

AGENDA

RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION COMMUNITY TRANSPORTATION ADVISORY COMMITTEE

Thursday, July 15, 2021
12:00 p.m.

PlanRVA James River Board Room & Zoom

Members of the public may observe the meeting via YouTube Live Streaming at www.youtube.com/PlanRVA. Opportunities for sharing comments are described in the [Public Participation](#) guide on the www.PlanRVA.org website.

WELCOME AND INTRODUCTIONS

(Martin)

PLEDGE OF ALLEGIANCE (Martin)

STATEMENT REGARDING VIRTUAL MEETINGS

(Parsons)page 1

ROLL CALL & CERTIFICATION OF A QUORUM

(Martin)

ACTION REQUESTED

A. ADMINISTRATION

1. Consideration of Amendments to the Meeting Agenda

(Martin).....

2. Approval of the May 20, 2021 CTAC Meeting Minutes

(Martin).....page 2

ACTION REQUESTED

3. Open Public Comment Period

(Martin/5 minutes).....

4. CTAC Chairman's Report

(Martin/5 minutes).....page 7

a. Membership Update

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 will continue to be held in a virtual format as authorized by Va. Code § 15.2-1413 from June 30, 2021 to December 31, 2021. This meeting will be held through electronic communication means pursuant to and in compliance with Ordinance No. 2020-093, adopted April 9, 2020, as most recently amended by Ordinance No. 2021-181, adopted June 28, 2021.

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 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
May 20, 2021
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	x	Amber B. Lancaster	x
New Kent County		Powhatan County		City of Richmond	
Lisa M. Guthrie	x	Robert W. Powers	x	Sera Erickson	
John P. Moyer (A)		Vacant (A)		Vacant	
				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		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)	
Vacant		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. 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 May 20, 2021 RRTPO CTAC meeting to order at 12:01 p.m.

Words of remembrance for Lloyd “Bud” Vye were shared by committee members. He served on the Community Transportation Advisory Committee for 22 years representing the Richmond Area Bicycling Association.

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

Staff requested to remove the following agenda item:

- Item 3. Disability Inclusive Transportation – Assessment of First/Last Mile Conditions in the Richmond Region

The presentation will be rescheduled for the July 15th CTAC meeting.

On motion of Virginia P. Cowles, seconded by H. Charles Rasnick, the Community Transportation Advisory Committee (CTAC) unanimously approved the May 20, 2021 meeting agenda as amended (voice vote).

2. Approval of the March 18, 2021 RRTPO CTAC Meeting Minutes

There were no requested changes to the meeting minutes.

On motion of Upton S. Martin, seconded by John D. Leonard, the Community Transportation Advisory Committee (CTAC) unanimously approved the minutes of the March 18, 2021 meeting by acclamation as presented (voice vote).

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 January and February

The following major business and action items from the March 9, 2021, March 19, 2021, and April 13, 2021 RRTPO Technical Advisory Committee (TAC) meetings and the April 1, 2021 and May 6, 2021 RRTPO Policy Board meetings were included:

- TIP Modification – Public Transportation Agency Safety Plan
- Regional Bicycle and Pedestrian Plan Update & Complete Streets
- FY22 – FY27 RSTP/CMAQ Allocations
- FTA Section 5310 Program Grant Applications Endorsement

- ConnectRVA 2045 Update
- FY21 – FY24 TIP Amendments requested by GRTC, DRPT, and VDOT
- Draft FY22 Unified Planning Work Program

**A copy of the report given by Chet Parsons is available at [RRTPO Policy Board and TAC Meetings Report Page 6-11](#)

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)
- Public Transportation Work Group
- Vision Zero Work Group
- RSTP/CMAQ Subcommittee
- Rural Transportation Advisory Committee (RTAC)

