

## Table Of Contents

Applicant: Richmond Regional Planning District Commission  
Application Number: PPPP25-000009  
Project Title: Pathways to the Future: Project Scoring  
Status: Awarded

**It appears that all attachments in the application have been processed correctly. Please review the uploads to ensure the full contents of all attached files display as expected. Not all file types may accurately print to PDF.**

### Online Forms

1. SF-424A Budget Information - Non-Construction
2. SF-424B Assurances - Non-Construction
3. SF-424C Budget Information - Construction Programs
4. SF-424D Assurances - Construction Programs
5. SF-424 Application for Federal Assistance (Version 4.0)
  - (Upload #1): SF424\_4\_0-AdditionalProjectTitle-1250-New Kent Letter of Support PPPP.pdf
  - (Upload #2): SF424\_4\_0-AdditionalProjectTitle-1245-Chesterfield Letter of Support PPPP.pdf
  - (Upload #3): SF424\_4\_0-AdditionalProjectTitle-1246-CVTA Letter of Support PPPP.pdf
  - (Upload #4): SF424\_4\_0-1234-Areas Affected PPPP.docx
  - (Upload #5): SF424\_4\_0-AdditionalProjectTitle-1249-Henrico Letter of Support PPPP.pdf
  - (Upload #6): SF424\_4\_0-AdditionalProjectTitle-1244-Chamber Letter of Support PPPP.pdf
  - (Upload #7): SF424\_4\_0-AdditionalProjectTitle-1235-PlanRVA Pathways to the Future Project Narrative PPPP.pdf
  - (Upload #8): SF424\_4\_0-AdditionalProjectTitle-1236-1. RRTPO Current Scoring Sheet.pdf
  - (Upload #9): SF424\_4\_0-AdditionalProjectTitle-1237-2. PlanRVA Past Grant Performance.pdf
  - (Upload #10): SF424\_4\_0-AdditionalProjectTitle-1242-7. Pathways to the Future Project Schedule.pdf

- (Upload #11): SF424\_4\_0-AdditionalProjectTitle-1243-Ashland Letter of Support PPPP.pdf
- (Upload #12): SF424\_4\_0-AdditionalProjectTitle-1238-3. PlanRVA PPPP Budget.pdf
- (Upload #13): SF424\_4\_0-AdditionalProjectTitle-1251-Powhatan Letter of Support PPPP.pdf
- (Upload #14): SF424\_4\_0-AdditionalProjectTitle-1239-4. Planning and Scoring Criteria.pdf
- (Upload #15): SF424\_4\_0-AdditionalProjectTitle-1240-5. National Performance Measures and Scoring Criteria.pdf
- (Upload #16): SF424\_4\_0-AdditionalProjectTitle-1241-6. RRTPO Project Scorecard.pdf
- (Upload #17): SF424\_4\_0-AdditionalProjectTitle-1247-Greater Richmond Partnership Letter of Support PPPP.pdf
- (Upload #18): SF424\_4\_0-AdditionalProjectTitle-1248-Hanover Letter of Support PPPP.pdf
- (Upload #19): Form GG\_LobbyingForm-V1.1.pdf

6. SF-LLL Disclosure of Lobbying Activities (Version 2.0)

Note: Upload document(s) printed in order after online forms.

## Disclosures

It appears that all attachments in the application have been processed correctly. Please review the uploads to ensure the full contents of all attached files display as expected. Not all file types may accurately print to PDF.

### BUDGET INFORMATION - Non-Construction Programs

#### SECTION A - BUDGET SUMMARY

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. Pathways to the Future	20.205			\$1,495,000.00		\$1,495,000.00
2.						
3.						
4.						
5. Totals				\$1,495,000.00		\$1,495,000.00

#### SECTION B - BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1) Pathways to the Future	(2)	(3)	(4)	
a. Personnel					
b. Fringe Benefits					
c. Travel					
d. Equipment					
e. Supplies					
f. Contractual					
g. Construction					
h. Other					
i. Total Direct Charges <i>(sum of 6a-6h)</i>					
j. Indirect Charges					
k. TOTALS <i>(sum of 6i and 6j)</i>					
7. Program Income					

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**SECTION C - NON-FEDERAL RESOURCES**

(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e) TOTALS
8 Pathways to the Future				
9.				
10.				
11.				
12. TOTAL (sum of lines 8-11)				

**SECTION D - FORECASTED CASH NEEDS**

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$75,000.00	\$75,000.00			
14. Non-Federal					
15. TOTAL (sum of lines 13 and 14)	\$75,000.00	\$75,000.00			

**SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT**

(a) Grant Program	FUTURE FUNDING PERIODS (Years)			
	(b) First	(c) Second	(d) Third	(e) Fourth
16. Pathways to the Future	\$710,000.00	\$710,000.00		
17.				
18.				
19.				
20. TOTAL (sum of lines 16-19)	\$710,000.00	\$710,000.00		

**SECTION F - OTHER BUDGET INFORMATION**

21. Direct Charges:	22. Indirect Charges:
23. Remarks: We have attached a more specific budget that argues that...	

**ASSURANCES - NON-CONSTRUCTION PROGRAMS**

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0040), Washington, DC 20503.

**PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.**

**NOTE:** Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681- 1683, and 1685- Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U. S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee- 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.
7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment

1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation

activities are funded in whole or in part with Federal funds.

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Prescribed by OMB Circular A-102**



9. Will comply, as applicable, with the provisions of the Davis- Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327- 333), regarding labor standards for federally-assisted construction subagreements.
10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93- 205).
12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
13. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).
14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.
16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
19. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

<p><b>* SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL</b></p> <p>Emily Williams</p>	<p><b>* TITLE</b></p> <p>Executive Director</p>
<p><b>* APPLICATION ORGANIZATION</b></p> <p>Richmond Regional Planning District Commission</p>	<p><b>* DATE SUBMITTED</b></p> <p>05/01/2024</p>

### BUDGET INFORMATION - Construction Programs

*NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.*

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ 0.00	\$ 0.00	\$ 0.00
2. Land, structures, rights-of-way, appraisals, etc.	\$ 0.00	\$ 0.00	\$ 0.00
3. Relocation expenses and payments	\$ 0.00	\$ 0.00	\$ 0.00
4. Architectural and engineering fees	\$ 0.00	\$ 0.00	\$ 0.00
5. Other architectural and engineering fees	\$ 0.00	\$ 0.00	\$ 0.00
6. Project inspection fees	\$ 0.00	\$ 0.00	\$ 0.00
7. Site work	\$ 0.00	\$ 0.00	\$ 0.00
8. Demolition and removal	\$ 0.00	\$ 0.00	\$ 0.00
9. Construction	\$ 0.00	\$ 0.00	\$ 0.00
10. Equipment	\$ 0.00	\$ 0.00	\$ 0.00
11. Miscellaneous	\$ 0.00	\$ 0.00	\$ 0.00
12. SUBTOTAL (sum of lines 1-11)	\$ 0.00	\$ 0.00	\$ 0.00
13. Contingencies	\$ 0.00	\$ 0.00	\$ 0.00
14. SUBTOTAL	\$ 0.00	\$ 0.00	\$ 0.00
15. Project (program) income	\$ 0.00	\$ 0.00	\$ 0.00
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 0.00	\$ 0.00	\$ 0.00
<b>FEDERAL FUNDING</b>			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter the resulting Federal share.	Enter eligible costs from line 16c Multiply X _____%		\$ 0

## ASSURANCES - CONSTRUCTION PROGRAMS

OMB Approval No.4040-0009

Expiration Date: 02/28/2025

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0042), Washington, DC 20503.

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1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will not dispose of, modify the use of, or change the terms of the real property title, or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal interest in the title of real property in accordance with awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure non-discrimination during the useful life of the project.
4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progress reports and such other information as may be required by the assistance awarding agency or State.
6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
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12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.
14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
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18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
19. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
20. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL		TITLE	
APPLICANT ORGANIZATION		DATE SUBMITTED	
Richmond Regional Planning District Commission		2024-05-01	

Application for Federal Assistance SF-424

Version 04

* 1. Type of Submission: <input type="radio"/> Preapplication <input checked="" type="radio"/> Application <input type="radio"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="radio"/> New <input type="radio"/> Continuation <input type="radio"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify) <input type="text"/>
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* 3. Date Received: 05/01/2024	4. Applicant Identifier: <input type="text"/>
-----------------------------------	--

5a. Federal Entity Identifier: <input type="text"/>	* 5b. Federal Award Identifier: <input type="text"/>
--	---

State Use Only:

6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>
---	---

8. APPLICANT INFORMATION:

\* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN): 54-6020697	* c. UEI: FEAEGEWK1AJ8
---	---------------------------

d. Address:

\* Street1:

Street2:

\* City:

County:

\* State:

Province:

\* Country:

\* Zip / Postal Code:

e. Organizational Unit:

Department Name:

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:  \* First Name:

Middle Name:

\* Last Name:

Suffix:

Title:

Organizational Affiliation:

\* Telephone Number:  Fax Number:

\* Email:

**Application for Federal Assistance SF-424**

Version 04

**9. Type of Applicant 1: Select Applicant Type:**

Regional Organization

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

**\* 10. Name of Federal Agency:**

DOT Federal Highway Administration

**11. Catalog of Federal Domestic Assistance Number:**

20.205

CFDA Title:

