

AGENDA

RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

COMMUNITY TRANSPORTATION ADVISORY COMMITTEE

Thursday, January 21, 2021
12:00 p.m.

Members of the public may observe the meeting via YouTube Live Streaming on the [PlanRVA YouTube Channel](#). Opportunities for sharing comments are described in the [Public Participation](#) guide.

WELCOME AND INTRODUCTIONS

(Basham)

STATEMENT REGARDING VIRTUAL MEETINGS

(Parsons)page 1

ROLL CALL & CERTIFICATION OF A QUORUM

(Basham)

ACTION REQUESTED

A. ADMINISTRATION

1. Consideration of Amendments to the Meeting Agenda

(Basham)

2. Approval of the November 19, 2020 CTAC Meeting Minutes

(Basham)page 2

ACTION REQUESTED

3. Open Public Comment Period

(Basham/5 minutes).....

4. CTAC Chairman's Report

(Basham/5 minutes).....

5. RRTPO Updates

(Parsons/10 minutes).....page 7

a. RRTPO and TAC Meetings Report for November and December

b. Current Work Efforts

c. 2021 RRTPO Policy Board and Committees Meetings Schedule

d. CVTA Update

B. NEW BUSINESS

1. The Port of Virginia – Richmond Marine Terminal

(Barbara Nelson, Vice President, Government Affairs and Transportation Policy, Virginia Port Authority/30 minutes).....

- a. Connection Between RMT and Virginia’s International Gateway Terminals in Hampton Roads
(Dustin Rinehart, Director of State and Local Government Affairs).....
- b. Investments at RMT – Recent and Planned
(Christina Saunders, RMT Assistant Manager).....
- c. Economic Impact of RMT to the Region
(Laura Smith, Manager, Economic Development and Foreign Trade Zone Administrator).....

2. Federal Performance Measures Reporting

(Greta Ryan, PlanRVA and Andrew Pike, Office of Intermodal Planning and Investment (OIPI)/20 minutes).....page 14

C. OTHER BUSINESS

1. CTAC Announcements and Open Comment

(Basham/5 minutes).....

2. Future Meeting Topics

(Basham/5 minutes).....page 21

3. CTAC Member Comments

(Basham/5 minutes).....

4. Next Meeting: March 18, 2021

(Basham).....

D. ADJOURNMENT

KEL/nm
Attachments

pc: Patricia A. Paige, RRTPO Policy Board Chair
Jennifer DeBruhl, DRPT
Richard Duran, FHWA
Martha Heeter, RRPDC
Daniel Koenig, FTA

Liz McAdory, VDOT
Ron Svejksky, Tri-Cities MPO
CTAC Interested Parties
Area News Media

Opening Statement for Electronic Meetings

Due to the 2020 COVID-19 virus and current guidance regarding physical distancing to reduce the potential for spread, meetings of the Richmond Regional Planning District Commissions have transitioned to a virtual format in accordance with provisions of Virginia Code § 2.2-3708.2 and related legislation approved by the General Assembly of Virginia during the period of the Governor's State of Emergency Declaration for COVID-19.

While we meet in a remote/virtual format, we remain committed to public accessibility and opportunity to participate. Staff provided notice of this meeting to members and the public on January 14, 2021 through electronic posting on the PlanRVA website and email distribution of notice to members, alternates, and known interested parties, including the media.

This meeting will be recorded. Audio and visual recordings of the meeting and materials will be posted on the PlanRVA website within 48 hours of this meeting.

Any member of the public participating as an observer during the meeting today may submit comments or questions at any time prior to or during the meeting via email at rrtpoinput@PlanRVA.org. All comments and questions submitted at this time will be reviewed following the meeting and to the extent practical, responses will be provided or posted on the PlanRVA website.

We ask that members identify themselves first when speaking so we can more accurately record the activities of the meeting. All lines should be muted to minimize additional noise and feedback. You may unmute your line at any time to request acknowledgement from the Chair.

Please let us know if you have any questions regarding the process for assuring effective facilitation of this meeting or for how members of the public may participate.

By providing this statement, staff certifies that we have followed the approved procedures for appropriate notice of this meeting and the means by which we are convening.

Please indicate your presence by saying "HERE" when your name is called during a roll call. Anyone who wishes to identify themselves following the roll call of members will be invited to do so.

