



MEMORANDUM

To: RRTPO Community Transportation Advisory Committee (CTAC)
From: Chet Parsons, RRTPO Secretary
Date: March 12, 2020
Subj: March CTAC Meeting Cancellation

Because of ongoing and expanding threats related to COVID-19 (coronavirus), PlanRVA/RRTPO has altered our meeting calendar to help protect the health, well-being, and safety of our staff, and those in the community we serve. We will continue to evaluate our meeting schedule in consideration of the changing health dynamics of our region as well as policy guidance from our local, state and federal partners.

The regular March meeting of the Community Transportation Advisory Committee has been cancelled. Please contact Ken Lantz at klantz@planrva.org or 804.323.2033 for more information.

An information packet can be found on the PlanRVA website at the following address:

[CTAC Information Packet](#)

Guidance and recommendations about COVID-19 as well as updated reports are available at [Virginia Department of Health: CORONAVIRUS DISEASE 2019 \(COVID-19\)](#)

CAP/nm

AGENDA

**RICHMOND REGIONAL
 TRANSPORTATION PLANNING ORGANIZATION (RRTPO)**

**COMMUNITY TRANSPORTATION
 ADVISORY COMMITTEE (CTAC)**

**Thursday, March 19, 2020
 12:00 p.m.**

PlanRVA James River Board Room

Lunch provided for CTAC members and alternates, staff and invited guests.

PLEDGE OF ALLEGIANCE

A. ADMINISTRATION

Page(s)

- | | |
|--|--------------|
| <p>1. Approval of the March 19, 2020 CTAC Meeting Agenda
 <i>(Herbert Richwine)</i>.....</p> <p>ACTION REQUESTED</p> | <p>—</p> |
| <p>2. Approval of the January 16, 2020 CTAC Meeting Minutes
 <i>(Richwine)</i>.....</p> <p>ACTION REQUESTED</p> | <p>1 – 4</p> |
| <p>3. Open Public Comment Period
 <i>(Richwine/5 minutes)</i>.....</p> | <p>—</p> |

B. PRIMARY MEETING TOPICS

- | | |
|--|----------|
| <p>1. General Assembly 2020 Session Legislative Update
 <i>(John Easter, ChamberRVA, and Lisa Guthrie, Virginia Transit Association/ 20 minutes)</i>.....</p> | <p>—</p> |
| <p>2. ConnectRVA 2045 Update - Community Impacts and Public Participation
 <i>(Myles Busching/15 minutes)</i>.....</p> | <p>5</p> |
| <p>3. Greater RVA Transit Vision Plan Phase 2: Evaluating High-Frequency Corridors for Near-Term Implementation
 <i>(Barbara Jacocks/10 minutes)</i>.....</p> | <p>—</p> |

4. FY21 Unified Planning Work Program Priorities <i>(Chet Parsons/10 minutes)</i>	6 - 7
5. RSTBG and CMAQ Funded Projects Endorsement <i>(Busching/10 minutes)</i>	8 - 11

C. OTHER BUSINESS

1. CTAC Chairman’s Report <i>(Richwine/5 minutes)</i>	
2. RRTPO Updates <i>(Parsons/10 minutes)</i>	12 – 19
a. RRTPO and TAC Meetings Report for February	
b. Current Work Efforts	
3. CTAC Announcements and Open Comment <i>(Richwine/5 minutes)</i>	–
4. Future Meeting Topics <i>(Richwine)</i>	20
5. Next CTAC Meeting: May 21, 2020 <i>(Richwine)</i>	–
6. Other Business <i>(Richwine)</i>	–

D. ADJOURNMENT: Scheduled for 1:30 p.m.

KEL/nm
Attachments

pc: John H. Hodges, RRTPO policy board Chair
Jennifer DeBruhl, DRPT
Richard Duran, FHWA
Daniel Koenig, FTA
Ron Svejksky, Tri-Cities MPO

Liz McAdory, VDOT
Martha Heeter, RRPDC
CTAC Interested Parties
Area News Media

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

**MINUTES OF MEETING
January 16, 2020**

MEMBERS PRESENT

REPRESENTING

Herbert A. Richwine (**Chairman**)..... Chesterfield County
Robert L. Basham, Jr. (**Vice Chairman**)..... Goochland County
James R. Barrett..... Henrico County
Virginia P. Cowles..... League of Women Voters
John Easter ChamberRVA
Sera Erickson..... City of Richmond
Thomas A. Fletcher Powhatan County
Jonathan Jackson..... Chesterfield County
Walter L. Johnson (Alternate)..... National Association for the Advancement of Colored People
Amber B. Lancaster Henrico County
John D. Leonard..... Virginia Commonwealth University
Upton S. Martin..... Town of Ashland
Charles Rasnick..... Hanover County
William Steele..... City of Richmond
Michael Testerman..... Virginia Association of Railway Patrons
Lloyd Vye Richmond Area Bicycling Association

ALTERNATE PRESENT, NOT VOTING

REPRESENTING

Hwan Hill (Alternate)..... City of Richmond

CALL TO ORDER

Herbert A. Richwine, CTAC Chairman, called the January 16, 2020 CTAC meeting to order at approximately 12:00 p.m.

PLEDGE OF ALLEGIANCE

All present stood and recited the Pledge of Allegiance.

