

RSTP Corrections

Policy Board Meeting
June 3, 2021

RSTP Budget Change

- Final budget for RSTP is changed from draft budget used to develop allocations plans
- Mostly positive for the TPO – restores funding for out years

RSTP Available Allocations

	FY22	FY23	FY24	FY25	FY26	FY27
Allocated	\$17,571,943	\$17,870,665	\$18,174,466	\$18,483,433	\$18,797,651	\$19,117,211
Final	\$17,480,939	\$19,417,126	\$19,747,218	\$20,082,920	\$20,424,330	\$20,771,544
Difference	(\$91,004)	\$1,546,461	\$1,572,752	\$1,599,487	\$1,626,679	\$1,654,333

RSTP Allocation Correction #1

- RSTP allocations developed with help from VDOT
- UPC 13551 – Hanover County - #SMART18 - RTE 360 WIDENING has a deficit due to data entry errors
- In copying data from the VDOT system, some Smart Scale allocations were double counted in the outside funding/previous fields
- This transcription error led to a \$524,630 reduction in TPO funding and a deficit

RSTP Allocation Correction #2

- The project had previously been funded to the Smart Scale estimate, leading to a surplus
- This round, the project was erroneously funded to the lower Project Pool estimate instead
- Smart Scale: \$24,184,000; Pool: \$23,952,529
- This creates a second deficit (relative to the Smart Scale estimate) of \$231,471

Proposed Solution

- All these issues can be addressed as part of the final FY22 – FY27 SYIP if approved by the policy board
- Overallocation in FY22 can be resolved by pushing back \$91,004 from FY22 to FY23 on a project with funding in both years
- UPC 13551 is a suitable project, and the proposal has been reviewed by Hanover staff and VDOT staff

Proposed Solution

- The deficits on UPC 13551 can be resolved by reallocating FY23 and FY24 balance entry funds to the project
- Surplus funds in FY23 to FY27 are recommended to go to the balance entry to restore the reserve funds

RSTP Balance Entry with Reallocation

	FY22	FY23	FY24	FY25	FY26	FY27
Available	\$17,480,939	\$19,417,126	\$19,747,218	\$20,082,920	\$20,424,330	\$20,771,544
Balance	\$0	\$1,824,360	\$3,158,681	\$5,296,173	\$5,265,974	\$5,010,657
Percent	0%	9.4%	16.0%	26.4%	25.8%	24.1%

Action Requested

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board approves the reallocation of \$524,630 in FY23 and \$231,471 in FY24 funding from the RSTBG balance entry to the #SMART18 - RTE 360 WIDENING project in Hanover County (UPC 13551) to restore funding on the project and fully fund the project to the Smart Scale estimate; and,

FURTHER RESOLVED, that the RRTPO Policy Board approves a decrease of \$91,004 in FY22 allocations to UPC 13551 and the reallocation of an additional \$91,004 in FY23 funding from the RSTBG balance entry to UPC 13551; and,

FURTHER RESOLVED, that the RRTPO Policy Board approves the allocation of the remaining unallocated RSTBG funds in FY23 – FY27 to the RSTBG balance entry.

Draft Project Funding Guidelines

Policy Board Meeting
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Overview

- TAC subcommittee established in summer of 2020 to guide update of RSTP/CMAQ program guidelines
- Met from October 2020 to April 2021
- Voted at April meeting to forward draft guidelines to TAC for consideration

Major Goals of Update

- Update scoring to reflect LRTP goals & measures
- Incorporate TA Set-Aside program
- Better define leveraging to support CVTA and Smart Scale applications
- Improve TPO project tracking capacity