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

B. NEW BUSINESS

1. COVID-19 and Its Implications on Commuting and Telework

Mr. Chris Arabia, Manager of Statewide Commuter Programs at VDRPT, reviewed how the pandemic had affected commuting in the state, how VDRPT has responded to these changes, and where travel may go from here. He noted that during the pandemic, traffic had dropped by 60-65% of normal levels, only essential workers were commuting, and vanpools were essentially parked. In response to the changes in commuting, VDRPT created guidance on safe commuting, canceled Bike to Work Week, changed Try Transit Week to Transit Appreciation Month and continued to provide telework assistance to employers through the TeleWork!VA program. Going forward, Mr. Arabia noted that traffic is back to 80-90% pre-COVID levels, and while employees are returning to the office, they will want to continue some sort of telework arrangement. At this point, the extent to which office workers will continue to telework cannot be determined.

**A copy of the presentation given by Mr. Arabia is available at: [Presentation: Item B.1. COVID-19 and Its Implications on Commuting and Telework](#)

2. Richmond International Airport Ground Transportation and Parking

Mr. Troy Bell, Director - Marketing & Air Service Development/PIO with the Capital Region Airport Commission, provided an overview of airport operations. He noted that with regard to passenger traffic, during the first ten months of FY21, passenger traffic at the airport was down 61% compared to pre-pandemic FY19. April 2021 was the first month to recover at least half of pre-COVID passenger traffic, with passenger volumes being 56.3% of April 2019's total. Despite the reduction in the number of passengers, Mr. Bell noted the airlines serving Richmond have added routes to five cities during the

pandemic and air cargo volume has increased significantly. Mr. Bell also reviewed examples of how the airport has coordinated its plans and initiatives with those of PlanRVA; how the airport has addressed environmental issues associated with ground transportation; and ways the airport is using technology to enhance travel to and from the airport.

**A copy of the presentation provided by Mr. Bell is available at:

[Presentation: Item B.2. Richmond International Airport Ground Transportation and Parking](#)

4. ConnectRVA 2045 Update

Sulabh Aryal, Planning Manager at the RRTPO, provided an update on the development of ConnectRVA 2045, the regional long-range transportation plan. In addition to presenting the six-step process that will lead to adoption of the plan, Mr. Aryal noted that significant tasks completed thus far have included development of a needs assessment, development of the plan's vision, goals and performance measures, and compilation of a list of all regionally significant projects. Mr. Aryal reviewed the remaining steps (programming, evaluation and adoption, as well as public input opportunities associated with the plan.

**A copy of the presentation given by Mr. Sulabh is available at: [Presentation: B.4. ConnectRVA 2045 Update](#)

5. Election of FY22 CTAC Officers

The RRTPO (MPO) [Non-Binding Governance Guidance Document](#) establishes the rotation order for the CTAC Chair and Vice-Chair. As the outgoing Chair is a representative from Goochland County, a representative of the Town of Ashland is next in line to serve as CTAC Chair. The Guidance Document further stipulates that the Vice Chair may be elected by the CTAC from the jurisdiction following that of the CTAC Chairman, which under the order of rotation of leadership established by the Guidance Document would be a representative of the New Kent County. CTAC was requested to elect an FY22 Chair and Vice Chair to serve from July 1, 2021 through June 30, 2022.

On motion of Michael Testerman, seconded by H. Charles Rasnick, the Richmond Regional Transportation Planning Organization (RRTPO) CTAC unanimously approved the following resolution as presented:

RESOLVED, that the RRTPO Community Transportation Advisory Committee elects Upton S. Martin as FY22 Chair and Lisa M. Guthrie as FY22 Vice Chair.

C. OTHER BUSINESS

1. CTAC Announcements and Open Comment

There were no announcements or other comments.

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

3. CTAC Member Comments

No comments were offered.

4. Next CTAC Meeting: July 15, 2021

Chairman Basham noted the next meeting will be held on July 15, 2021, beginning at 12:00 p.m. in Richmond, Virginia.

D. ADJOURNMENT

Chairman Basham adjourned the meeting at approximately 1:36 p.m. on May 20, 2021.