A. ADMINISTRATION

- 1. Approval of January 16, 2020 CTAC Meeting Agenda** – There was a request to switch the order of agenda items. Ken Lantz requested agenda item B.2. 2019 Coordinated Human Service Mobility Plan as the first primary meeting topic followed by agenda item B.3. Overview of Section 5310 Program and FY-21 Applicants and moving agenda item B.1. Hanover DASH Specialized Transportation Service as the third item under primary meeting topics.

On motion of Virginia Cowles, seconded by William Steele, CTAC unanimously approved the January 16, 2020 meeting agenda as revised.

- 2. Approval of the November 21, 2019 CTAC Meeting Minutes** - On motion of Walter L. Johnson, seconded by Robert L. Basham, Jr., CTAC approved the November 21, 2019 CTAC meeting minutes as presented.

- 3. Open Public Comment Period** – There were no requests to address CTAC.

B. PRIMARY MEETING TOPICS

- 1. 2019 Coordinated Human Service Mobility Plan** – Brittany Voll, Department of Rail and Public Transportation, reviewed the process for developing the 2019 update of the Coordinated Human Service Mobility Plan. The Plan recognizes transportation needs of specialized populations and recommends approaches to meeting their needs. The approach for the update was to develop one statewide plan with six regional elements. Major statewide recommendations include developing a statewide steering committee as well as regional advisory committees. They will coordinate funding across state and federal programs and continue discussions with transportation network companies and other alternative providers. Recommended Central Region actions include ensuring drivers are equipped with the training and resources to manage and provide aid to passengers and ramp up grassroots work with senior centers, doctor's offices, living facilities and other relevant or potential partners. Work with local jurisdictions to include human services transportation into local transportation planning.
- 2. Overview of Section 5310 Program and FY-21 Applicants** – Ken Lantz, Mobility Coordinator, provided an overview of the Section 5310 Program and FY-21 applicants. The program's intent, funding apportionments and project priorities, were covered along with the estimated funding level for FY-21. It was noted that as of early January, the RRTPO received notices of intent to apply for funds from six area agencies and organizations; the total amount requested was \$1.2 million. Proposed uses of the funds include operating assistance and mobility management and the acquisition of a total of eight vehicles.
- 3. Hanover DASH Specialized Transportation Service** – Hanover County Deputy Manager Jim Taylor provided information on the Hanover DASH Specialized Transportation Service. He presented an overview of the program design, the service area, and how to implement the program using the grant award. DRPT provided seed money to hire a consulting firm to provide research and analysis and to assist in applying for a grant. According to a 2019 Richmond Regional Planning District study, Hanover County has the highest percentage of persons over age 65 of the nine localities in the planning district. Almost 10 percent of Hanover's population has a disability, and over 1,000 households do not have access to a vehicle. The Hanover DASH Transportation Program provides curb-to-curb service for qualified individuals for medical appointments, personal business, shopping, and social programs. At this time, the Program cannot be used for employment transportation. The service area includes all of Hanover and a seven-mile buffer beyond the county boundary. This is a board initiative for the current fiscal year. The service was launched December 12, 2019 and has provided 124 rides through January 15, 2020.

4. **Public Participation Plan Update** – Myles Busching, Transportation Planner, provided an overview of the RRTPO Public Engagement Plan during the November 21, 2019 CTAC meeting which will replace the current Public Participation Plan. He noted that the RRTPO is currently seeking input on the Plan which is open for public comment on the PlanRVA website. The public comment period closes on January 24, 2020. There were no comments from CTAC.

C. OTHER BUSINESS

1. **CTAC Membership Update** – Chet Parsons, RRTPO Secretary, briefly summarized the components of the memorandum on CTAC membership recommendations. The item will be on the agenda for the next CTAC meeting with a full recommendation of the needed changes. The main components included the history of the recommended consolidation of the CTAC and EDAC membership as well as recommendations regarding CTAC committee membership. Staff would like to make the following recommendations regarding the membership of CTAC:
 - a. Adding Senior Connections, Resources for Independent Living, and CAPUP as members of CTAC.
 - b. Establish a Transportation Equity Workgroup.
 - c. Work with the current CTAC member organizations to fill member and alternate vacancies.
2. **CTAC Chairman's Report** – Chairman Richwine shared that the RRTPO policy board did not meet in January. The Chairman discussed the creation of a transportation authority and GRTC transportation improvements to limit bus transfers.
3. **RRTPO Updates** – Chet Parsons, RRTPO Secretary, reported as follows:
 - a. **RRTPO policy board and TAC Meetings Report for January** – Reviewed several items from the staff report starting on page four of the agenda package:
 - o FY20 UPWP Budget Amendment to the existing Unified Planning Work Program incorporating additional FTA Section 5303 Carryover funds into the UPWP budget to be used in several work tasks including our long-range plan update.
 - o Transportation Performance Measures – 2019 Report consists of all performance measures tracked by the RRTPO and an analysis of the trends that define the region's multimodal transportation system performance. Chet Parsons referred to the link provided in the agenda to view the report.
 - o SMART SCALE Local and Regional Projects Discussion
 - 30-day window to submit pre-applications
 - The next TAC meeting is on February 11, 2020.
 - Additionally, Virginia Cowles shared concerns of the League of Women Voters about safe pedestrian access to transit. Chet Parsons recommended reaching out to supervisors or staff at the local level about prioritizing SMART SCALE.

b. Current Work Efforts – Highlighted several work efforts including:

- a. Park and Ride Investment Strategy Study
 - Adopted by the policy board on 5 December
 - Chet Parsons referred to link on the agenda and PlanRVA website.
- b. Long-Range Transportation Plan
 - Officially titled ConnectRVA2014 with a website and an advisory committee which will meet on January 23, 2020.
- c. Ashland to Petersburg Trail Study
 - The VDOT consultant team finishes current study at the end of the month with a final report which can then be used in a Smart SCALE application.