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
COMMUNITY TRANSPORTATION ADVISORY COMMITTEE (CTAC)**

**MINUTES OF MEETING
Zoom Virtual Meeting
November 19, 2020
12:00 p.m.**

MEMBERS and ALTERNATES (A) PRESENT:

Town of Ashland		Charles City County		Chesterfield County	
Upton S. Martin FY21 Vice Chair	x	Vacant		Susan Beals	x
				Herbert A. Richwine	x
				Starrie Jordan (A)	
Goochland County		Hanover County		Henrico County	
Robert L. Basham Jr. FY21 Chair	x	H. Charles Rasnick		James R. Barrett	x
				Amber B. Lancaster	x
New Kent County		Powhatan County		City of Richmond	
Lisa M. Guthrie	x	Thomas A. Fletcher		Sera Erickson	x
John P. Moyer (A)		Adam W. Sadler (A)		William Steele	
				Devon Barnhart (A)	
				Hwan Hill (A)	
Chamber RVA		Natl. Assoc. for the Advancement of Colored People (NAACP), Richmond Virginia Branch		League of Women Voters (LWV)	
John Easter	x	James J. Minor III		Virginia P. Cowles	x
Sam Mayman (A)		Walter L. Johnson Jr. (A)	x	Mary Crutchfield (A)	
RIC Area Bicycling Assoc. (RABA)		VA Assoc. of Railway Patrons (VARP)		Virginia Conservation Network (VCN)	
Lloyd Vye	x	Michael Testerman	x	Wyatt Gordon	
Champe M. Burnley (A)	x			Frederick S. Fisher (A)	
Virginia Commonwealth University (VCU)					
John D. Leonard	x				

The RRTPO Community Transportation Advisory Committee (CTAC) meeting was held by electronic communication means as set forth by the April 22, 2020 actions of the General Assembly in response to the continued spread of novel coronavirus, or COVID-19. The technology used for this 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. Voting record tables are included in Appendix A. A recording of this meeting is available on our [Plan RVA YouTube Channel](#).

CALL TO ORDER

The Richmond Regional Transportation Planning Organization (RRTPO) Community Transportation Advisory Committee Chair, Robert L. Basham Jr., presided and called the November 19, 2020 RRTPO CTAC meeting to order at 12:00 p.m.

ATTENDANCE ROLL CALL & CERTIFICATION OF MEETING QUORUM

Nicole Mueller, Program Coordinator, took attendance by roll call and certified that a quorum was present.

A. ADMINISTRATION

1. Consideration of Amendments to the Meeting Agenda

There were no requested changes to the meeting agenda. Seeing and hearing no objections the November 19, 2020 agenda was approved by acclamation as presented.

2. Approval of the September 17, 2020 RRTPO CTAC Meeting Minutes

There were no requested changes to the meeting minutes. Seeing and hearing no objections the September 17, 2020 CTAC meeting minutes were approved by acclamation as presented.

3. Open Public Comment Period

There were no requests to address the RRTPO Community Transportation Advisory Committee.

4. CTAC Chairman's Report – Chair Basham had nothing to report.

5. RRTPO Updates – Chet Parsons, RRTPO Secretary, reported as follows:

a. RRTPO Policy Board and TAC Meetings Report for September and October

The following major business and action items from the September 8, 2020 and October 13, 2020 RRTPO Technical Advisory Committee (TAC) meetings and the October 1, 2020 and November 5, 2020 RRTPO Policy Board meetings were included:

- Prioritization of VTrans Mid-Term Needs
- FY22 – FY27 RSTBG/CMAQ Schedule
- SMART SCALE Round 4 Local Project Endorsements
- I-95/RMT/Commerce Corridor Access Study
- Port of Virginia Update
- Complete Streets Guidance/Toolbox
- MPO Boundaries and Rural Jurisdictions

**A copy of the report given by Chet Parsons is available at [RRTPO Policy Board and TAC Meetings Report Page 8-11](#)

b. Current Work Efforts – Mr. Parsons highlighted several work efforts including:

- ConnectRVA 2045 Long-Range Transportation Plan
- Ashland Trolley Line Trail Study
- Regional Bicycle and Pedestrian Plan Update
- Ashland Complete Streets Pilot Project

- Active Transportation Work Group (ATWG)
- American Planning Association-Virginia Chapter Annual Conference
- Vision Zero Work Group
- Public Transportation Work Group
- RSTBG/CMAQ Work Group

