPC

118154

Project Cost

Has the project estimate increased?

Yes

Explain the reasons for the increase in cost

The application was submitted just before COVID and prices have since increased. Inflation and additional design are the largest drivers of this cost increase. Below is a summary of reasons for increase for each phase.

PE –

- Largest driver – inflation in PE costs
- Additional VDOT requirements for detour memorandum justification, roundabout performance packages

RW –

- Largest driver - Inflation in property costs
- Conservative assumptions on franchise relocations needed at this stage of design
- SWM regulations driving large basin and large RW footprint on NE quadrant

CN –

- Largest driver - Inflation in earthwork and asphalt bid item prices
- Previous design didn't include curb and gutter at roundabout as now required by RDM, this increases the cost and adds additional drainage infrastructure requirements
- Increased splitter island length to comply with NCHRP recommendations and VDOT guidance

Preliminary Engineering (PE) Estimate	\$883,300
Right-of-Way (RW) Estimate	\$1,496,084
Construction (CN) Estimate	\$7,146,080
Total Cost	\$9,525,464

Project Schedule

Has the project schedule changed?

Explain the reasons for the change to the project schedule

Project has been officially scoped with VDOT and a revised schedule has been set taking into account necessary durations for each phase of the project to ensure the target contract award date will be met.

Preliminary Engineering (PE) Start Date	Wednesday, August 23, 2023
Right-of-Way (RW) Start Date	Wednesday, April 15, 2026
Construction (CN) Start Date	Thursday, August 1, 2030
Construction (CN) End Date	Tuesday, December 9, 2031

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

Chesterfield is proposing to leverage \$1,314,000 in local funding to help offset the additional funding request from the TPO. This reduces the additional funding request from the TPO to \$3,065,464 rather than \$4,379,464. Local funds are readily available if request is approved.

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

Additional Funding Requested \$3,065,464

Supporting Materials

Supporting Materials

File Upload



Scoping Cost_Estimate_Workbook_C... .xlsx



Scoping OBH-Ramblewood Roundabo... .pdf

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

Sponsor Point of Contact Lamont Benjamin

Point of Contact Email lamont.benjamin@rva.gov

Point of Contact Phone Number (804) 646-6339

General

Project Title Mayo Bridge Replacement

Project UPC 104888

Project Cost

Has the project estimate increased?

Explain the reasons for the increase in cost

Material Cost increase due to inflation

Preliminary Engineering (PE) Estimate 10,000,000

Right-of-Way (RW) Estimate 15,000,000

Construction (CN) Estimate 170,000,000

Total Cost 195,000,000

Project Schedule

Has the project schedule changed?

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

The total project cost is estimated between \$195million to \$210 million depending upon bridge typical section width that to be determined by VDOT working with the City and based upon input from CIM held on Sep 17, 2024 and other analyses being performed by VDOT. Using at a minimum of \$195mil cost of project for this application, there is a funding gap of minimum \$105mil. The project has budgeted \$ 90 million based on the rehabilitation scope of work. Subsequent structural analysis required the project scope to be changed from rehabilitation to total bridge replacement. Therefore, the increase in project cost that created a funding gap. All funding sources are being explored including SGR, STBG/RSTP, CVTA Reg, State, City GO bond to fill the funding gap. Proposed project to include one vehicle lane in each direction, protected bike lanes, wider sidewalks and should support efficient Transit operation

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

Additional Funding Requested \$10,000,000

Supporting Materials

Supporting Materials

File Upload



Mayo Bridge Estimate.docx

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

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 Project Warwick to AZ avenue

Project UPC 115200

Project Cost

Has the project estimate increased?

Explain the reasons for the increase in cost

storm drain structures, pipes, water lines main price increase, inflation, private attorneys' fees for condemnation and materials +labor escalation in prices

Preliminary Engineering (PE) Estimate 1,000,000

Right-of-Way (RW) Estimate 3,000,000

Construction (CN) Estimate 23,000,000

Total Cost 27,000,000

Project Schedule

Has the project schedule changed?

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

City is seeking additional CVTA local funds to cover for \$ 4 million out of the \$ 10 million deficit. The remaining \$ 6 million deficit City is asking RSTP program to fund this amount. City on very good faith to implement the Project has worked very hard to secure this additional \$ 4 million CVTA local funds.