KEL/nm

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

Member

Alternate

Town of Ashland

Mr. Upton S. Martin, FY22 Chair
usmartin@verizon.net

No Alternate

Charles City County

Vacant

No Alternate

Chesterfield County

Ms. Susan J. Beals
susanjbeals@yahoo.com

Mr. Starrie Jordan
Danda10consultants@gmail.com

Mr. Herbert A. Richwine
hrichwine@aol.com

Goochland County

Mr. Robert L. Basham Jr.
wvubasham@gmail.com

No Alternate

Hanover County

Mr. H. Charles Rasnick
rasnick_hc@hotmail.com

No Alternate

Henrico County

Ms. Amber B. Lancaster
jamberb@hotmail.com

No Alternate

New Kent County

Ms. Lisa M. Guthrie, FY22 Vice Chair
lismg1@aol.com

Mr. John P. Moyer
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Powhatan County

Mr. Robert W. Powers
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Vacant

Member

Alternate

City of Richmond

Ms. Sera Erickson
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Vacant

Ms. Devon Barnhart
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Mr. Hwan Hill
hwanhill@gmail.com

Virginia Conservation Network (VCN)

Mr. Wyatt Gordon
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Mr. Frederick S. Fisher
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League of Women Voters (LWV)

Ms. Virginia P. Cowles
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Ms. Mary Crutchfield
marycrutchfield@verizon.net

ChamberRVA

Mr. John Easter
john.easter@qrcc.com

Mr. Sam Mayman
sam.mayman@chamberrva.com

**National Association for the Advancement of Colored People (NAACP),
Richmond Virginia Branch**

Mr. James J. Minor III
alorah1675@icloud.com

Mr. Walter L. Johnson Jr.
mrmrsj@aol.com

Richmond Area Bicycling Association (RABA)

Vacant

Mr. Champe M. Burnley
champe_burnley@hotmail.com

Virginia Association of Railway Patrons (VARP)

Mr. Michael Testerman
testertrain@verizon.net

No Alternate

Virginia Commonwealth University (VCU)

Mr. John D. Leonard
jdleonard@vcu.edu

No Alternate

MEMORANDUM

To: RRTPO Community Transportation Advisory Committee (CTAC)

From: Chet Parsons, RRTPO Secretary

Date: July 15, 2021

Subj: RRTPO Policy Board and TAC Meetings Report

The following presents a report on major business and action items from the May 11, 2021, and June 8, 2021 RRTPO Technical Advisory Committee (TAC) meetings and the June 3, 2021 and July 1, 2021 Richmond Regional Transportation Planning Organization (RRTPO) Policy Board meeting.

RSTBG Budget Change and Allocation Correction

In developing the annual allocation plans, RRTPO staff works closely with VDOT to develop a recommendation for funding based on TPO project guidelines and existing project information in VDOT and TPO records. The recommended funding is developed from a draft budget normally released in early February. In most years, the draft budget and final budget align, however, this year the final RSTBG budget has changed significantly and required TPO action to address an overallocation in FY22. In reviewing the approved allocations plans, VDOT and TPO staff has also identified two errors which reduced the RSTP allocations to a project, resulting in the project being underfunded. TPO staff has worked with VDOT to identify a solution for these issues. The proposed solution for all three issues consisted of reallocating funds between the balance entry and UPC 13551. TAC reviewed the proposed solutions at the May 11 TAC meeting and unanimously recommended approval of the proposed reallocation of funds.

At their June 3, 2021 meeting, the RRTPO Policy Board approved the proposed changes to the RSTBG allocations for FY22- FY27.

FY22 Unified Planning Work Program (UPWP)

The FY22 Unified Planning Work Program (UPWP) is the RRTPO budget and work program for the current fiscal year that runs from July 1, 2021 through June 30, 2022. Activities programmed in the UPWP address federal and state requirements and address regional transportation planning issues and needs. Additionally, the UPWP addresses the requirements that 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 two primary funding sources supporting the UPWP are: FHWA/Planning funds and FTA Section 5303 funds. These two federal fund sources 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 in the UPWP includes FHWA/Regional Surface Transportation Program funds that support on-call consultant work for multiple tasks in the work program.