Highway Planning and Construction

**\* 12. Funding Opportunity Number:**

693JJ324NF00010

\* Title:

Fiscal Years 2022, 2023, and 2024 Prioritization Process Pilot Program

**13. Competition Identification Number:**

693JJ324NF00010-115033

Title:

Fiscal Years 2022, 2023, and 2024 Prioritization Process Pilot Program

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

See attached file: 1234-Areas Affected PPPP.docx; Mime Type: application/vnd.openxmlformats-officedocument.wordprocessingml.document; Location: 8362404.SF424\_4\_0\_P2.optionalFile1;

**\* 15. Descriptive Title of Applicant's Project:**

Pathways to the Future: Project Scoring

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

Version 04

16. Congressional Districts Of:

\* a. Applicant 4

\* b. Program/Project: 1,4,5

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

\* a. Start Date: 07/01/2025

\* b. End Date: 09/30/2027

18. Estimated Funding (\$):

* a. Federal	1495000
* b. Applicant	0
* c. State	0
* d. Local	0
* e. Other	0
* f. Program Income	0
* g. TOTAL	1495000

\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?

- a. This application was made available to the State under the Executive Order 12372 Process for review on \_\_\_\_\_.
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)

Yes  No

21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

\*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: Ms. \* First Name: Martha

Middle Name:

\* Last Name: Shickle

Suffix:

\* Title: Executive Director

\* Telephone Number: 8049247030 Fax Number:

\* Email: martha@planva.org

\* Signature of Authorized Representative: Emily Williams \* Date Signed: 05/01/2024

**Application for Federal Assistance SF-424**

Version 04

**\* Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

# DISCLOSURE OF LOBBYING ACTIVITIES

Approved by OMB 4040-0013

Complete this form to disclose lobbying activities pursuant to 31 U.S.C.1352 Expiration Date 02/28/2025  
 (See reverse for public burden disclosure.)

<b>1. Type of Federal Action:</b> <input type="checkbox"/> a. contract <input checked="" type="checkbox"/> b. grant c. cooperative agreement d. loan e. loan guarantee f. loan insurance	<b>2. Status of Federal Action:</b> <input type="checkbox"/> a. bid/offer/application <input checked="" type="checkbox"/> b. initial award c. post-award	<b>3. Report Type:</b> <input type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change
<b>4. Name and Address of Reporting Entity:</b> <input checked="" type="checkbox"/> Prime <input type="checkbox"/> Subawardee Tier _____, if known: Richmond Regional Planning District Commission 424 Hull St. Ste 300 Richmond, VA 23224-4114  <b>Congressional District, if known: 1,4,5</b>	<b>5. If Reporting Entity in No. 4 is a Subawardee, Enter Name and Address of Prime:</b>	
<b>6. Federal Department/Agency:</b> Federal Highway Administration	<b>7. Federal Program Name/Description:</b>  CFDA Number, if applicable: _____	
<b>8. Federal Action Number, if known:</b>	<b>9. Award Amount, if known:</b> \$ _____	
<b>10. a. Name and Address of Lobbying Registrant</b> (if individual, last name, first name, MI):  N/A, N/A N/A N/A	<b>b. Individuals Performing Services (including address if different from No. 10a) (if individual, last name, first name, MI):</b> N/A, N/A	
<b>11.</b> Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.	Signature: <u>Emily Williams</u> Print Name: <u>Ms. Shickle, Martha</u> Title: <u>Executive Director</u> Telephone No: <u>804-323-2033</u> Date: <u>05/01/2024</u>	

## Upload #1

Applicant: Richmond Regional Planning District Commission  
Application Number: PPPP25-000009  
Project Title: Pathways to the Future: Project Scoring  
Status: Awarded  
Document Title: SF424\_4\_0-AdditionalProjectTitle-1250-New Kent Letter of Support  
PPPP.pdf



Board of Supervisors

Thomas W. Evelyn	District 1
John P. Moyer	District 2
Amy M. Pearson	District 3
Ron Stiers	District 4
Jordan T. Stewart	District 5

Rodney A. Hathaway  
County Administrator

[www.co.new-kent.va.us](http://www.co.new-kent.va.us)

April 23, 2024

Martha Shickle, Executive Director  
Richmond Regional Planning District Commission  
424 Hull St. Suite 300  
Richmond, VA 23224

**Subject: Letter of Support for PlanRVA in submission to the Prioritization Process Pilot Program grant opportunity from the Federal Highway Administration**

Dear Ms. Shickle:

On behalf of New Kent County, I write to express support for PlanRVA's submission, titled Pathways to the Future: Project Scoring, to the Federal Highway Administration Prioritization Process Pilot Program (PPPP) funding opportunity.