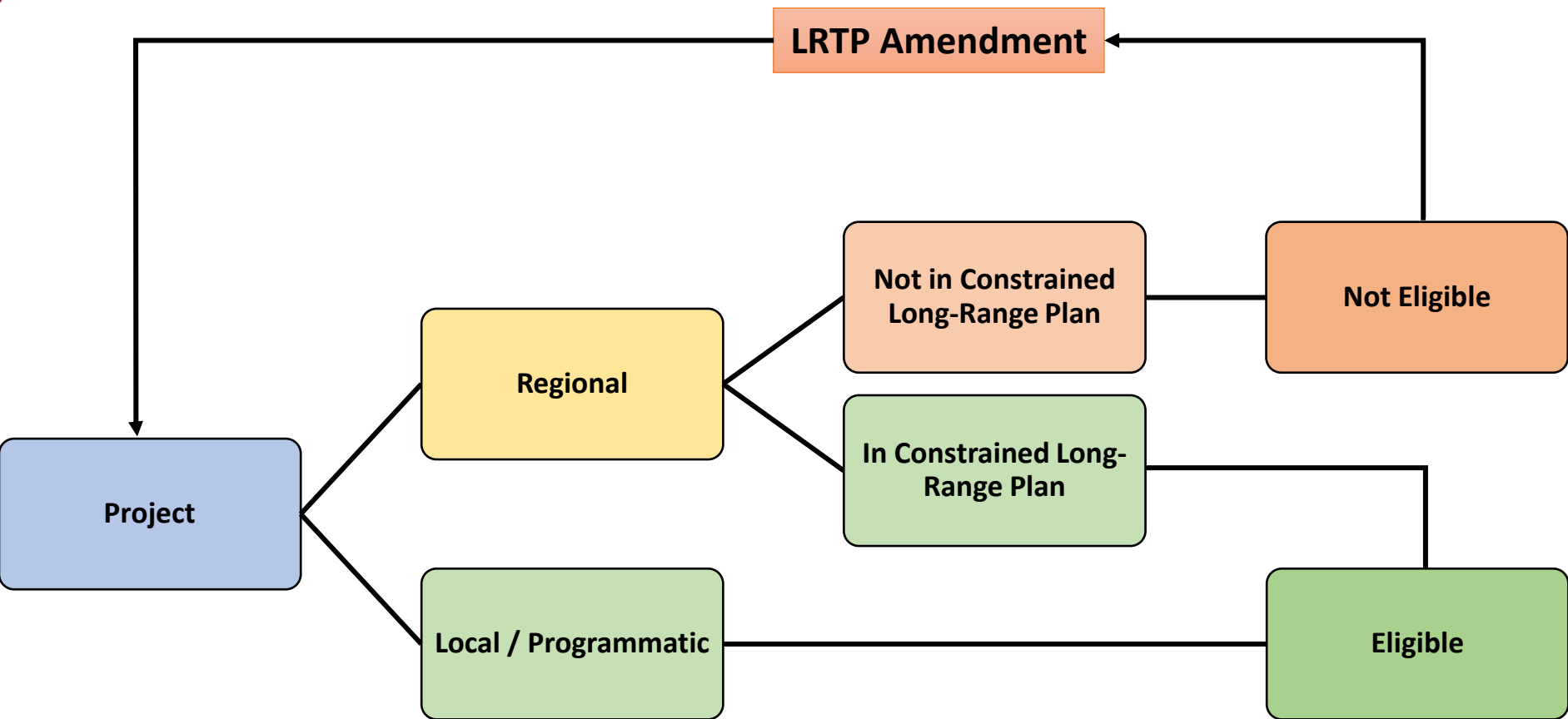
Applications

- Online application – TPO to develop new forms after adoption of guidelines
- October application window targeted for 2021
- Cap on the number of applications per sponsor based average submissions over past 6 rounds

Sponsor	Application Limit
Large Locality (pop. \geq 100k)	10
Small Locality (pop. $<$ 100k)	3
Non-Locality Agency	3

Screening

- Annual meeting replaced with presentations to scoring team for each project
- TPO staff screens for eligibility, consistency with LRTP, and completeness
- LRTP consistency follows ConnectRVA 2045 inclusion guidelines



Scoring

- Scoring for RSTP/CMAQ proposed to follow ConnectRVA 2045 performance measures and weighting
- TA project evaluation included for the first time