As part of the UPWP development process, a summary of work tasks is prepared based on anticipated needs for the upcoming year with estimates of staff time required for each effort. These work activities are translated into corresponding budgets which are included in each section of the work program. The programmed budget includes the fund sources and the match sources.

At their June 3, 2021 meeting, the RRTPO Policy Board adopted the [FY22 Unified Planning Work Program](#) (UPWP) budget.

Title VI Plan

The Title VI Plan: Limited English Proficiency Plan (Title VI Plan) is a plan dedicated to assuring compliance with Title VI in our urban transportation planning program(s) and to demonstrate RRTPO and PlanRVA's commitment to nondiscrimination.

In this plan, you'll find a brief discussion of Title VI as well as the concepts of Environmental Justice (EJ) and Limited English Proficiency (LEP). Summarized in the plan is how these concepts, along with Title VI, are incorporated into the metropolitan transportation planning process in the areas of communication & public participation, planning & programming, contracts, and education & training. The plan provides specific information on the responsibilities of the Title VI Coordinator and includes direction on filing and processing complaints of discrimination.

The Virginia Department of Transportation performed a certification review of RRTPO's Title VI Plan at the beginning of 2021 and determined that the plan needed to be updated, with a due date of June 11, 2021. Since that determination letter was delivered March 18, 2021, PlanRVA has engaged the assistance of a highly qualified consultant team to assist in the fast-tracked development of this entirely updated Title VI Plan.

At their June 3, 2021 meeting, the RRTPO Policy Board adopted the [Title VI Plan: Limited English Proficiency Plan](#).

FY22 Regional Public Transportation Plan

In the Spring of 2020, the Virginia General Assembly passed House Bill 1541 which created the Central Virginia Transportation Authority (CVTA) and enacted dedicated sales and fuel taxes to support transportation improvements within the Greater Richmond Region (Planning District 15). The legislation includes a provision that 15% of the new revenues for the CVTA should go toward public transportation through GRTC. The legislation directs GRTC to develop a plan, in collaboration with the Richmond Regional Transportation Planning Organization (RRTPO), for regional public transportation within Planning District 15.

GRTC has led the development of this plan in close coordination with staff from around the region. The RRTPO Public Transportation Working Group, an ad hoc group of staff representing the City of Richmond, Chesterfield County, Hanover County, and Henrico County, has been deeply involved in development of this plan. Also, this plan has been guided by previous planning work that has

preceded it, including the Greater RVA Transit Vision Plan (Phase 1 and Phase 2), the GRTC Transit Development Plan, and the Richmond Transit Network Plan. Throughout the process, consultants from Michael Baker International and Jarrett Walker + Associates have supported GRTC and its regional partners through financial analysis, network design, service planning, and policy guidance.

Given the relatively short time frame from the creation of CVTA and the need for this plan to determine the use of transit funds, GRTC expects that this inaugural plan will be a first step toward a longer process of regional transit planning.

As of May 2021, GRTC proposed FY2022 operational expenses equal \$63.2M and proposed Capital plan expenses equal \$30.9M. The operational and capital expenses will be funded through revenues from Federal, State, Regional, Local, and Self-Generated sources. GRTC is still in the process of a Zero-Based budgeting process to identify new operational efficiencies prior to finalizing and adopting the FY2022 Budget and Spend Plan in June 2021.

GRTC's Regional Public Transportation Plan for FY2022 addresses the following priorities:

- Ensure the stability and maintenance of transit operations at the levels operated in FY2021;
- Prioritize capital requirements to maintain assets in a state of good repair and to provide targeted rider and business efficiencies and improvements;
- Advance planning studies for operational and capital mobility priorities and needs in the RVA region; and
- Prepare for expansion and innovation initiatives in FY2023.

At their June 25, 2021 meeting, the Central Virginia Transportation Authority (CVTA) approved the Fy2022 Regional Public transportation Plan.