4. CTAC Announcements and Open Comment – The following comments were shared by CTAC members:

Ken Lantz reported on major transportation legislation under consideration during the 2020 General Assembly Session:

- HB 1414: Restructures the transportation funding system in the Commonwealth and establishes a new Virginia Passenger Rail Authority.
- HB 1439: Adopts several safety initiatives and creates new transportation safety programs.
- HB 1541: Creates the Central Virginia Transportation Authority. The Authority will administer transportation funding generated through the imposition of an additional regional 0.7 percent sales and use tax and a 2.1 percent wholesale gas tax.

5. Future Meeting Topics – Chairman Richwine noted Future Meeting Topics included in the agenda package.

6. Next CTAC Meeting: March 19, 2020 – Chairman Richwine noted the next meeting date.

7. Other Business

- Michael Testerman noted that an error in the November 21, 2019 meeting minutes shows the next meeting as November 21, 2019; the meeting was actually scheduled for January 16.
- Mr. Parsons announced that RRTPO Program Assistant Sharon Robeson will retire on January 31 and will be replaced by Nicole Mueller.

D. ADJOURNMENT

Chairman Richwine adjourned the meeting at approximately 1:25 p.m.

KEL/nm

CTAC AGENDA 3/19/20; ITEM B.2.

CONNECTRVA 2045 UPDATE: COMMUNITY IMPACTS AND PUBLIC PARTICIPATION

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: No Action Requested.

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.

At their March 5, 2020 meeting, the RRTPO policy board voted to adopt a new general Public Engagement Plan. The new engagement plan calls for the development of a specific engagement strategy for each planning process. Consistent with that requirement, a public engagement strategy, attached to this report, has been developed for ConnectRVA 2045.

The engagement strategy follows the general project development schedule and consists of five (5) separate phases. The first phase is visioning and needs identification. The second phase is developing a strategic direction, including goals and performance measures. The third phase is developing projects and cost estimates. Fourth, projects are evaluated and prioritized. Finally, the plan will be formally reviewed and adopted by the TPO. For more information about the engagement efforts for each phase, please see the attached Public Engagement Strategy.

Attachment by digital link: [ConnectRVA 2045 Public Engagement Strategy](#)
[ConnectRVA 2045 Website](#)

TAC AGENDA 3/19/2020; ITEM B.4.

FY21 UNIFIED PLANNING WORK PROGRAM (UPWP) PRIORITIES

Richmond Regional Transportation Planning Organization

BACKGROUND: The FY21 UPWP is the RRTPO budget and work program for the upcoming fiscal year which begins on July 1, 2020 and concludes on June 30, 2021. Activities programmed in the UPWP address federal and state planning and programming requirements and address regional transportation planning issues and needs. Additionally, the UPWP addresses federal and state RRTPO planning and programming requirements which are required as a condition for the state and region to remain eligible for federal-aid highway and transit funds. The funding sources supporting the RRTPO program activities come from federal, state, and local funds.

The FY21 UPWP will continue to be organized with focus on four core program areas: Program Support and Administration, General Development and Comprehensive Planning, Long-Range Transportation Planning, and Short-Range Transportation Planning. Program Support and Administration is the policy, management and operations platform that supports the remaining three program areas. The program objectives, work elements, responsibilities, budgets, products and schedules are included within each core program area. In addition to grouping work tasks into four core areas, the UPWP also shows connections to the PlanRVA Rural Transportation work tasks.

Funding Sources: The two primary funding sources supporting the work program are FHWA/PL funds and FTA Section 5303 funds. These funds are matched by state and local sources on an 80% federal (FHWA and FTA) 10% state (VDOT and DRPT), and 10% local (RRPDC member dues and RRTPO special assessment) basis. Additional funding has been available in prior years through FHWA/RSTP which fund consultant planning to address work program priority projects. These funds are matched by state sources with 80% federal funding (FHWA) and 20% state funding (VDOT). The FHWA/PL and FTA/5303 funding allocations are anticipated to be confirmed in spring 2019. These combined fund sources will be used to develop a preliminary budget that will be presented to the RRTPO for approval.

The TAC typically begins discussion each year in November regarding high level priorities which gives guidance to staff in building out a draft work program in greater detail for review and reconciliation with available funding in the spring. In order to stimulate some discussion and to set a general discussion to keep the development of the FY21 UPWP on target, the following priorities were collected based on prior year priorities and current year discussions at RRTPO meetings.

Potential Work Program Priorities

Review with intention all recommendations of the Richmond, VA TMA Certification Review, Advance where appropriate activities that received commendation and Continue compliance with and implementation of FAST Act and USDOT Priorities

- Review and address recommendations following the August 2017 federal certification review.
- Identify commendations which should be incorporated as ongoing activities and priorities.