This application, if successful, will provide the opportunity for PlanRVA, the Richmond Regional Transportation Planning Organization, the Central Virginia Transportation Authority, and community partners to better score, rank, and prioritize regionally significant projects, incorporating data from multiple sources including PlanRVA's community-endorsed scenario planning tool: Pathways to the Future. This innovative partnership will connect the impact of transportation planning beyond traditional infrastructure to community health and quality of life, measuring many performance measures such as access to jobs, affordable housing, environmental resilience, economic development, and community equity. This comprehensive prioritization process design will quantify the benefits of projects and develop a monetized return-on-investment basis for project ranking.

A critical component of the Pathways to the Future: Project Scoring prioritization process is community input. We value centering feedback from our diverse

12007 Courthouse Circle, P O Box 150, New Kent VA 23124  
New Kent (804) 966-9861/Toano (757) 564-3480/Fax (804) 966-9370

communities, particularly seeking out perspectives that are underrepresented in planning processes. We will use the community networks of our organization to share feedback opportunities and to engage as much of the PlanRVA region as possible in this important work.

Not only are we enthusiastic about the safety, mobility, and resilience implications of the prioritization process design, but we anticipate that this project will unify regional planning efforts across sectors, enabling greater focus on environmental sustainability and social equity. This cohesion will contribute to the mission of our organization.

We endorse PlanRVA's commitment to cohesive regional growth and are hopeful for the opportunities that this effort will unlock for our community. We are pleased to support this application.

Sincerely,



Rodney A. Hathaway  
County Administrator

## Upload #2

Applicant: Richmond Regional Planning District Commission  
Application Number: PPPP25-000009  
Project Title: Pathways to the Future: Project Scoring  
Status: Awarded  
Document Title: SF424\_4\_0-AdditionalProjectTitle-1245-Chesterfield Letter of Support  
PPPP.pdf



## Chesterfield County, Virginia Transportation Department

9800 Government Center Parkway – P.O. Box 40 – Chesterfield, VA 23832  
Phone: (804) 748-1037 – Fax: (804) 748-8516 – Internet: chesterfield.gov

Chessa Faulkner, PE  
Director

April 29, 2024

Martha Shickle, Executive Director  
Richmond Regional Planning District Commission  
424 Hull St. Suite 300  
Richmond, VA 23224

Subject: Letter of Support – PlanRVA’s *Pathways to the Future: Project Scoring*  
Prioritization Process Pilot Program FHWA Grant Request

Dear Ms. Shickle:

On behalf of Chesterfield County’s Transportation Department, I write to express support for PlanRVA’s Prioritization Process Pilot Program (PPPP) grant request for *Pathways to the Future: Project Scoring*.

*Pathways to the Future: Project Scoring* will provide the opportunity for PlanRVA, the Richmond Regional Transportation Planning Organization, the Central Virginia Transportation Authority, and community partners to better score, rank, and prioritize regionally significant projects, incorporating data from multiple sources including PlanRVA’s community-endorsed scenario planning tool: *Pathways to the Future*. This innovative partnership will connect the impact of transportation planning beyond traditional infrastructure to community health and quality of life, measuring many performance measures such as access to jobs, affordable housing, environmental resilience, economic development, and community equity. This comprehensive prioritization process design will quantify the benefits of projects and develop a monetized return-on-investment basis for project ranking.

A critical component of the *Pathways to the Future: Project Scoring* prioritization process is community input. We value centering feedback from our diverse communities, particularly seeking out perspectives that are underrepresented in planning processes. We will use the community networks of our organization to share feedback opportunities and to engage as much of the PlanRVA region as possible in this important work.

Not only are we enthusiastic about the safety, mobility, and resilience implications of the prioritization process design, but we anticipate that this project will unify regional planning efforts across sectors, enabling greater focus on environmental sustainability and social equity.

We endorse PlanRVA’s commitment to cohesive regional growth and are hopeful for the opportunities that this effort will unlock for our community. We are pleased to support this application.

Sincerely,

Chessa Walker, PE  
Director

## Upload #3

Applicant: Richmond Regional Planning District Commission  
Application Number: PPPP25-000009  
Project Title: Pathways to the Future: Project Scoring  
Status: Awarded  
Document Title: SF424\_4\_0-AdditionalProjectTitle-1246-CVTA Letter of Support PPPP.pdf



April 22, 2024

Martha Shickle, Executive Director  
PlanRVA  
424 Hull St. Suite 300  
Richmond, VA 23224

Subject: Letter of Support for PlanRVA in submission to the Prioritization Process Pilot Program grant opportunity from the Federal Highway Administration

Dear Ms. Shickle:

On behalf of the Central Virginia Transportation Authority, I write to express our full support for PlanRVA's submission, titled Pathways to the Future: Project Scoring, to the Federal Highway Administration Prioritization Process Pilot Program (PPPP) funding opportunity.