Regional Project Selection and Allocation Framework

A subcommittee of the Technical Advisory Committee was established in June of 2020 to guide an update to the project selection and allocation guidelines for the Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) programs. The subcommittee consisted of TAC members from five (5) agencies: Goochland, GRTC, Hanover, Henrico, and Richmond. Several key focus areas were identified in the initial proposal including the addition of Transportation Alternatives (TA) funding in the guidelines, changes to improve consistency with the long-range plan in project scoring, guidance to support use of RSTP/CMAQ funds for Smart Scale and CVTA leveraging, and improvements to the TPO's project tracking capacity. The subcommittee met starting in October 2020 and has provided direction and review through an iterative process as staff prepared the updated project guidelines. The subcommittee voted on April 12th to forward the draft framework to the full TAC for consideration. At the June meeting, the TAC unanimously recommended approval of the framework as attached to this staff report.

At their July 1, 2021 meeting, the RRTPO Policy Board adopted the Regional Project Selection and Allocation Framework for the allocation of Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives (TA) Set Aside funds.

Highway Infrastructure Program (HIP) Funds

In December 2020, the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021 was enacted. In this legislation, Congress appropriated nearly \$10 billion in supplemental funding to FHWA for the Highway Infrastructure Program (HIP). The majority of this funding (\$9.8 billion) was apportioned to the states using the same formula as the Surface Transportation Block Grant (STBG) program.

The funding is intended to be flexible and can be used for any use allowed under the STBG program. For TPO purposes, this would cover anything allowed under the RSTBG program. In addition, the following uses are also specifically permitted: Preventative Maintenance, Routine Maintenance, Operations, Personnel, Debt Service, Availability Payments, and Loss of Revenue.

The RRTPO share of the HIP-CRRSAA funding is \$7,642,406 and this funding must be allocated, included in the TIP, and obligated by September 30, 2024. As staff was notified on this funding on 5/6/21, staff has not had enough time to develop a recommendation for the policy board. Staff will coordinate with VDOT to develop a recommendation for use of these funds and bring the recommendation for action later this summer.

ConnectRVA 2045 – Constrained List of Projects

RRTPO staff evaluated, scored and ranked the “Universe of Projects” based on the [ConnectRVA 2045 Project Evaluation and Scoring Process](#) and developed the staff recommended cost-constrained list of projects. This list was presented to the LRTP-Advisory Committee at the June 2 meeting. Following the meeting, staff met with all the Project Champions (localities/agencies) and addressed any questions and concerns regarding the evaluation process or the Constrained List of Projects.

The public comment period for the staff recommended constrained list of projects ran from June 2, 2021 through June 17, 2021. A total of 150 comments was received through direct emails, the Wikimap of potential projects, and directly on ConnectRVA 2045's website. A compilation of the comments was provided to the committee members. Based on public comments received and meetings with the Project Champions, staff revised the staff recommended constrained list of projects. The Constrained List of Projects was approved by the LRTP Advisory Committee on June 22, 2021.

At their July 1, 2021 meeting, the RRTPO Policy Board approved the draft Constrained List of Projects.

Critical Urban Freight Corridor (CUFC) Designation

The Fixing America's Surface Transportation Act (FAST Act) established a National Highway Freight Network (NHFN) and includes a provision that requires each

State that receives funding under the National Highway Freight Program (NHFP) to develop a State Freight Plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight. Additional requirements added under the FAST Act that were not components of the Moving Ahead for Progress in the 21st Century Act (MAP-21):

- When applicable, a listing of —
 - Multimodal critical rural freight facilities and corridors designated within the State under section 70103 of title 49; and
 - Critical rural and urban freight corridors designated within the State under section 167 of title 23

The Office of Intermodal Planning and Investment (OIP) in conjunction with VDOT and DRPT is developing the VTrans (Virginia's Transportation Plan) Freight Element to meet the requirements for 49 U.S.C. 70202. As a part of the VTrans Freight Element, the state and some MPOs have the option to designate roadways as Critical Urban and Rural Freight Corridors (CUFC and CRFC):

1. CUFC and CRFC are voluntary designations
2. In Virginia NHFP funds are allocated to projects selected via SMART SCALE and other established processes therefore CUFC and CRFC designations do not impact allocation of dollars
3. The purpose is to provide additional programming flexibility to the State in assigning NHFP funds to eligible funded projects
4. In 2017, the National Capital Region Transportation Planning Board approved a resolution to designate ~19 miles of CUFCs in the Virginia portion of the region.

