

RSTP Correction (UPC 13551)

TAC Meeting
May 11, 2021

Background

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

Background

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

Proposed Solution

- These issues can be addressed as part of the final SYIP, if the TPO acts by the June meeting
- Staff has worked with VDOT on a solution to address these deficits by reallocating FY23 and FY24 balance entry to the project

RSTP Reserve Balance

	FY22	FY23	FY24	FY25	FY26	FY27
Approved	\$-	\$ 893,553	\$ 1,817,400	\$ 3,696,686	\$ 3,639,295	\$ 3,356,324
w/ Transfer	\$-	\$ 368,903	\$ 1,585,929	\$ 3,696,686	\$ 3,639,295	\$ 3,356,324
Diff.	\$-	\$ (524,650)	\$ (231,471)	\$-	\$-	\$-

Action Requested

Review and recommendation on the following resolution:

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 RSTP 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.

RSTP Budget Change & HIP Funds

TAC Meeting
May 11, 2021

Overview

- Allocations plans are developed from draft budget
- Final budget figures are different this year, requiring TPO to make changes to FY22 allocations
- New FY22 funding from Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 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 Budget Changes

- FY22 RSTP overallocated by **\$91,004**
- Staff has worked with VDOT to find a solution
- Proposed solution is to reduce FY22 and increase FY23 using balance entry funds on the same project
- For simplicity, staff is proposing to use UPC 13551
- Project has funding in both years and no issues were identified with this change
- Action needed by TPO June meeting

RSTP Budget Change

- Out year funding has increased significantly
- Additional funding will be allocated to the balance entry until options can be reviewed
- Below totals include all changes to UPC 13551

RSTP Reserve Balance

	FY22	FY23	FY24	FY25	FY26	FY27
Allocated Balance	\$0	\$368,903	\$1,585,929	\$3,696,686	\$3,639,295	\$3,356,324
Final Balance	\$0	\$1,824,360	\$3,158,681	\$5,296,173	\$5,265,974	\$5,010,657
Difference	\$0	\$1,455,457	\$1,572,752	\$1,599,487	\$1,626,679	\$1,654,333

New Funding Source - HIP

- Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021 included \$9.8 billion for Highway Infrastructure Program (HIP)
- RRTPO has **\$7,642,406** in additional HIP funding for FY22 to allocate
- Funds can be used for anything RSTP-eligible
- Funds must be obligated by Sept 2024
- Funds allocated to balance entry; Staff to bring recommendation this summer for TAC review

Action Requested

Review and recommendation on the following resolution:

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves the decrease of \$91,004 in FY22 allocations to UPC 13551 and the reallocation of \$91,004 in FY23 funding from the RSTP balance entry to UPC 13551

Draft Guidelines

TAC Meeting

May 11, 2021

Overview

- 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

Pre-Application Coordination

- Projects leading to construction must be coordinated with VDOT Richmond District
- Coordination includes cost/schedule validation; can include additional studies or concept refinement
- VDOT administered projects must match validated schedule and estimate
- Projects intended to be locally administered can be different; VDOT review helps quantify potential risk for cost increase

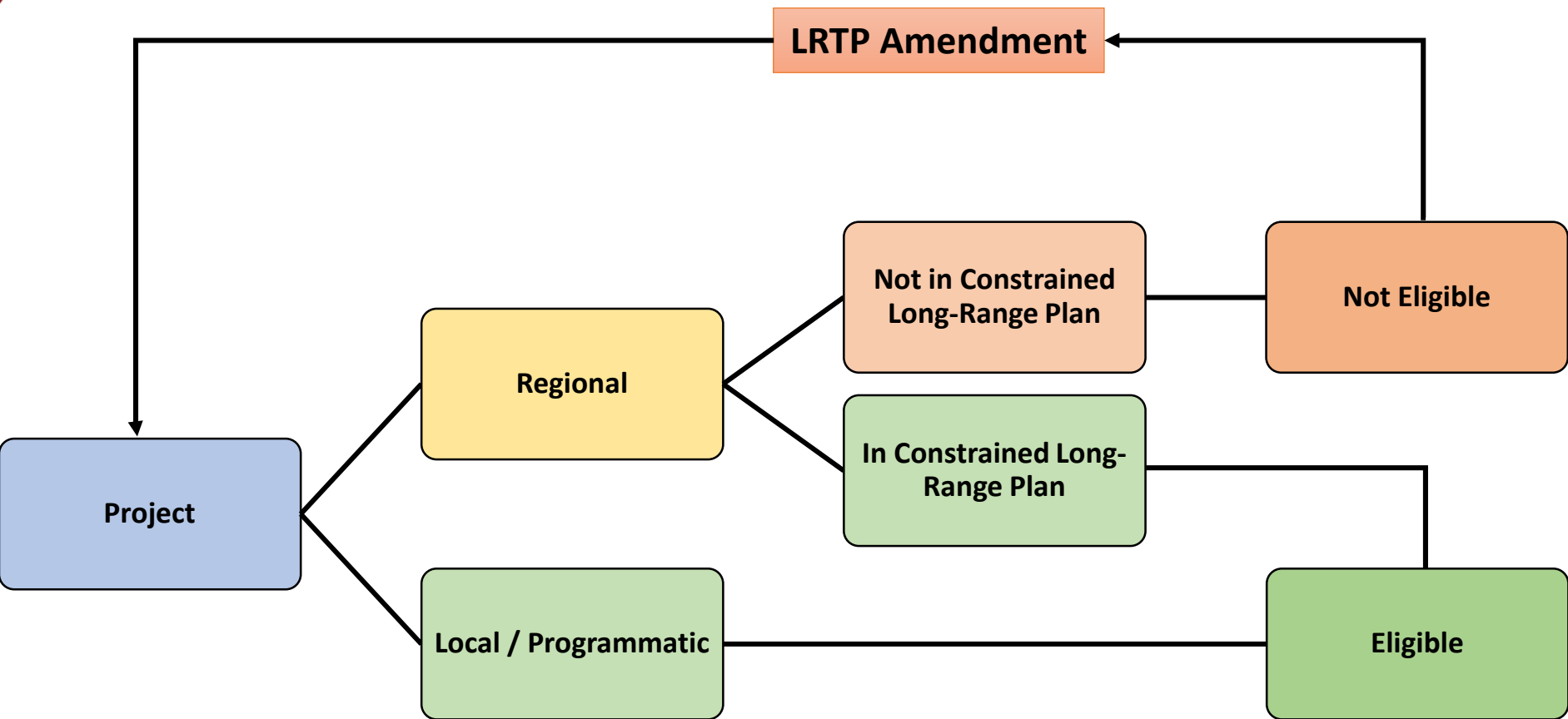
Applications

- 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 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 Measure	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 follow priority order as funding allows
- Allocations to existing projects, then new projects
- Target balance entry set 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 meeting

Please review draft and submit any questions or comments to staff; comments received by 5/26 can be included in the staff report