Continuation of Existing Work Efforts

- Continue to strengthen the Regional Travel Demand Model to support transportation planning, research and analysis, including small area, sub-area, corridor and scenario planning tasks
- Advance the recommendations from prior year studies (Regional Park and Ride Study, Transit Vision Plan Short-Range Priorities, Complete Streets Pilot Project, etc.) into project applications, policies or other planning efforts
- Continue advancing the regional Ashland to Petersburg Trail route with local, regional, state and national partners and evaluate opportunities for funding.
- Continue development of the Long-Range Transportation Plan (ConnectRVA 2045) including Issues Identification, Project Alternative Development, Recommended Projects, and Project Investment Evaluation and Priorities.
- Re-tool public engagement and outreach for the RRTPO and ensure compliance with Title VI, Environmental Justice and Low Literacy/Limited English Proficiency requirements.

FY21 Focal Areas

- ***ConnectRVA2045.*** This work effort will continue staff focus on development of the next Long-Range Transportation Plan for the Richmond region.
- ***Transportation investments to capitalize on regional commerce, workforce mobility and accessibility.*** This work effort will include planning activities involving freight, transit, multimodal connectivity, and equity.
- ***Expanding access to transit through multimodal connectivity.*** This work effort will include planning activities focused on development of a regional bicycle and pedestrian plan and further refinement of regional transit priorities. The regional bicycle pedestrian plan will coordinate with priorities of the RRTPO Active Transportation Work Group and transit priorities will be coordinated between GRTC and RRTPO leadership.
- ***Increasing opportunity for residents of the region to engage in public planning processes.***
This work effort will include strategies to increase engagement and participation of residents and stakeholders of the region in regional transportation planning efforts.
- ***Identify strategies for improving identified performance measures including Safety and Security, Congestion Mitigation and System Reliability, Freight Mobility, Multimodal Connectivity and Access to Employment.*** This work effort will include coordination with other regional partners to identify creative projects and solutions for desired transportation outcomes in the Region.

CAP

CTAC AGENDA 3/19/20; ITEM B.5.

FY21 - FY26 RSTP/CMAQ PROJECT PRIORITIZATION

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: No Action Requested.

BACKGROUND: Selecting and prioritizing projects for funding is one of the primary roles of the RRTPO in developing the regional transportation system. Projects selected by the RRTPO to receive funding are included in the Six-Year Improvement Program (SYIP) for adoption by the Commonwealth Transportation Board (CTB). Development of the SYIP is scheduled to occur a month later this year compared to recent years. The available RSTP and CMAQ funding for FY21 and projected funding for FY22 – FY26 are not yet available.

Given these developments, VDOT has requested the RRTPO use a two-step approach to allocations for new projects this year. The first step, detailed in the sections below, is prioritizing projects for funding. RRTPO staff will work with VDOT to program the projects based on the adopted priorities, existing project needs, and the availability of funds. This funding program will be adopted by the RRTPO after another TAC review.

Regional Surface Transportation Program (RSTP)

The Surface Transportation Block Grant (STBG) offers a flexible source of funding to states for transportation projects. Under the formulas established in the Fixing America's Surface Transportation (FAST) Act, the Richmond region receives approximately \$20M each year in STBG funding to address regional transportation issues.

For the FY21 – FY26 cycle, member governments and agencies submitted 24 applications for new projects and requests for two (2) existing projects. The new projects include ten (10) highway projects, eight (8) bicycle and pedestrian projects, and six (6) planning studies. All projects were evaluated using the criteria in the project selection guidelines by a scoring team of eight (8) people drawn from RRTPO staff, VDOT Richmond District staff, and DRPT staff.

Beyond the scores, the prioritization factors in other committed funding, project schedules, the potential for leveraging funds, and the project sponsor's previous record of progress. The TAC recommended prioritization of new RSTP projects is shown in Attachment 1.

Congestion Mitigation and Air Quality (CMAQ)

The Congestion Mitigation and Air Quality (CMAQ) program is a funding dedicated to improving air quality in regions that are not (or formerly were not) in attainment with national air quality standards. The Richmond region currently receives around \$8M each year in CMAQ funding.

CTAC Agenda Item B.5. – RSTP/CMAQ Project Prioritization
March 19, 2020

For the FY21 – FY26 cycle, member governments and agencies submitted 17 applications for new projects in addition to the three (3) existing projects. The new projects include eight (8) highway projects, eight (8) bicycle and pedestrian projects, and one (1) transit project. All of the projects were evaluated for potential reduction of ozone precursors with the help of VDOT's Environmental Division.

Beyond the ranking, the prioritization factors in other committed funding, project schedules, the potential for leveraging funds, and the project sponsor's previous record of progress. The recommended prioritization of all CMAQ projects is shown in Attachment 2.