Under the guidelines of section 167 of title 23, for a corridor to be designated as a CUFC or CRFC one or more of the following criteria must be met:

1. Critical Rural Freight Corridor
 - Is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic (AADT) of the road measured in passenger vehicle equivalent units from trucks (FHA vehicle class 8 to 13)
 - Provides access to energy exploration, development, installation, or production areas
 - Connects the Primary Highway Freight System (PHFS), described above, or the Interstate System to facilities that handle more than-
 - 50,000 20-foot equivalent units per year; or
 - 500,000 tons per year of bulk commodities;
 - Provides access to: a grain elevator, an agricultural facility, a mining facility, a forestry facility, or an intermodal facility
 - Connects to an international port of entry
 - Provides access to significant air, rail, water, or other freight facilities in the State
 - Is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State

*Limitation: A State may designate as critical rural freight corridors a maximum of 150 miles of highway or 20 percent of the primary highway freight system mileage in the State, whichever is greater.

2. Critical Urban Freight Corridor

- o In an urbanized area with a population of 500,000 or more individuals, the representative MPO, in consultation with the State, may designate a public road within the borders of that area of the State as a critical urban freight corridor
- o In an urbanized area with a population of less than 500,000 individuals, the State, in consultation with the representative MPO, may designate a public road within the borders of that area of the State as a critical urban freight corridor
- o If the public road is:
 - in an urbanized area, regardless of population; and
 - connects an intermodal facility to-
 - the primary highway freight system;
 - the Interstate System; or
 - an intermodal freight facility;
- o Is located within a corridor of a route on the primary highway freight system and provides an alternative highway option important to goods movement;
- o Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or
- o Is important to the movement of freight within the region, as determined by the metropolitan planning organization or the State.

*Limitation: For each State, a maximum of 75 miles of highway or 10 percent of the primary highway freight system mileage in the State, whichever is greater, may be designated as a critical urban freight corridor.

At their July 1, 2021 meeting, the RRTPO Policy Board approved the designations of the [Critical Urban Freight Corridors as determined by OIPI](#).

FY21 – FY24 TIP Amendments: VDOT Request

The RRTPO has received a request from VDOT to amend the TIP to add two new projects. Both projects are studies in Chesterfield County that were previously selected for funding through the RRTPO's RSTP program. The Technical Advisory Committee (TAC) reviewed the requests at the June meeting and unanimously recommended approval of the amendments.

A fifteen-day comment period was scheduled to last from June 14th to June 28th consistent with the Public Engagement Plan. The draft amendments were posted on the website along with the summary presentation shared with the TAC. Email notice of the comment period was sent to all committee members, interested parties, and the media. Any comments received during the comment period was shared with the policy board and included in the staff presentation.

At their July 1, 2021 meeting, the RRTPO Policy Board amended the *FY21 – FY24 Transportation Improvement Program (TIP)* adding the following two new projects:

- UPC 118144: Rt 360 Superstreets Study from Winterpock Rd to Harbour Point Pkwy/Mockingbird Ln project—Chesterfield County; **Study**
- UPC 118145: Rt 60 Corridor Improvement Study from Winterfield Rd/LeGordon Dr to Old Buckingham/Woolridge Rd project—Chesterfield County; **Study**

Election of FY22 RRTPO Officers

The RRTPO Policy Board elected David T. Williams as FY22 Chair and Susan F. Lascolette as FY22 Vice Chair.

The RRTPO Technical Advisory Committee (TAC) elected Kelli LeDuc as FY22 Chair and Sharon Smidler as FY22 Vice Chair.