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

Additional Funding Requested 6 million RSTP funds for FY 27 and FY 28 or FY 28 and FY 29

Supporting Materials

Supporting Materials

File Upload

 Copy of 15959-HullStRd-CN-Estimate-... .pdf

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 RideFinders

Sponsor Point of Contact Cherika Ruffin

Point of Contact Email cherika.ruffin@ridefinders.com

Point of Contact Phone Number (804) 643-7433

General

Project Title Air Pollution Reduction Program

Project UPC T203

Project Cost

Has the project estimate increased? No

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? No

Have you sought funding from other sources? Yes

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

No

Additional Funding Requested 500000

Supporting Materials

Supporting Materials

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 RideFinders

Sponsor Point of Contact Cherika Ruffin

Point of Contact Email cherika.ruffin@ridefinders.com

Point of Contact Phone Number (804) 643-7433

General

Project Title Air Pollution Reduction Program

Project UPC T203

Project Cost

Has the project estimate increased? No

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? 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

Jurisdictions - notifications in June

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

Yes

Additional Funding Requested

\$2,000,000.00

Supporting Materials

Supporting Materials

File Upload

 RRTPO CMAQ.pdf



Air Pollution Reduction Program - CMAQ

Cherika Ruffin

Executive Director – RideFinders



Overview

❑ Program Purpose of CMAQ

- ❑ Fund transportation projects and programs that help improve air quality and reduce traffic congestion

❑ CMAQ Funding

- ❑ Funds are allocated to the Commonwealth of Virginia
- ❑ The Commonwealth Transportation Board partially allocates, and sub allocates funds to Metropolitan Planning Organizations (MPOs)
- ❑ Within the Commonwealth of Virginia, the Richmond Regional Transportation Planning Organization (RRTPO) is one of the five MPOs that meet criteria for CMAQ funding

❑ Eligible Projects

- ❑ Transit
- ❑ Carpooling & Vanpooling
- ❑ Other sustainable commuting options



Overview of Existing TDM Programs

❑ RideFinders

- ❑ Carpooling
- ❑ Vanpooling
- ❑ Transit Support
- ❑ Ride Home Rewards
- ❑ Emergency Ride Home
- ❑ Clean Air Campaign
- ❑ Outreach
- ❑ Employer-Based Marketing
- ❑ Site Analysis
- ❑ Bike and Pedestrian Commuter Services
- ❑ Park and Ride Facilities Information

❑ City of Richmond

- ❑ Employee Trip Reduction Program (ETRP)
- ❑ Part of the City's larger TDM program
- ❑ Focused on reducing the number of single-occupant vehicles driven by the City of Richmond employees

TDM Program Merger



- Program will be operated and managed by RideFinders in coordination with all regional stakeholders



Overview of **Regional** Air Pollution Program

- Purpose
 - Develop diverse TDM programs to reduce single-occupancy vehicle commuter trips aimed at alleviating traffic congestion and enhance air quality
- Objectives
 - Promote alternative transportation options to reduce vehicle miles travelled
 - Promote alternative transportation options (transit and use of park-and-ride lots, carpooling, vanpooling, etc.) to reduce commuter dependence on single-occupancy vehicles
 - Facilitate modal shift by promoting alternative transportation modes to reduce demand for parking
 - Actively inform and engage the Greater Richmond region about the benefits of transit as an environmentally friendly option to single-occupant vehicle trips



Zero Fare Impact (Transit)

- ❑ Regional Impact of Zero Fare
 - ❑ GRTC O&D survey in 2023 indicated 28% of riders responded “NO” to: *“Did you ride GRTC before Free Fares were implemented in March 2020?”*
 - ❑ Of that 28%, 53% answered "YES" to the question: *“Did Free Fares impact your decision to start riding GRTC?”*
 - ❑ This resulted in **15%** of riders who did not ride GRTC before free fares and whose decision to start riding was influenced by the initiative
 - ❑ Applying 15% to FY2024 fixed-route ridership of 10.6 million results in about **1.6 million** increase in ridership as a result of GRTC’s Zero Fare Initiative

Zero Fare Impact (Transit) – cont'd

- Emissions Reduction Impact
 - Modes considered - all fixed routes
 - Results - positive benefits outputs for all pollutants