Attachments

CANCELLED

ATTACHMENT 1: TAC RECOMMENDED PROJECT PRIORITIZATION – RSTP

Jurisdiction	Project	Type	Rank	Priority	Flexible	Notes
RRTPO	RRTPO Scenario Planning Pilot	Study	1	1	No	
Henrico	W Broad St Intersection Improvements at Dominion and Cox	Highway	2	2	Yes	
Chesterfield	US 360 Superstreets Study	Study	3	3	No	
Chesterfield	Route 1 (Marina Drive - Merriewood Road) Shared-Use Path	Bike/Ped	4	4	No	Smart Scale funded project; request covers cost overrun
Chesterfield	Route 60 Corridor Improvement Study	Study	5	5	Yes	
Henrico	W Broad St Pedestrian and Transit Improvements - Glenside Dr to Parham Rd	Bike/Ped	6	6	Yes	
Chesterfield	Route 1 (Holiday Lane - Willis Road) Shared-Use Path	Bike/Ped	8	7	Yes	
Chesterfield	Route 60 (Providence Road - Ruthers Road) Shared-Use Path	Bike/Ped	9	8	Yes	
Richmond	Hull Street Project Phase II Chippenham Pkwy to Hey Rd	Highway	10	9	Yes	
Henrico	Springfield Road Intersection Improvements	Highway	11	10	Yes	
Henrico	Rt 33-60-Beulah Roundabout (PE only)	Highway	12	11	Yes	
Henrico	Magellan Parkway Extension Project (PE only)	Highway	13	12	Yes	PE-Only; Smart Scale leverage
Goochland	IJR - Route 288 (West Creek Area)	Study	13	13	Yes	
Chesterfield	Centralia Road at Old Wrexham Road Roundabout	Highway	16	14	Yes	
Henrico	Nuckols Road Pedestrian Improvements	Bike/Ped	17	15	Yes	
Chesterfield	Old Bermuda Hundred Road at Ramblewood Drive Roundabout	Highway	19	16	Yes	
Henrico	Brook Road & Hilliard Road Trail	Bike/Ped	20	17	Yes	
Ashland	Vaughan Road Overpass (PE only)	Highway	22	18	Yes	PE-Only; Smart Scale leverage
Ashland	Ashcake Road Pedestrian Improvements	Bike/Ped	23	19	Yes	
Chesterfield	Brad McNeer Parkway Access Management and Roundabout	Highway	24	20	Yes	
Richmond	Hey Road Improvement	Highway	15	21	Yes	Potential for significant increases if funded
Richmond	Multimodal Transportation Plan Update	Study	18	22	No	Project starting in FY20
Chesterfield	Ashland-to-Petersburg Trail Study	Study	21	23	Yes	Scope mirrors VDOT study
Chesterfield	Route 1 (Gettings Lane - Dwight Avenue) Sidewalk/Bike Improvements	Bike/Ped	7	24	Yes	TA Set-Aside Funded

ATTACHMENT 2: TAC RECOMMENDED PROJECT PRIORITIZATION – CMAQ

<u>Jurisdiction</u>	<u>Project</u>	<u>Status</u>	<u>Type</u>	<u>Rank</u>	<u>Priority</u>	<u>Flexible</u>	<u>Notes</u>
RideFinders	Air Pollution Reduction Program	Existing	TDM	1	1	Yes	Existing; fund before new
Richmond	Employee Trip Reduction Program	Existing	TDM	2	2	Yes	Existing; fund before new
Richmond	Richmond Signal System – Phase III	Existing	Highway	3	3	Yes	Existing with expanded scope
Richmond	Richmond Signal System – Phase IV	New	Highway	3	4	Yes	
Henrico	W Broad St Pedestrian and Transit Improvements - Glenside to Parham	New	Bike/Ped	5	5	Yes	
Chesterfield	Route 1 (Marina Drive - Merriewood Road) Shared-Use Path	New	Bike/Ped	6	6	No	Smart Scale funded project; request covers cost overrun
Henrico	Nuckols Road Pedestrian Improvements	New	Bike/Ped	7	7	Yes	
Henrico	Brook Road & Hilliard Road Trail	New	Bike/Ped	8	8	Yes	
Chesterfield	Old Bermuda Hundred Road at Ramblewood Drive Roundabout	New	Highway	8	9	Yes	
Henrico	Rt 33-60-Beulah Roundabout (PE only)	New	Highway	11	10	Yes	
Chesterfield	Brad McNeer Parkway Access Management and Roundabout	New	Highway	12	11	Yes	
Chesterfield	Route 1 (Holiday Lane - Willis Road) Shared-Use Path	New	Bike/Ped	13	12	Yes	
Chesterfield	Route 60 (Providence Road - Ruthers Road) Shared-Use Path	New	Bike/Ped	14	13	Yes	
Henrico	W Broad St Intersection Improvements at Dominion and Cox	New	Highway	14	14	Yes	
Ashland	Ashcake Road Pedestrian Improvements	New	Bike/Ped	16	15	Yes	
Henrico	Springfield Road Intersection Improvements	New	Highway	17	16	Yes	
Chesterfield	Centralia Road at Old Wrexham Road Roundabout	New	Highway	18	17	Yes	
Richmond	Connected and Autonomous Vehicles	New	Highway	N/A	18	No	No flexibility in schedule
Chesterfield	Route 1 Transit Operations	New	Transit	19	19	No	Ridership estimates show increased emissions
Chesterfield	Route 1 (Gettings Lane - Dwight Avenue) Sidewalk/Bike Improvements	New	Bike/Ped	10	20	Yes	TA Set-Aside funded

MEMORANDUM

To: RRTPO Citizens Transportation Advisory Committee (CTAC)

From: Chet Parsons, RRTPO Secretary

Date: March 12, 2020

Subj: RRTPO Policy Board and TAC Meetings Report

The following presents a brief report on major business and action items from the February 6 Richmond Regional Transportation Planning Organization (RRTPO) policy board meeting and the February 11 RRTPO Technical Advisory Committee (TAC) meeting.