**A copy of the report given by Chet Parsons is available at [Current Work Efforts Page 12-13](#)

B. PRIMARY MEETING TOPICS

1. Update on Connected and Autonomous Vehicles

Noah Goodall, Research Scientist at Virginia Transportation Research Council, provided an overview of automated shuttle deployment test programs in Virginia. He noted that VDOT was supporting a service at Joint Base Myer-Henderson Hall as well as the Fairfax County “Relay” automated shuttle program. Relay is an autonomous shuttle operating between the Dunn Loring Metro station and the Mosaic District. The pilot project is a partnership between Fairfax County, EDENS (Mosaic), VDOT, Virginia Tech Transportation Institute and George Mason University. The fully accessible shuttle is viewed as a test of a first/last mile travel option, connecting people from transit centers to employment and activity centers and residential communities. The purposes of the test include: (1) To learn more about how this technology can be safely and effectively used in the future; (2) to offer additional mobility solutions; (3) to help familiarize people with new transportation technologies; and (4) to encourage environmentally friendly transportation solutions. The pilot involves some 10 different agencies and organizations as well as federal, state and local regulatory agencies.

**A copy of the presentation given by Noah Goodall, Research Scientist, is available at [Presentation: Item B.1. Connected and Autonomous Vehicles](#)

2. ConnectRVA 2045 Update

Sulabh Aryal, Planning Manager, provided an update on the ongoing tasks associated with the development of the long-range transportation plan for the Richmond region, *ConnectRVA 2045*. He reviewed the outcomes of the screening and selection of the regionally significant transportation projects and the development process for the plan’s vision, goals and guiding principles. Mr. Aryal noted that the surveys and public input had helped with the development of five guiding principles: (1) safe, well-maintained and interconnected transportation; (2) choice among all travel options; (3) prioritize completion of regional bicycle and pedestrian networks; (4) equity and inclusion; and (5) alignment of transportation investment.

**A copy of the presentation given by Sulabh Aryal, Planning Manager, is available at [Presentation: Item B.2. ConnectRVA 2045 Update](#)

3. Complete Streets Guidance/Toolbox

Sara Rozmus, Planner, presented the background of the Complete Streets Guidance/Toolbox. The work effort has evolved from consideration of possible regional policy guidance through research of best practices to application in the Town of Ashland. The Ashland pilot project provided a foundation for the creation

of a toolbox in the form of best practice examples and specifications that can help implement a roadway network that is more complete and safer for all users. The toolkit will be used to help guide implementation of the Regional Bicycle and Pedestrian Plan.

** A link of the illustrated story map provided by Sara Rozmus is available here: [Complete Streets: An Overview of Complete Streets policy and practice in the Richmond Region](#)

4. Greater RVA Transit Vision Plan: Near-Term Strategic Technical Analysis

Barbara Jacocks, Principal Planner, summarized the background and recommendations of the Greater RVA Transit Vision Plan. The purpose of the plan was to analyze and recommend selected high-frequency routes for successful implementation in the near-term. Twelve corridors were initially selected in the first screening phase. In the second phase of analysis, access to community facilities, walkability, pedestrian networks, roadway suitability and ridership potential were all considered, and five corridors were recommended to move forward with more detailed capital and operating cost estimate development.

**A copy of the presentation given by Barbara Jacocks, Principal Planner, is available at [Presentation: Item B.4. Greater RVA Transit Vision Plan: Near-Term Strategic Technical Analysis](#)

5. I-95/RMT/Commerce Corridor Access Study

Chet Parsons, Director of Transportation, presented the findings and recommendations of the I-95/Richmond Marine Terminal/Commerce Road Corridor Access Study. The study was commissioned by VDOT in collaboration with PlanRVA and the Port of Virginia to identify and develop solutions to access and safety challenges in the area surrounding the I-95/Bells Road interchange and Commerce Road. In addition to documenting transportation safety and operation challenges, the plan has identified short- and long-term infrastructure improvements that will allow the corridor to reach its full economic potential.

The full report is attached on [page 18 of the November 19 RRTPO CTAC agenda packet](#), and a summary story map is linked [here](#) for your reference.

C. OTHER BUSINESS

1. CTAC Announcements and Open Comment

There were no requests to address the committee.

2. Future Meeting Topics – Chair Robert L. Basham Jr. noted future meeting topics included in the agenda package.

3. CTAC Member Comments

Announcement by Lisa Guthrie, Executive Director of the Virginia Transit Association: The Virginia Faces of Transit campaign is a coalition effort to highlight the importance that public transportation plays in strengthening our economy, improving our environment, increasing equity, and better connecting our communities.

More information on how to join this effort can be found here:

[Virginia Faces of Transit](#)

4. Next CTAC Meeting: January 21, 2021

Chairman Basham noted the next meeting will be held on January 21, 2021, beginning at 12:00 p.m. in Richmond, Virginia.

D. ADJOURNMENT

Chairman Basham adjourned the meeting at approximately 1:45 p.m. on November 19, 2020.