Pollutant Output (Total kg/day)	
Carbon Monoxide (CO)	6.825
Particulate Matter <2.5 µm (PM2.5)	0.143
Particulate Matter <10 µm (PM10)	0.324
Nitrogen Oxide (NOx)	1.236
Volatile Organic Compounds (VOC)	1.050
Carbon Dioxide (CO2)	4,108.581
Carbon Dioxide Equivalents (CO2e)	3,369.895
Total Energy Consumption (MMBTU)	45.896

Note: Output numbers were generated using CMAQ Emissions Calculator Toolkit



Financial Impact (Cost & Increased Funding Request)

❑ Cost

- ❑ Cost associated with the 1.6 million increase in ridership (mode shift)
- ❑ Using base fare of \$1.50
- ❑ About \$2 million

❑ Increased Funding Request

- ❑ Current RideFinders Ops Support \$500,000
- ❑ Additional \$2 million to continue to incentive the 1.6 million trips now taken on transit since the implementation of the Zero Fare program and continue to grow the numbers
- ❑ Total program request: \$2.5 million



Next Steps for the **Regional** Air Reduction Program

- ❑ Sustain the current modal shift numbers
- ❑ Grow the shift in mode
- ❑ Actively promote transit as a reliable and environmentally friendly alternative to single-occupant vehicle travel
- ❑ Continuously monitor identified KPIs (ie. emissions, ridership)
 - Conduct on-board survey to gather data



Funding Framework

Review of Flexible Regional Funding Program

Review Schedule

December

- 1 - Existing Projects
- 2 - Project Readiness

January

- 1 - December Follow-up
- 2 - Timing/Coordination
- 3 - Regional Priorities

March

- 1 - January Follow-up
- 2 - Bike/Ped Funding
- 3 - Time Commitment

Previous Discussion Recap

Current Review Thresholds

Request	Staff Review	TAC Review	TPO Review	Note
Initial Selection	✓	✓	✓	
≤ 10% Increase Normal Review	✓	✓		
> 10% Increase Normal Review	✓	✓	✓	

Revised Review Thresholds

Request	Staff Review	TAC Review	TPO Review	Note
Initial Selection	✓	✓	✓	
≤ 10% Increase Normal Review	✓	✓		
≤ 50% Increase Normal Review	✓	✓	✓	
> 50% Increase Waiver Process	✓	✓	✓	Limited Eligibility

Proposed Waiver Categories

Legacy Hardship

Projects in RRTPO program and under development for at least a decade which have already exceeded the threshold

Macroeconomic Hardship

Economy-wide impacts which push individual projects over the 50% threshold

Locality Hardship

Unique circumstances where a deficit exceeds local transportation revenues and the TPO is the sole funding source

Readiness Bonus

ID	Title	Sponsor	Safety	Mobility	Access Equity	Econ. Dev	Env. & Land Use	Benefit	Request (\$)	Cost Benefit	Rank	Readiness Factors	Adjusted Score	Adjusted Rank
FY26-01	Project B	Locality	1.50	2.00	6.20	3.80	2.50	16.00	\$2M	80.00	1	0	80.00	2
FY26-02	Project A	Locality	10.00	10.00	20.00	10.00	10.00	60.00	\$7.5M	80.00	2	6	86.00	1

Add “readiness” factor as bonus after cost/benefit scores
 Maximum 10 points

Readiness Factors

Item	Value
30% Design	10
NEPA Complete	10
Draft IAR/OSAR Complete	7
Study w/ Operational Analysis Complete	5

Item	Value
Feasibility Study Complete (Transit)	5
Turn Movement Counts	3
Signal Justification Report Complete	3
L RTP Inclusion	3

Reduced Application Limits

Locality	Reduce by 1/3	Scaled Relative to CVTA & Available Funding	Fixed Limit
Large Locality (>100k pop)	6	2	2
Small Locality	2	1	
Non-Locality	2	1	
MAXIMUM	40	18	28

Focus on Regional Priorities

None of the options viewed positively

Staff recommend holding off on revisions to address this concern for now

- Biennial cycle makes larger projects more viable
- LRTP update will refine CLRP project types and policy

Remaining Concerns

Bike/Ped Funding

	Possible Solution	Explanation
1.0	Limit program to projects from CLRP (regional trails & last mile to transit)	Limiting bike/ped only projects to major regional trails and last mile to transit ensures build out of priority network
0.6	Limit program to multijurisdictional trails (like CVTA)	Limiting bike/ped only projects focuses funds on regional network
1.0	Limit program to projects from BikePedRVA	More flexibility than CLRP; ensures projects are already on our radar and in region's active transportation vision plan