CMAQ Programs Status Report

This was an information item; no action was requested. This item provides a summary of Congestion Mitigation and Air Quality (CMAQ) programs currently funded by the RRTPO. The City of Richmond provided updates on the City of Richmond Employee Trip Reduction Program. Ridefinders provided an overview of their programs and services.

**A copy of the presentation given by Dironna Moore Clarke, Multimodal Transportation Manager City of Richmond, is available at [Richmond Employee Trip Reduction Program Update](#)

Following the presentation, there was discussion on several issues including the following questions:

- Where do participants start their commute going into the City of Richmond? Ms. Clarke referred to the ETRP map in the presentation to see where commuter trips originated. It was noted that the program stretches beyond city borders into other counties and localities. This impacts the region's reduction in emissions.
- What is the cost-benefit analysis for the Employee Trip Reduction Program? Based on CMAQ's program objectives, the benefits are measured by the air quality impact and the reduction in emissions on the region. VDOT uses emissions reduction performance measures and targets to measure the effectiveness of the program.
- How many parking spaces did not have to be created due to the ETRP? This information is not available but could be incorporated in future performance measure targets.

**A copy of the presentation given by Von S. Tisdale, Executive Director RideFinders (Division of GRTC Transit System), is available at [RideFinders FY19 Program Review](#)

Following the presentation, there was discussion on several issues including the following questions:

- What are some of the destinations of vanpools? Currently, vanpools arrive and/or depart in Chesterfield, Henrico, Richmond, Tri-Cities, Hanover, and New Kent. Other localities served include Northern Virginia: Washington D.C. (the Pentagon,

Arlington, etc.). Vanpools to Northern Virginia are flexible and arrangements with riders are made as needed (incl. waitlists).

- Do any of the vans have bike racks? No, not currently. However, GRTC buses provide bike storage on-board.
- What are the long-range strategic plans to expand service? RideFinders has a six-year plan and wants to grow the program but remain within the regulations and confines of what the funds are used for. RideFinders would like to collaborate with the leaders in each jurisdiction to ascertain what the needs are.

Draft Transportation Improvement Program

Following a presentation by Myles Busching, Transportation Planner, the RRTPO policy board took action to open a 45-day comment period for public review and input on the draft Transportation Improvement Program to run between February 17, 2020 and April 3, 2020 as well as to approve the list of ungrouped projects in the draft TIP and the projects in the constrained Long-Range Plan as the universe of RRTPO projects for air quality conformity analysis.

**A copy of the presentation given by Myles Busching, Associate Planner, is available at [FY21-FY24 Draft Transportation Improvement Program](#)

There was discussion on several issues including the following questions:

- What do the project UPC's (letters and numbers) stand for? The UPC (Universal Product Code) is a number assigned to each project from start to completion. More information on how to read the TIP can be found at [Project Page Key](#). The revised project list includes primarily paratransit vehicle replacements and purchases as well as operating expenses, for example:
 - CHS – purchase of para-transit vehicles
 - 0002 - mobility management
 - 0003 - operating expenses
- It was requested that RRTPO members be notified when the public review and comment period opens so it can be shared with their respective districts.
- Are there any new initiatives to allow for better public input and review? A community open house will give the public the opportunity to learn about the projects. Also, the maps will be uploaded online with the project lists for the public to see which projects are in their neighborhoods. To summarize, the strategies to receive public input are: the newspaper ads in the Richmond Times-Dispatch and the Richmond Free Press as well as digital outreach, social media, and in-person meetings.
- It was noted that better community involvement could be achieved through engaging public leaders. The new public engagement plan makes community engagement a priority.
- Is the region currently in compliance with the air quality standards? Yes, the region is currently an attainment area for all air quality standards.

FY21 Unified Planning Work Program (UPWP) Priorities

Following a presentation by Chet Parsons, RRTPO Secretary, the RRTPO policy board took action to approve the work priorities for the FY21 Unified Planning Work Program (UPWP).

Mr. Parsons explained that the policy board adopts the UPWP at the beginning of every July 1. It outlines the work that staff will be focusing on for the upcoming fiscal year in the region.

Focus areas for approval were:

- ConnectRVA2045 which is the update to the Long-Range Transportation Plan.
- Transportation investments to capitalize on regional commerce, workforce mobility and accessibility (incl. planning activities involving freight, transit, multimodal connectivity, and equity).
- Expanding access to transit through multimodal connectivity (planning activities focus on regional bike/ped plan and connection to development of regional priorities). Priorities will be coordinated between GRTC and RRTPO leadership.
- Increasing opportunities for residents of the region to engage in public planning processes.
- Identifying strategies for improving performance measures including Safety and Security, Congestion Mitigation and System Reliability, Freight Mobility, Multimodal Connectivity, and Access to Employment.