This application, if successful, will provide the opportunity for PlanRVA, the Richmond Regional Transportation Planning Organization, the Central Virginia Transportation Authority, and community partners to better score, rank, and prioritize regionally significant projects, incorporating data from multiple sources including PlanRVA's community-endorsed scenario planning tool: Pathways to the Future. This innovative partnership will connect the impact of transportation planning beyond traditional infrastructure to community health and quality of life, measuring many performance measures such as access to jobs, affordable housing, environmental resilience, economic development, and community equity. This comprehensive prioritization process design will quantify the benefits of projects and develop a monetized return-on-investment foundation for project ranking.

CVTA utilizes the project evaluation tools developed by PlanRVA to score, rank and prioritize its funding priorities. We have a true appreciation for the tools that PlanRVA develops and intend to continue partnering with the organization to ensure ongoing consistency in planning and implementation of transportation infrastructure.

A critical component of the Pathways to the Future: Project Scoring prioritization process is community input. CVTA deeply values feedback from our diverse communities, particularly seeking out perspectives that are underrepresented in planning processes. We will use the community networks of our organization to share feedback opportunities and to engage as much of the PlanRVA region as possible in this important work.

Not only are we enthusiastic about the safety, mobility, and resilience implications of the prioritization process design, but we anticipate that this project will unify regional planning efforts



across sectors, enabling greater focus on a wholistic process for improving our regional transportation network and quality of life for all residents of central Virginia.

We endorse PlanRVA's commitment to cohesive regional growth and are hopeful for the opportunities that this effort will unlock for our community. We are pleased to support this application.

Sincerely,

A handwritten signature in black ink, appearing to read "Chet Parsons".

Chet Parsons  
Executive Director, CVTA

## Upload #4

Applicant: Richmond Regional Planning District Commission  
Application Number: PPPP25-000009  
Project Title: Pathways to the Future: Project Scoring  
Status: Awarded  
Document Title: SF424\_4\_0-1234-Areas Affected PPPP.docx

## Areas Affected

### PlanRVA, Richmond Regional PDC

- Town of Ashland, VA
- Charles City County, VA
- Chesterfield County, VA
- Goochland County, VA
- Hanover County, VA
- Henrico County, VA
- New Kent County, VA
- Powhatan County, VA
- City of Richmond, VA

## Upload #5

Applicant: Richmond Regional Planning District Commission  
Application Number: PPPP25-000009  
Project Title: Pathways to the Future: Project Scoring  
Status: Awarded  
Document Title: SF424\_4\_0-AdditionalProjectTitle-1249-Henrico Letter of Support  
PPPP.pdf



COMMONWEALTH OF VIRGINIA  
COUNTY OF HENRICO

TERRELL C. HUGHES, P.E.  
DIRECTOR OF PUBLIC WORKS  
COUNTY ENGINEER  
(804) 501-4393

April 26, 2024

Ms. Martha Shickle, Executive Director  
Richmond Regional Planning District Commission  
424 Hull Street, Suite 300  
Richmond, VA 23224

Subject: Letter of Support for PlanRVA in submission to the Prioritization Process Pilot Program grant opportunity from the Federal Highway Administration

Dear Ms. Shickle:

On behalf of the County of Henrico, I write to express support for PlanRVA's submission, titled Pathways to the Future: Project Scoring, to the Federal Highway Administration Prioritization Process Pilot Program (PPPP) funding opportunity.

This application, if successful, will provide the opportunity for PlanRVA, the Richmond Regional Transportation Planning Organization, the Central Virginia Transportation Authority, and community partners to better score, rank, and prioritize regionally significant projects, incorporating data from multiple sources including PlanRVA's community-endorsed scenario planning tool: Pathways to the Future. This innovative partnership will connect the impact of transportation planning beyond traditional infrastructure to community health and quality of life, measuring many performance measures such as access to jobs, affordable housing, environmental resilience, economic development, and community equity. This comprehensive prioritization process design will quantify the benefits of projects and develop a monetized return-on-investment basis for project ranking.

A critical component of the Pathways to the Future: Project Scoring prioritization process is community input. We value centering feedback from our diverse communities, particularly seeking out perspectives that are underrepresented in planning processes. We will use the community networks of our organization to share feedback opportunities and to engage as much of the PlanRVA region as possible in this important work.

Not only are we enthusiastic about the safety, mobility, and resilience implications of the prioritization process design, but we anticipate that this project will unify regional planning efforts across sectors, enabling greater focus on environmental sustainability and social equity.

We endorse PlanRVA's commitment to cohesive regional growth and are hopeful for the opportunities that this effort will unlock for our community. We are pleased to support this application.