Bike/Ped Changes

None of the options viewed positively

Staff recommend holding off on revisions to address this concern for STBG/CMAQ funding

Staff recommends revision to TAP scoring to clarify the hierarchy of projects and prioritize more regionally significant improvements

TAP Benefit Scoring

Factor	Max Score
Statewide Merit Score	80
Impact for Equity Emphasis Areas	10
Regional Value of Project	10

Project Score = Benefit Score / Cost in \$100,000

Proposed TAP Change

Current Language

Regionally significant projects identified in the plan will receive 10 points. Locally significant projects identified in the plan will receive partial points based on the project's classification in the network hierarchy.

Proposed Accompanying Tables

Regional Spine	10
Regional Spur	7
Local Spur	5
Other Local	3
Not in Plan	0

Time Commitment



Possible Solution	Rationale
<p>New project selection in odd years only <i>(like CVTA)</i></p>	<p>Reduces the time required by staff, sponsors; reduces conflict with Smart Scale applications</p>
<p>Reduce application limits</p>	<p>Limits higher than CVTA for smaller program; fewer applications require less sponsor and staff time to complete</p>

ACTION ITEM

March 11, 2023

TO Technical Advisory Committee

SUBJECT ConnectRVA 2045 Amendment – I-64/250 Interchange Improvements

BRIEF:

Henrico County and VDOT have developed an Environmental Assessment for the N. Gayton Road interchange and associated Short Pump area improvements. To finalize the NEPA process, all the improvements must be included in the Transportation Improvement Program (TIP) and the constrained Long-Range Transportation Plan (LRTP). One of the projects, interchange improvements at I-64 and US-250, is currently included in the unconstrained vision list. Henrico has proposed amending the LRTP to remove three projects in Henrico County from the constrained plan and replacing them with the I-64/US-250 project.

RECOMMENDED ACTION:

The Technical Advisory Committee should review the feasibility of amending ConnectRVA 2045 to include an interchange modification project at Exit 211 on I-64 within the constrained plan and provide a recommendation to the Policy Board.

DISCUSSION:

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

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

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

Henrico County Request: Henrico County has submitted a request that the interchange modification project at I-64 and US-250 be considered for inclusion in the constrained plan. This project is a part of the Short Pump Area improvements project and must be included in the constrained plan to finalize the NEPA process for these improvements. Henrico has provided an updated estimate for the project based on the planning and engineering work undertaken during the NEPA process.

I-64 and US-250 Improvements in the Short Pump area include a partial cloverleaf interchange. This would remove the weave of eastbound W Broad Street (US-250) traffic onto I-64 westbound on ramp and westbound I-64 ramp traffic off ramp onto westbound W Broad Street (US-250). A traffic signal for the eastbound US-250 left turns onto a two-lane westbound I-64 on ramp is to be installed. This project will involve reconstructing the I-64 bridges over US-250 in Short Pump to accommodate road widening and sidewalk. These improvements are projected to reduce congestion and congestion related crashes on westbound I-64 approaching the US-250 interchange.

ConnectRVA 2045 impacts: Based on staff review of the request, the project fits well within the regional Vision, Goals, and Objectives of ConnectRVA 2045 and is a necessary element of the Short Pump area improvements, including the N. Gayton Road interchange. The required funding for the project is estimated by the county to cost \$131.712 million in year-of-expenditure dollars. To come up with the required amount Henrico County staff have identified a few lower priority projects in Henrico County from the existing constrained plan which could be removed from the constrained plan and moved to the vision list. The identified projects are listed below:

CLRP ID	Description	L RTP Estimate
FHW-8	Carolina Avenue road widening from Richmond-Henrico Turnpike to Laburnum Ave	\$61,288,000
FHW-94	Pemberton Road road widening from US-250 to Quioccasin Road	\$62,349,000
FHW-108	Shady Grove Road road widening from Nuckols Road to Hanover County line	\$10,241,000

The L RTP estimates for these projects add up to \$133.878 million. As the removed projects add up to more than the estimate for the interchange improvement, the new project could be added to the constrained plan while maintaining fiscal constraint.

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 LRTP. Henrico County is a part of this orphan maintenance area. As an interchange reconfiguration, this project is exempt from regional conformity analysis under 40 CFR 93.127 and would not impact the regional conformity analysis.

For more information, please contact Sulabh Aryal (saryal@planrva.org).