There was discussion on the Richmond/Tri-Cities Travel Demand Model (TDM) including the following question:

- Where are we today and how will the TDM be improved on? The Travel Demand Model needs to be done every four years in concert with the long-range plan. It has been rebuilt to bring it up to current standards. It reflects today's system and is almost complete. An effective TDM guides the impacts of any project that comes out of the long-range transportation planning process. The model is available as a resource to each locality for their transportation planning.

Transit Vision Plan Phase II: Corridor Analysis

Barbara Jacocks, Transportation Planner, Barbara Jacocks presented on the Transit Vision Plan (TVP) study. Phase II focuses on identifying the near-term efforts to continue advancing a long-term vision and building upon the visioning that was completed in the Greater Richmond Transit Vision Plan of April 2017 as well as the momentum of recent transit improvements in the Richmond region. On December 10, 2020 the detailed analysis for the 12 corridors was reviewed by the Steering Committee using factors such as access to community facilities, walkability, pedestrian network and connectivity, roadway suitability, and ridership potential. A technical memorandum will go out to the Steering Committee with a more detailed cost-benefit analysis. There were no questions or comments.

**A copy of the presentation given by Barbara Jacocks, Principal Planner, is available at [Greater RVA Transit Vision Plan: Phase II](#)

SMART SCALE Round 4: Regional Project Pre-Applications

The Richmond Regional Transportation Planning Organization (RRTPO) policy board was requested to review, consider, make suggestions for and provide concurrence on priorities for work tasks to be incorporated in the FY21 Unified Planning Work Program (UPWP). The FY21 UPWP is the RRTPO budget and work program for the upcoming fiscal year which begins on July 1, 2020 and concludes on June 30, 2021. Activities programmed in the UPWP address federal and state planning and programming requirements and regional transportation planning issues and needs. Additionally, the UPWP addresses federal and state RRTPO planning and programming requirements which are required to remain eligible for federal-aid highway and transit funds.

The FY21 UPWP will continue to be organized with focus on four core program areas: Program Support and Administration, General Development and Comprehensive Planning, Long-Range Transportation Planning, and Short-Range Transportation Planning. In addition, the UPWP will also show connections to the PlanRVA Rural Transportation.

Transportation Alternatives Set-Aside Project Recommendations

Following a presentation by Myles Busching, Transportation Planner, the Technical Advisory Committee (TAC) took action to approve the allocation of FY21-FY22 Transportation Alternatives Set-Aside funding.

Transportation Alternatives (TA) set-aside funds are for a variety of smaller-scale, non-traditional transportation projects with a focus on bike/ped infrastructure. Administered by VDOT, these projects focus on non-motorized transportation opportunities and enhancements to the transportation experience. The revised staff recommendation shows the project selections and the project allocations.

FY21-FY26 RSTP/CMAQ Existing Project Recommendations

Myles Busching presented on the RSTBG program and the CMAQ program. STBG is a flexible source of funding for transportation improvements which is generally limited to the federal-aid system. The region receives approximately \$20M each year to allocate; the exact number for FY21 is not yet known. Two existing projects requested additional funding. Staff recommends funding the Hanover – Atlee Station widening and the Henrico – Sadler Road reconstruction project requests before programming new projects. The CMAQ program is funding dedicated to improving air quality. The region receives approximately \$8M each year; the exact number for FY21 is not yet known. Three existing projects requested funding: RideFinders (\$500,000 + inflation), Richmond for the Employee Trip Reduction Program (\$110,000), and the Richmond signal system (\$1,027,650). These projects were the top three ranked projects. Staff recommends funding these requests before programming new projects. There were no questions or comments. No formal action was requested.

**A copy of the presentation given by Myles Busching is available at [RSTB/CMAQ Existing Projects](#)

Air Quality Conformity Analysis

Following a presentation by Myles Busching, Transportation Planner, the Technical Advisory Committee (TAC) opened a 30-day comment period for public review and input on the draft conformity analysis report to run between February 17, 2020 and March 18, 2020.

Myles Busching gave an overview of the draft conformity report. The interagency consultation took place just before the TAC meeting to approve the project list. The draft conformity report includes projects from the entire Richmond urbanized area and Tri-Cities. The projects come from the constrained long-range plans and draft TIP's which is going to public comment next week. The conformity analysis also undergoes public review. The goal is to coordinate the review with the TIP review.

FTA Section 5310 Program Grant Applications Endorsement

Following a presentation by Ken Lantz, the Technical Advisory Committee (TAC) endorsed the following applications for Federal Transit Administration (FTA) Section 5310 funds and found the Department of Rail and Public Transportation (DRPT) to be eligible for FTA Section 5310 Program funds:

- Capital Area Partnership Uplifting People: purchase one 19-passenger van with wheelchair lift, \$70,000
- Chesterfield County Department of Mental Health Support Services: purchase two 15-passenger body on chassis vans with wheelchair lifts, \$130,000;
- Chesterfield County Human Services: operating assistance to fund a part-time Mobility Coordinator position and acquire planning software, \$230,000;
- Goochland CARES: purchase one 14-passenger van with lift, \$50,000
- GRTC: support of Travel Trainer Instructor, \$150,000
- Hanover County: provide specialized transportation for non-driver older adults and individuals with disabilities, \$168,400;
- Senior Connections, The Capital Area Agency on Aging: mobility management and transportation services for older adults and persons with disabilities, \$428,800.
- SOAR365: purchase four 15-passenger vans with ramps, \$180,000
- St Joseph's Villa: purchase two 14-passenger vehicles with lifts, \$100,000

Public Engagement Plan

Following a presentation by Myles Busching, Transportation Planner, the Technical Advisory Committee recommended, and the Policy Board approved the Public Engagement Plan (PEP).