KEL/nm

MEMORANDUM

To: RRTPO Community Transportation Advisory Committee (CTAC)

From: Chet Parsons, RRTPO Secretary

Date: January 21, 2021

Subj: RRTPO Policy Board and TAC Meetings Report

The following presents a report on major business and action items from the November 10, 2020 and December 8, 2020 RRTPO Technical Advisory Committee (TAC) meetings and the December 3, 2020 and January 7, 2021 Richmond Regional Transportation Planning Organization (RRTPO) Policy Board meeting.

Prioritization of VTrans Mid-Term Needs

Chris Wichman, Senior Transportation Planner with the Office of Intermodal Planning and Investment (OIPI), provided an update on the approach for prioritizing the mid-term transportation needs, as well as how to find information online for review and feedback. Links to the events page and a .pdf of the slide deck to the OIPI events page are included below:

Link to event page:

<https://vtrans.org/get-involved/events/event?article=11-10-2020-Richmond-Regional-TPO-TAC---Draft-Policy-for-Prioritization-of-Mid-term-Needs>

Link to .pdf of slide deck:

https://dl.airtable.com/.attachments/7c65df61e59912f5581b6d557c9d0801/d8c69ffa/VTrans_Draft_Prioritization_Policy_Guide_RRTPO_11_10_2020.pdf

2020 Richmond Regional Structural Inventory and Assessment

BACKGROUND: Bridges, culverts, and tunnels (called structures collectively) are critical building blocks of an efficient transportation system. Bridge location, design, and structural health are a key element in planning and maintaining an effective transportation network. Bridge dependability is especially important in the Richmond region due to the relatively high number of bridges in a region with numerous interstate freeways and state highways, the crossroads of three major railroad systems, and multiple major rivers and the creeks and streams that feed them. Concerned about the number of aging bridges in the region and the apparent lack of funding for maintaining or replacing them, RRTPO has been tracking the condition and funding of the region's bridges since 2014.

The 2020 Richmond Regional Structural Inventory Assessment Report provides inventory of the structures in the Richmond region (i.e., Planning District 15) and includes VDOT system and non-VDOT system roads (i.e., Richmond and Ashland urban system, Henrico secondary system, RMTA, and private bridges and culverts). and identify those in poor condition (i.e., structurally deficient, weight posted, etc.). The report utilizes snapshot data captured from the online dashboard maintained by the Virginia Department of Transportation (VDOT) as of January 15, 2020.

The report also documents the Commonwealth's State of Good Repair (SGR) Prioritization Process Methodology for replacement and rehabilitation of structurally deficient state and locally owned bridges as adopted by the Commonwealth Transportation Board (CTB) and include a latest prioritized list for all VDOT-owned and locality-owned bridges in the Richmond region.

The list of structures in the region which are in the poor conditions will be fed into the ConnectRVA 2045 plan as bridge replacement/rehabilitation needs within the SGR funding pot.

** A copy of the draft report for review is available at:

[Draft RIC Regional Structural Inventory and Structural Assessment Report 2020](#)

MPO Boundaries and Rural Jurisdictions

With the advent of the Central Virginia Transportation Authority in 2020, Mr. David Williams, Board of Supervisors (Powhatan), requested that RRTPO staff consider the opportunity to expand the RRTPO boundary to match both the PlanRVA boundary and CVTA boundary – Planning District 15.

Since the October TAC meeting, staff held individual discussions with each of the four jurisdictions that hold both rural and urban area in the current MPO Study Area. This consideration does NOT include southern Chesterfield County, which shares geographic area between the Richmond and Petersburg urbanized areas. Each of the jurisdictions of Powhatan, Goochland, New Kent, and Charles City Counties supports the expansion of the MPO Study area to include the full geographic area of the counties. TAC considered all of the information presented above during its November meeting and recommended that the policy board proceeds with the process of changing its Metropolitan Planning Area as proposed, by a vote of 7Y, 3N, 2A.

At the December 3, 2020 meeting, the RRTPO Policy Board approved the update of the Metropolitan Planning Area boundary to include the entirety of Powhatan, Goochland, New Kent, and Charles City Counties and that the RRTPO supports the initiation of necessary procedures with the Virginia Department of Transportation, Federal Highway Administration, and the Governor of Virginia to officially recognize this boundary adjustment.

Virginia Department of Rail and Public Transportation Passenger Rail Update

The [Transforming Rail in Virginia Program](#), a rail improvement program that separates passenger and freight operations along the I-95, I-64, and I-85 corridors helps all services meet their distinct missions. The purpose of the program is to grow Virginia's economy and improve mobility by expanding and improving Amtrak, the Virginia Railway Express (VRE) and freight rail services (CSX).