Sincerely,

*Steve Yob*

Steven J. Yob, P.E.  
Deputy County Manager for Community Operations

pc: Director of Public Works  
Assistant Director of Public Works  
Transportation Development Division Director

## Upload #6

Applicant: Richmond Regional Planning District Commission  
Application Number: PPPP25-000009  
Project Title: Pathways to the Future: Project Scoring  
Status: Awarded  
Document Title: SF424\_4\_0-AdditionalProjectTitle-1244-Chamber Letter of Support  
PPPP.pdf



April 25, 2024

Martha Shickle, Executive Director  
Richmond Regional Planning District Commission  
424 Hull St. Suite 300  
Richmond, VA 23224

Subject: Letter of Support for PlanRVA in submission to the Prioritization Process Pilot Program grant opportunity from the Federal Highway Administration

Dear Ms. Shickle:

On behalf of ChamberRVA, I write to express support for PlanRVA's submission, titled Pathways to the Future: Project Scoring, to the Federal Highway Administration Prioritization Process Pilot Program (PPPP) funding opportunity.

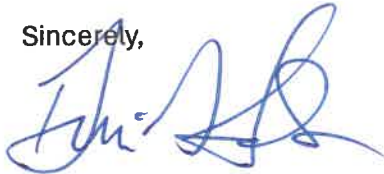
This application, if successful, will provide the opportunity for PlanRVA, the Richmond Regional Transportation Planning Organization, the Central Virginia Transportation Authority, and community partners to better score, rank, and prioritize regionally significant projects, incorporating data from multiple sources including PlanRVA's community-endorsed scenario planning tool: Pathways to the Future. This innovative partnership will connect the impact of transportation planning beyond traditional infrastructure to community health and quality of life, measuring many performance measures such as access to jobs, affordable housing, environmental resilience, economic development, and community equity. This comprehensive prioritization process design will quantify the benefits of projects and develop a monetized return-on-investment basis for project ranking.

A critical component of the Pathways to the Future: Project Scoring prioritization process is community input. We value centering feedback from our diverse communities, particularly seeking out perspectives that are underrepresented in planning processes. We will use the community networks of our organization to share feedback opportunities and to engage as much of the PlanRVA region as possible in this important work.

Not only are we enthusiastic about the safety, mobility, and resilience implications of the prioritization process design, but we anticipate that this project will unify regional planning efforts across sectors, enabling greater focus on environmental sustainability and social equity. This cohesion will contribute to the mission of our organization.

We endorse PlanRVA's commitment to cohesive regional growth and are hopeful for the opportunities that this effort will unlock for our community. We are pleased to support this application.

Sincerely,



Brian D. Anderson  
President & CEO  
ChamberRVA  
919 E. Main St, STE 1700  
Richmond, VA 23219

## Upload #7

Applicant: Richmond Regional Planning District Commission  
Application Number: PPPP25-000009  
Project Title: Pathways to the Future: Project Scoring  
Status: Awarded  
Document Title: SF424\_4\_0-AdditionalProjectTitle-1235-PlanRVA Pathways to the Future  
Project Narrative PPPP.pdf

What is the Project Name?	Pathways to the Future: Project Scoring
Who is the Project Sponsor?	PlanRVA (the Richmond Regional Planning District Commission) on behalf of the Richmond Regional Transportation Planning Organization (RRTPO)
Is the Project Sponsor a State, or an MPO?	MPO
Does this project involve (a) private or non-private entity(ies) that will receive a direct and predictable financial benefit if the project is selected for award? This includes, but is not limited to, private or non-private owners of infrastructure facilities being improved or private and non-private entities directly benefitting from completion of the proposed project.	No
If this project directly involves or benefits a specific private or non-private entity(ies), please identify the full name of each entity, separated by a comma.	The Central Virginia Transportation Association (CVTA)
Total Project Cost	\$1,495,000
Requested Grant Amount (Previously incurred costs are not eligible for grant funding.)	\$1,495,000
Estimated Non-Federal Funding and Sources	N/A
State(s) in which project is located	Virginia
Urban Area in which project is located, if applicable	Greater Richmond Region
Population of Urban Area (According to 2020 Census)	1,059,150

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## I. Basic Project Information – Description, Location, and Parties

### Project Description

PlanRVA, the Richmond Regional Planning District Commission, has served as the planner and convener for the greater Richmond region since 1969. It houses the Richmond Regional Transportation Planning Organization (RRTPO), which is responsible for the metropolitan Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Congestion Management Process, and the Unified Planning Work Program. Our regional transportation vision promotes reliable and safe transportation connections, equitable opportunities for all to thrive and live healthy lives, a strong economy, and environmental stewardship. Funding to significantly revise our current prioritization process will enhance our ability to cohesively and transparently plan for this regional vision. The innovative process we propose here has the potential to lead future planning protocols.