Myles Busching presented on the Public Participation Plan and highlighted the on-going nature of public involvement. The plan was scheduled to be updated this year ahead of the LRTP. The new approach is looking at best practices from across the country. It provides a toolkit of about 30 tools that can be used for engagement. The plan consists of three broad goals and recommended strategies and establishes metrics and reporting requirement to track progress. The public review period ran from December 9, 2019 – January 24, 2020; generally,

comments were positive with recommendations to improve specific strategies. Mr. Busching went over the draft revisions. TAC recommended to revise the draft Public Engagement Plan and incorporate changes to the text.

CAP/nm

CANCELLED

Current Work Efforts Update – Item C.2.b.

ConnectRVA 2045 Long-Range Transportation Plan

Current staff effort is focused on the following:

Streamlining the existing transportation issue inventory and working on geographically and categorically grouping them.

Richmond/Tri-Cities Model runs for 2045 to establish any future transportation issues not captured now, mainly concerning congestion and accessibility.

Working with localities/LRTP AC members for their comment or additions on the Issue Inventory Spreadsheet.

Organizing community outreach meetings throughout the region to get citizen input on the existing transportation issues.

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

Five corridors or corridor segments have been identified for further analysis of capital and operating costs to lay the groundwork for determining a return on investment. The technical memo outlining the first stage of analysis was distributed to the steering committee on February 7, 2020. Following the March 3 review of the cost analysis with GRTC plans are being made for the third steering committee meeting in early April. Report out is planned for TAC in April and RRTPO policy board in May.

Ashland Trolley Line Trail Study

The Ashland Trolley Line Trail advisory group is working in concert with the VDOT Ashland to Petersburg Trail Study. 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. Additional field visits with Dominion are being planned by Hanover and Henrico county staff. The steering committee will meet after these visits.

Regional Bicycle and Pedestrian Plan Update

The story map of existing infrastructure, bike/ped features and statistics on bike/ped injuries and fatalities in the region has been completed. Staff is meeting with each locality to review their own priorities and future plans as a foundation for depicting a regional network supported by clear goals, objectives and measures of performance that define regional impact and establish a strategy for implementation. A shared drive has been set up to enable committee members to share resources and their own observations of travel around the region on foot or bike.

Ashland Complete Streets Pilot Project

The draft report of findings from the Ashland Complete Streets workshops and the public educational meeting is complete for use as the basis for a web-based set of guidelines for complete streets. These guidelines, or “tool-box”, will be incorporated into the regional bike/ped plan story map showing specific locations where good standards have been implemented and where infrastructure improvements could incorporate complete streets elements for better solutions.

Active Transportation Work Group (ATWG)

The regular quarterly meeting of the ATWG was held following the TAC meeting on February 11, 2020. Chris Gensic of the [Rivanna Trails Foundation](#) presented on the Three Notch'd Trail proposal connecting Charlottesville to Richmond, a non-vehicular trail that could pass through Hanover, Goochland, and Henrico counties in the Richmond region and become part of the James River Heritage Trail, a proposed trail that is guided by leadership from the Virginia Department of Conservation and Recreation (DCR) ([presentation available on our website](#)). The meeting also provided updates to the Richmond Regional Bicycle and Pedestrian Plan update, Ashland to Petersburg Trail Study discussion, and opportunities for the localities and partners to share their own updates.

American Planning Association-Virginia Chapter Annual Conference

Themed "We'll Get You Moving" representing the focus on multi-modal transportation, the annual APA Virginia Chapter conference will be in Richmond July 19-21, 2020. Staff is working with the conference planning committee with a focus on planning mobile workshops throughout the region.

Smart Scale Round 4

The portal for the next round of Smart Scale is open from the beginning of March until April 2, 2020 for pre-application submittals by qualified applicants. Staff are working with member governments to prepare pre-application materials for our 10 (+2) allotted slots for regionally-significant projects. VDOT staff will pre-screen the applications and notify applicants of screening results. At that time, staff will work with TAC and the policy board to develop the final list of ten applications for full submittal. The full application window runs from June until August 3, 2020.

CTAC FUTURE MEETING TOPICS; ITEM C.4.

16 January 2020

- Hanover DASH
- Coordinated Human Service Mobility Plan
- Section 5310 Program overview and FY-21 applications
- Public participation plan update

19 March 2020

- Regional bike and pedestrian plan
- RSTPBG and CMAQ funded projects and
- Richmond region transportation funding opportunities

21 May 2020

- Election of officers
- Regional bicycle/pedestrian planning
- Senior Connections Regional Transportation Coordination Entity Update
- High speed passenger rail advocacy in Virginia

16 July 2020

- FY 21 TIP
- FY 21 UPWP priorities
- Trucks and traffic safety

17 September 2020

- Julie Timm, GRTC CEO/GRTC facility tour
- Performance measures
- Port of Richmond (site visit or presentation at PlanRVA)

19 November 2020

- Autonomous and connected vehicles
- RIC ground transportation and parking
- School bus routing
- VDOT Richmond District Traffic Management Center Tour

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