**A copy of the presentation on "Transforming Rail in Virginia" provided by Jennifer Mitchell, Director of the Department of Rail and Public Transportation at the December RRTPO Policy Board meeting, is available at: [Presentation: Item B.1. DRPT Passenger Rail Update](#). A recording of the presentation can be found on the [PlanRVA YouTube](#) channel.

ConnectRVA 2045 Update – Vision, Goals & Objectives

BACKGROUND: ConnectRVA 2045 is the name of the new long-range transportation plan that is currently under development. The long-range transportation plan is the document which sets the vision for the next 20 years of transportation improvements in the region and includes a financially constrained list of projects which are expected to be built over that time period. The Long-Range Transportation Plan – Advisory Committee (LRTP-AC) spearheads the development of the LRTP with autonomy to make decisions guiding the process and outcomes. The 2045 LRTP is due by September 2021.

RRTPO conducted a series of public surveys from June through October. These surveys were targeted for public input in defining what vision, goals, and strategies should be for the plan. The surveys were successful with around 1500 completed surveys. Based on the results of these surveys, staff synthesized the responses and presented them to the LRTP-Advisory Committee for their input. With public and LRTP-AC input, staff has developed the draft Vision, Guiding Principles, Goals and Objectives for the plan.

At the December 3, 2020 meeting, the RRTPO Policy Board authorized a public review and comment period on the draft Vision, Guiding Principles, Goals and Objectives of the ConnectRVA 2045 plan to run from December 4, 2020 through December 18, 2020 and directed staff to take all necessary steps to facilitate this public review and comment period.

At the January 7, 2021 meeting, the RRTPO Policy Board reviewed and approved the draft Vision, Guiding Principles, Goals and Objectives of the ConnectRVA 2045 plan.

Richmond Regional Bicycle & Pedestrian Plan Update

The purpose of this project is to update the 2004 regional plan as a central component of the ConnectRVA2045 long range transportation plan. A [story map](#) of existing infrastructure, bike/ped features and statistics on bike/ped injuries and fatalities in the region continues to be updated and refined. Staff held a sixth steering committee meeting on December 8 to further review potential projects that create a regional network, present the vision, goals, objectives, and to discuss the biking Level of Stress data collected. Staff is planning for the next steering committee meeting in mid-January.

** A copy of the presentation provided by Barbara Jacocks, Principal Planner, at the December RRTPO TAC meeting is available at: [Presentation: Item 8. Regional Bicycle and Pedestrian Plan Update](#)

FY21 – FY24 TIP Amendments: VDOT Request

BACKGROUND: The RRTPO Policy Board received a request from VDOT to amend the TIP to add 11 new projects. Amendment details are outlined below:

11 New Projects:

- UPC 116651: #195 CIP CCTV Program UPC Funding Source Only – No obligations

- UPC 116652: #I95 CIP Changeable Message Signs Program UPC – No obligations
- UPC 116653: #I95 CIP Safety Service Patrols Program UPC – No obligations.
- UPC 116654: #I95 CIP Trip Towing Program UPC – No obligation
- UPC 116655: #I-95 CIP Towing Program-Program UPC – No obligations
- UPC 116656: #I95 CIP Variable Speed Limits Program UPC – No obligations
- UPC 116657: #I95 CIP Ramp Metering Program UPC – No obligations
- UPC 116658: #I95 CIP Geofenced Emergency Notifications Program UPC – No obligations
- UPC 116659: #I95 CIP Advanced Work Zone Technology Program UPC – No obligations
- UPC 116660: #I95 CIP Regional Multimodal Mobility Program UPC – No obligations
- UPC 116661: #I95 CIP Corridor Tech Improvements Program UPC – No obligations

At the January 7, 2021 meeting, the RRTPO Policy Board reviewed and approved the amended FY21 – FY24 Transportation Improvement Program (TIP) adding the 11 new projects.

CAP/nm

Current Work Efforts Update – Item A.5.b.

ConnectRVA 2045 Long-Range Transportation Plan

Staff developed the draft Vision, Guiding Principles, Goals and Objectives for the plan based on the public surveys and LRTP-Advisory Committee (AC) input and presented them to the RRTPO Policy Board on December 3. The RRTPO Policy Board authorized a public review and comment period on the draft Vision, Guiding Principles, and Goals and Objectives from December 4, 2020 through December 18, 2020, and directed staff to take all necessary steps to facilitate this review period.