RSTP Studies

- RSTP program split into 2 scoring categories
- All studies scored together, separate from other projects and programs
- Projects evaluated out of 100 points
- Studies prioritized for Year 1 and any previous funding

RSTP Studies

Criteria	L RTP Goal	Points
Is the study necessary to advance a project, recommendation, or policy in the Long-Range Transportation Plan?	---	40
Do the study goals address the following?	---	---
Safety and Crash Reduction	Safety	15
Multimodal Transportation and Mode Choice	Accessibility/Equity	7.5
Equity and Access for Disadvantaged Populations	Accessibility/Equity	7.5
Connections to and within Regional Activity Centers	Environment /Land Use	6
Resiliency and Protection of the Natural Environment	Environment /Land Use	6
Regional Economic Growth and Development	Economic Development	9
Congestion Management and Mobility	Mobility	9

RSTP Project and Programs

- All other project types scored using measures developed for ConnectRVA 2045
- Benefit is consistency and direct connection regionwide plan
- For regional projects, TPO has all the data to review the projects = simplified application
- Benefit/Cost (in \$10M)

RSTP Projects & Program

L RTP Goal	Weight	Performance Measures	PM Weight
Safety	25	Crash Frequency	17.5
		Crash Rate	7.5
Mobility	15	Person Throughput	7.5
		Person Hours of Delay	7.5
Accessibility/Equity	25	Access to Jobs	7.5
		Access to Destinations	7.5
		Access to Jobs for Communities of Concern	5
		Access to Destination for Communities of Concern	5
Economic Development	15	Job Growth	7.5
		Connection to Truck Intensive Areas	3.75
		Truck Throughput	3.75
Environment/Land Use	20	Impact to Sensitive Environmental and Cultural Features	5
		Reduction in Air Pollution	5
		Reduction in Vehicle Miles Traveled per Capita	5
		Connection to Activity Centers	5

CMAQ Projects & Programs

- Follows same scoring as RSTP projects & programs
- For regional projects, TPO has all the data to review the projects = simplified application
- Projects must show emissions reduction
- Cost-effectiveness of emissions reduction also assessed
- Continued off-the-top funding for RideFinders

TA-Set Aside Projects

- TA projects still submitted and evaluated through statewide process
- RRTPO factors in additional elements in prioritizing for funding
- Benefit/Cost (in \$100k)

Metric	Weight
Statewide Scoring	80%
Regional Significance Designation in Bike-Ped Plan	10%
Equity and Access EJ Communities Served	10%

Selection & Allocations

- Projects prioritized based on score
- Allocations to existing projects, then new projects
- Allocations for new follow rank as funding allows
- Target balance defined for each year

Target Balances

	Prev.	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Projects	100%	90%	90%	90%	80%	70%	60%
Balance	0%	10%	10%	10%	20%	30%	40%

Leveraging

- Leveraging encouraged to maximize benefit
- Projects for leveraging will be evaluated on cost of first phase (generally PE)
- TPO will allocate funding for first phase in out year
- Sponsor must obtain balance by allocation year
- Sponsor can request 1 extension/swap
- After extension, sponsor can withdraw project or compete for full funding

Tracking and Reporting

- High-level quarterly reporting on progress
- Details for reporting:
 - Current Schedule
 - Current Estimate
 - Current Phase
 - Next Major Milestone
 - Challenges to Implementation
- TPO will use to track projects and develop an updated public-facing page

Requested Action

No Action Requested today

Recommendation to the policy board will be requested at the June TAC meeting

Staff will bring back for action later this summer

CRRSAA-HIP Funds

Policy Board Meeting
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Overview

- New FY22 funding from Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021
- Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021 included \$9.8 billion for Highway Infrastructure Program (HIP)
- RRTPO share is **\$7,642,406** in additional HIP funding for FY22

New Funding Source - HIP

- Funds can be used for anything RSTP-eligible
- All funds must be obligated by Sept 2024
- Funds allocated to the balance entry until RRTPO has time to review and decide on the use of the funds

Action Requested

No Action Requested today

Staff will work with VDOT and TAC to bring a recommendation on the use of these funds back to policy board later this summer