CAP/nm

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

ConnectRVA 2045 Long-Range Transportation Plan

Staff has developed a draft cost constrained list of projects for the ConnectRVA 2045 plan from the “Universe of Projects”, which was approved by the RRTPO Policy Board on May 6. The constrained list of projects was reviewed and approved at the July 1, 2021 RRTPO Policy Board meeting.

Ashland Trolley Line Trail Study

Staff attended the Friends of the Fall Line meeting on May 26 to provide updates on the Trolley Line Trail committee. Staff continues to work with the National Park Service’s Rivers Trails and Conservation Assistance Program, including a meeting on June 8 with their staff to explore the opportunity for adding the skills of an NPS public historian for greater interpretation of the trolley line’s former role in community connections through signage and self-guided walking tours. Two story maps for the project illustrate the importance and potential for the 14-mile Trolley Line Trail, now a segment of the Fall Line Trail, and include [history of the trolley line](#) and a [design sketchbook](#).

Regional Bicycle and Pedestrian Plan Update

Working with regional partners, staff continues to make additions and revise the interactive GIS story map data and foundational elements for the plan. The draft plan entitled *BikePedRVA 2045* including recommendations for priority projects to fulfill the regional network will be available for review by the steering committee at their next meeting on June 29 or 30th. This plan is being prepared concurrently with *ConnectRVA 2045* as a major update to the 2004 Richmond Regional Bicycle and Pedestrian Plan. The Complete Streets toolbox or illustrated [story map](#) continues to be updated as one resource intended to implement *BikePedRVA 2045*.

Active Transportation Work Group (ATWG)

In addition to the regular quarterly meetings, staff continues to support Henrico staff on the County’s ATWG and efforts to develop the bicycle and pedestrian chapter of the county’s comprehensive plan. Staff also assists the East Coast Greenway on potential designations of segments of the future route of the trail through the Richmond region.

Public Transportation Work Group

The RRTPO Public Transportation Work Group continues to meet as needed to support the development of the GRTC Regional Transportation Plan. The draft plan was shared with RRTPO TAC on June 8th, CVTA TAC on June 11th, and the full CVTA on June 25th. The Authority approved the FY22 Regional Public Transportation Plan at their June 25th meeting.

Vision Zero Work Group

The RRTPO Vision Zero Work Group is working with VDOT and their consultant on a regional action plan. The data collection and analysis kicked off with a work group meeting on May 13th and will progress for the next few months, with the next meeting

scheduled for July 29th. This action plan will be a great resource for member localities as they position for safety improvements around the region. A schedule for completion of the plan is being developed.

Rural Transportation Advisory Committee (RTAC)

Staff has provided road network resiliency mapping and data to help the four (4) rural localities which have made up RTAC over the years of the Rural Transportation Program to consider long-term resiliency in their own planning and prioritization for roadway and bridge/culvert improvements. This data will help them work with VDOT to ensure better service to populations vulnerable to flooding. The data has also been useful throughout the Richmond region to assist in measuring “environmental resiliency” performance for project scoring through the LRTP process. Funding opportunities for implementing flood prevention measures, addressing hazard mitigation, and coastal resiliency have also been shared with RTAC. Staff will work with RTAC through the transition to inclusion of the full geography of the rural localities into the designated TPO jurisdiction by October 2021.

CTAC FUTURE MEETING TOPICS*; ITEM C.2.

16 September 2021

- Drive to Work
- Trucks and Traffic Safety
- RideFinders Overview

18 November 2021

- DRPT Transit Services Equity/Modernization Study
- CVTA Update
- Regional Structure and Bridge Inventory

Not scheduled but other potential topics

- GRTC System Expansion
- Discussion of Lead Priority Projects, i.e. I-64 Widening
- School Bus Routing
- Affordable Housing and Transportation Needs
- Impact of Casinos on Regional Travel Patterns
- Virginia Passenger Rail Authority
- Statewide Rail Plan Update
- Capital to Capital Trail
- Super Streets

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

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