Staff is also finalizing the list of regionally significant transportation projects which will be called the 'Universe of Projects'. Staff anticipate completing this list by January 2021. Staff presented the draft project scoring, ranking and prioritizing methodology to the LRTP-AC in their December meeting and anticipate getting their endorsement in January.

Ashland Trolley Line Trail Study

The Ashland Trolley Line Trail advisory group is working on the northernmost section of the recently named Fall Line trail (formerly Ashland to Petersburg). The localities along the corridor continue to identify segments of independent utility along the conceptual 14-mile route from Ashland to the City of Richmond. Several of these segments are the subject of funding applications either through the Transportation Alternatives (TA) program or SMART SCALE. The third program year of technical assistance through the National Park Service (NPS), [Rivers, Trails, and Conservation Assistance Program](#) will focus on obtaining design assistance and exploring trail management alternatives. Two story maps for the project have been developed to illustrate the importance and design potential, including [history of the trolley line](#) and a [design sketchbook](#). Staff is planning for a January group meeting.

Regional Bicycle and Pedestrian Plan Update

The purpose of this project is to update the 2004 regional plan as a central component of the ConnectRVA2045 long range transportation plan. A [story map](#) of existing infrastructure, bike/ped features and statistics on bike/ped injuries and fatalities in the region continues to be updated and refined. Staff held a sixth steering committee meeting on December 8 to further review potential projects that create a regional network, present the vision, goals, objectives, and to discuss the biking Level of Stress data collected. Staff is planning for the next steering committee meeting in mid-January.

Ashland Complete Streets Pilot Project

Complete streets guidelines, or a "tool-box" of resources, depicted through graphic and photographic examples are being prepared to serve as implementation support for the regional bike/ped plan. These images are intended to show specific locations where good standards have been implemented and where infrastructure improvements could incorporate complete streets elements for better solutions throughout the region. The illustrated [story map](#) is available for review and continues to be updated.

Active Transportation Work Group (ATWG)

Staff was not able to assemble a December meeting for the ATWG but hopes to schedule a January meeting and put together a full calendar of four meetings for 2021. Staff participated in the November meeting for the Henrico County Active Transportation Work Group, which is designed to advise the planning for a bicycle and pedestrian chapter of the county comprehensive plan. Henrico staff shared their document review for their planning, gave updates on bicycle and pedestrian projects in the county and on the work being done for the county's comprehensive plan.

Public Transportation Work Group

The next RRTPO Public Transportation Work Group meeting is scheduled for Tuesday, January 5, 2021 and will be a virtual meeting to begin work with the GRTC consultant on the Regional Public Transportation Plan.

Vision Zero Work Group

The next RRTPO Vision Zero Work Group meeting is scheduled for Thursday, January 14, 2021 and will be a virtual meeting to begin work with VDOT and their consultant on a regional action plan.

2021 RRTPO POLICY BOARD AND COMMITTEES MEETINGS SCHEDULE

BOARD / COMMITTEE	TIME	DATE											
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC
RRTPO Policy Board	9:30 AM	7	4	4	1	6	3	1	5	2	7	4	2
RRTPO Executive Committee	8:30 AM	7	4	4	1	6	3	1	5	2	7	4	2
Community Transportation Advisory Committee (CTAC)	12:00 PM	21		18		20		15		16		18	
Technical Advisory Committee (TAC)	9:00 AM	12	9	9	13	11	8	13	10	14	12	9	14

1. Meetings are held in the RRPDC board room and/or may be held by means of electronic communication.
2. Agendas, attachments and meetings calendar are posted on website www.PlanRVA.org
3. Members and alternates will be notified of meeting cancellation or time change.
4. No meeting is scheduled for months highlighted in gray.
5. Cxld: Meeting is canceled.

Note: The Richmond Regional Transportation Planning Organization (RRTPO) serves as the federally designated Metropolitan Planning Organization (MPO) for the Richmond Urbanized Area.

Richmond Regional Transportation Planning Organization
 c/o PlanRVA
 9211 Forest Hill Avenue
 Richmond, Virginia 23235
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www.PlanRVA.org



CTAC AGENDA 1/21/21; ITEM B.2.

FEDERAL PERFORMANCE MEASURES REPORTING

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: This is an information item; no action is requested.

BACKGROUND: Federal regulations require that states and MPOs report targets related to specific performance measures that help achieve national transportation goals. Once targets are established state DOTs and MPOs report annually on safety targets and every four years on asset condition and system performance targets.

The five safety performance targets the RRTPO will report on are:

- number of fatalities,
- rate of fatalities per 100 million VMT,
- number of serious injuries,
- rate of serious injuries per 100 million VMT, and
- number of nonmotorized fatalities and nonmotorized serious injuries.