We intend to develop, quantify, and monetize **Operational, Safety, Environmental, Access, and Quality of Life** benefits of Transportation projects (both transportation and non-transportation benefits and user and non-user benefits) and calculate the benefit/cost analysis (BCA) of each. Along with the benefits, user and non-user burdens based on the projects will also be quantified and monetized. We will quantify the net benefit and burdens of the project at the individual project level and measure the overall return on investment (ROI) of all the projects listed in the funding scenario for the LRTP, TIP, and Central Virginia Transportation Authority (CVTA). We will evaluate different investment and land use scenarios for the optimum ROI.

RRTPO has [an established prioritization process](#) for evaluating and selecting transportation projects to fund. See Figure 1 below, or the attachment (1. RRTPO Current Scoring Sheet.pdf) for a larger version. This process focuses on five goal areas: mobility, safety, accessibility and equity, economic development, and environment and land use. It uses 15 performance or other quantitative measures to create a cost/benefit analysis, using normalized, weighted scores for benefit. This process has enabled consistency in planning and funding measures between the LRTP and short-range allocation decisions. The CVTA also uses an abbreviated version of these existing prioritization measures and plans to adopt the updated prioritization process we seek funding for here. That will mean that state funds will begin to follow the federal protocols of this prioritization process, multiplying the impact of this project.

Steps	LRTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
	Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Throughput	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Throughput	Sensitive Features	Air Pollution	VMT per Capita	Connection to Activity Centers
1	PM Value															
2	Normalized PM Value Relative to other Projects															
3	PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
4	Goal Value															
5	Goal Weight	25%		15%		25%				15%			20%			
6	Weighted Goal Value															
7	Project Benefit															
8	Project Cost															
9	ConnectRVA 2045 Project Score Benefit divided by cost in tens of millions															

Figure 1: the measures in RRTPO's current prioritization process

To renovate our current prioritization process, PlanRVA will incorporate data from our innovative Pathways to the Future exploratory scenario planning tool. This tool uses housing, environment, economy, land use, and transportation growth modeling to illustrate multiple possibilities for how the region might evolve from a baseline toward four alternative futures. It takes current regional data and applies possible forces of future change to develop these reasonably possible, but structurally different futures. This modeling helps guide policymakers, planners, and community members as they envision and craft regional change. The scenario planning process can result in three levels of applicability: education and awareness, strategic direction (vision setting or exploration), and action identification (in the form of policy recommendations and project identification & selection).

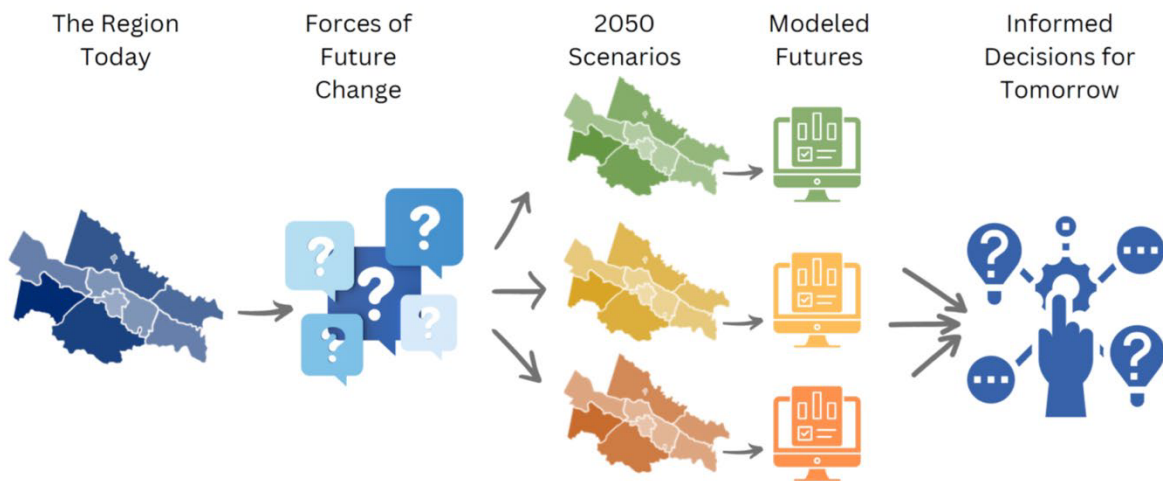


Figure 2: an illustration of the scenario planning process [from PlanRVA's website](#)

While developing this scenario planning tool, PlanRVA has sought broad community input through a stakeholder committee and public outreach measures. PlanRVA hosted two interactive planning charrettes, inviting more than 200 representatives from local groups representing government, non-profit agencies, the private sector, higher education, the arts, advocacy groups, and community partners. Participants developed examples to test the scenario planning tool, providing feedback as community leaders on policy and investment pathways for the region. Scenario results are available to an even wider audience [on PlanRVA's website](#). Pathways to the Future has broad community support and a robust network for further stakeholder feedback throughout the PPPP process.