The nine asset condition and system performance targets the RRTPO will report on are:

- Percentage of Pavement in Good Condition (Interstate)
- Percentage of Pavement in Poor Condition (Interstate)
- Percentage of Pavement in Good Condition (Non-Interstate NHS)
- Percentage of Pavement in Poor Condition (Non-Interstate NHS)
- Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)
- Percentage of Deck Area of Bridges in Poor Condition (NBI on NHS)
- Percentage of Person-Miles Traveled that are Reliable (Interstate)
- Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS)
- Truck Travel Time Reliability Index

The deadline for submitting the safety performance targets to VDOT is February 27, 2021. Attached is the submission letter VDOT has requested for this annual reporting effort.

The deadline for submitting the asset condition and system performance targets letter to OIPI is March 15, 2021. Attached is the submission letter OIPI has requested for this biennial reporting effort.

The deadline for submitting the asset condition and system performance target adjustment letter to OIPI is March 15, 2021. Attached is the submission letter OIPI has requested for this reporting effort.

GR

February 5, 2021

Mr. Raymond Khoury, P.E.
State Traffic Engineer
Traffic Engineering Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Dear Mr. Khoury:

The Richmond Regional Transportation Planning Organization submits this letter to the Virginia Department of Transportation (VDOT) to fulfill the March 2016 FHWA final rulemaking (23 CFR 490) for National Performance Measures for the Highway Safety Improvement Program (HSIP) target setting requirements. The Safety Performance rulemaking requires MPOs to agree to contribute to meeting the State DOT safety targets or to establish safety targets for each of the five safety measures including number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries.

The selected methodology and selected targets are outlined below acknowledging acceptance to support the VDOT statewide annual goal percent change, to set a numerical target for each performance measure specific to the MPO planning area, or any combination of these two methods for all five safety performance targets.

By establishing MPO safety targets, we agree to plan and program projects to contribute toward reducing fatalities and serious injuries on the transportation system.

Future Target Annual Percent Changes

The VDOT statewide and MPO annual goal percent changes and the projected change in VMT are provided in the following table. The MPO will use their own methodology.

Target Description	*Statewide Annual Goal Percent Change	MPO Adoption of Statewide Goal (Yes/No)	If No, Enter MPO Annual Goal Percent Change
Fatalities	+3.2%	No	-4.50%
Serious Injuries	-1.46%	No	-8.00%
Non-Motorized Fatalities and Serious Injuries	-0.80%	No	-5.00%
Vehicle Miles Traveled (VMT)	+1.07%	No	+1.07%

*A positive value represents an increase and a negative value represents a reduction in five-year averages each year from 2019 to 2021.

Additional Information on Methodology

The RRTPO used a trendline analysis using annual averages to arrive at the annual percent change goal in 2017 and continues to use those goals in setting annual targets.

2021 Safety Performance Targets

The following five-year average target values were calculated using the MPO annual goal percent changes or other methodology:

Target Description	Target Value
Fatalities	73
Fatality Rate	0.760
Serious Injuries	730
Serious Injury Rate	7.598
Non-Motorized Fatalities and Serious Injuries	101

We acknowledge MPO targets are reported to VDOT and will be made available to FHWA upon request. Our 2021 safety targets are submitted for each performance measure on all public roads within 180 days after the VDOT reported its statewide targets, which falls on **February 27, 2021**.

For questions or comments, please contact me at cparsons@PlanRVA.org and 804.924.7039.

Respectfully,



Chet Parsons, AICP CTP



Secretary
 Richmond Regional Transportation Planning Organization
 804.924.7039 (o) 804.677.9977 (m)

c/o PlanRVA
 9211 Forest Hill Avenue, Suite 200
 Richmond, Virginia 23235
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February 5, 2021

Margie Ray
Performance Measures Manager
Office of Intermodal Planning and Investment
1221 East Broad Street
Richmond, VA 23219

Dear Ms. Ray:

The Richmond Regional Transportation Planning Organization submits this letter to the Office of Intermodal Planning and Investment (OIPI) to fulfill the target setting requirements of the Federal Highway Administration’s (FHWA) January 2017 final rulemakings for National Performance Measures for asset condition and system performance. This letter satisfies the federal requirement for MPOs to report targets to their respective State DOT “in a manner that is documented and mutually agreed upon by both parties” (23 CFR §§490.107(c)(1)). Documenting the targets in this letter also allows for the State to provide MPO targets to FHWA, upon request, satisfying a reporting requirement of State DOTs (23 CFR §§490.105(f)(9)).

In accordance with 23 CFR §§490.105 and 490.107, targets for twelve federally mandated asset condition and system performance measures must be established and reported to FHWA every four years, beginning in 2018. Federal regulations require both State Departments of Transportation and Metropolitan Planning Organizations to set targets for the twelve measures (23 CFR §§490.105, 490.307, 490.407, 490.507, 490.607, 490.707, and 490.807).¹ The rule requires MPOs to establish targets by either (1) “agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT target” or (2) “committing to a quantifiable target for that performance measure for their metropolitan planning area” (23 CFR §§490.105(f)(3)). By supporting any of the State targets, we agree to plan and program projects to contribute toward achieving the State target.

Asset Condition Methodology Summary

	VDOT	MPO	If MPO, please describe the methodology
Percentage of Pavement in Good Condition (Interstate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Pavement in Poor Condition (Interstate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Pavement in Good Condition (Non-Interstate NHS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Pavement in Poor Condition (Non-Interstate NHS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Deck Area of Bridges in Poor Condition (NBI on NHS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

¹ The performance measures for peak hour excessive delay, non-single occupancy vehicle use, and emission reductions are only required in the Washington, DC-MD-VA urbanized area, which is represented by the Metropolitan Washington Council of Government.

System Performance Methodology Summary

	VDOT	MPO	If MPO, please describe the methodology
Percentage of Person-Miles Traveled that are Reliable (Interstate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Truck Travel Time Reliability Index	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Selected Targets (*default is State target*)

Measure	4-Year Target
Percentage of Pavement in Good Condition (Interstate)	45%
Percentage of Pavement in Poor Condition (Interstate)	<3%
Percentage of Pavement in Good Condition (Non-Interstate NHS)	25%
Percentage of Pavement in Poor Condition (Non-Interstate NHS)	<5%
Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)	30.5%
Percentage of Deck Area of Bridges in Poor Condition (NBI on NHS)	3%
Percentage of Person-Miles Traveled that are Reliable (Interstate)	82%
Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS)	82.5%
Truck Travel Time Reliability Index	1.56

We acknowledge MPO targets are reported to the State and will be made available to FHWA upon request. Our targets are submitted for each performance measure within 180 days of the State establishing its statewide targets, which falls on March 15, 2021.

For questions or comments, please contact me at cparsons@PlanRVA.org and 804.924.7039.

Respectfully,



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Dear Ms. Ray:

The Richmond Regional Transportation Planning Organization submits this letter to the Office of Intermodal Planning and Investment (OIP) to fulfill the requirements of the Federal Highway Administration's (FHWA) January 2017 final rulemakings for National Performance Measures for asset condition and system performance.

On September 16, 2020, the Commonwealth Transportation Board approved an adjustment to Virginia's 4-year target for one federal performance measure: percentage of deck area of bridges in good condition (National Bridge Inventory (NBI) on the National Highway System (NHS)). The adjustment met federal requirements for target adjustments (23 CFR §490.107(b)(2)(E)).

MPOs have until March 15, 2021 (180 days from September 16, 2020) to "report to the State DOT whether it will either: (i) Agree to plan a program of projects so that they contribute to the adjusted State DOT target for that performance measure; or (ii) Commit to a new quantifiable target for that performance measure for its metropolitan planning area" (23 CFR §490.105(f)(7)). By supporting the adjusted State target, we agree to plan and program projects to contribute toward achieving the State target.

This letter satisfies the federal requirement for MPOs to notify the state whether they intend to support the state's adjusted target for the percentage of deck area of bridges in good condition (NBI on NHS) or set a new target for their region.

Asset Condition Performance Measure	Established 4-year Target (2021)	Adjusted 4-year Target (2021)	Support Adjusted State Target	Set New Target for Region
Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)	33.0%	30.5%	Yes	No

We acknowledge MPO targets are reported to the State and will be made available to FHWA upon request.

For questions or comments, please contact me at cparsons@PlanRVA.org and 804.924.7039.

Respectfully,



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CTAC FUTURE MEETING TOPICS*; ITEM C.2.

18 March 2021

- GRTC
- High Speed Passenger Rail
- General Assembly Update

20 May 2021

- Telework and Its Implications on Commercial Office Space
- RIC Ground Transportation and Parking
- Richmond Regional Structural Inventory & Assessment Report 2020

15 July 2021

- VDOT Richmond District Traffic Management Center Tour
- Super Streets
- VTrans Update

16 September 2021

- Drive to Work
- Trucks and Traffic Safety

18 November 2021

Revised

1-14-21

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