To develop an enhanced prioritization process, we will convert these scenario planning tools into a comprehensive process that assesses various community development factors in transportation planning. We will conduct a literature review, and develop our own methodology, data, tools, and interactive website and dashboard, in order to implement the revised prioritization process. Our prioritization process design will monetize the benefits of projects and develop a return-on-investment basis for project ranking. Details are explained further in the Merit Criteria section. While it is challenging to truly measure quality of life, we will develop metrics to evaluate how proposed projects provide health and access benefits that contribute to the overall quality of life in our region. Our goal is for regional transportation planning to incorporate a wider range of performance measures holistically to become more sustainable and equitable. Pathways to the Future: Project Scoring transitions project prioritization from individual project evaluation to return on investment: an innovation in the transportation planning world.

### **Project Location**

RRTPO orchestrates transportation planning and funding across the greater Richmond region, which is a 2020 Census-designated urban area of 1,059,150. This region includes the cities of Richmond and Ashland, and Charles City, Chesterfield, Goochland, Hanover, Henrico, New Kent, and Powhatan Counties. RRTPO interfaces with the Central Virginia Transportation Authority (CVTA), established by the Virginia General Assembly in 2020 to administer transportation funding generated through the imposition of a regional sales and use tax and a wholesale gas and diesel tax. CVTA works closely with RRTPO to ensure that transportation planning and funding in the region is fairly distributed according to geography and need. The Pathways to the Future: Project Scoring project will extend the reach of existing transportation safety planning to cover the entire footprint of the Metropolitan Planning Organization.

### **Lead Applicant**

RRTPO is [certified as of 2021](#) by the Federal Highway Administration and the Federal Transit Administration. RRTPO coordinates the metropolitan Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Congestion Management Process, and the Unified Planning Work Program. Since 1990, we have received federal and state funding to manage these transportation projects.

PlanRVA is the fiduciary agent for RRTPO and maintains compliance in executing grant contracts. We are in good financial standing as an agency and compliant with our grant management. Below is a chart of PlanRVA’s recent grant performance and compliance status. For a larger version, see attachment (2. PlanRVA Past Grant Performance.pdf).

PlanRVA recent past grant performance					
<b>Project Title</b>	Metropolitan Planning Organization Program: Public Law	Metropolitan Planning Organization Program: Section 5303	Climate Pollution Reduction Grant	Watershed Improvement Program	Coastal Resources Management Program
<b>Funding Agency</b>	Virginia Department of Transportation (FWHA)	Department of Rail and Public Transit (FTA)	Environmental Protection Agency	Virginia Department of Environmental Quality	Virginia Department of Environmental Quality
<b>ALN</b>	20.505	20.505	66.046	66.466	11.419
<b>Description</b>	The MPO funding includes two funding streams unified to create a comprehensive work program for annual transportation planning. Meet all federal and state funding requirements including compliance with cross cutting federal regulation such as Title VI, ADA, etc.	The MPO funding includes two funding streams unified to create a comprehensive work program for annual transportation planning. Meet all federal and state funding requirements including compliance with cross cutting federal regulation such as Title VI, ADA, etc.	Designing climate action plans that incorporate a variety of measures to reduce GHG emissions from six key sectors (electricity generation, industry, transportation, buildings, agriculture/natural and working lands, and waste management)	This funding supports water quality planning; Chesapeake Bay watershed protection; flood protection and prevention; extreme heat mediation.	Coordination with natural resources agencies, local governments, Tribes, and not-for-profit regional organizations to communicate and coordinate with regard to land conservation, land protection, and economic opportunity issues.
<b>Reports &amp; timeliness</b>	Quarterly reports submitted on time and with clean compliance and performance reviews	Quarterly reports submitted on time and with clean compliance and performance reviews	Priority Climate Action Plan submitted on time and with clean compliance and performance reviews	Semi-annual reports submitted on time and with clean compliance and performance reviews	Quarterly reports submitted on time and with clean compliance and performance reviews

<b>Status</b>	The closeout of FY2023 awards pending subrecipient reviews underway.	The closeout of FY2023 awards pending subrecipient reviews underway.	In progress, expires mid 2027. Remaining in good standing.	Achieved successful project closeout as of 12/31/2023	Achieved successful project closeout as of 11/15/2023
---------------	--	--	--	---	---

Figure 3: PlanRVA recent past grant performance

### Other Public and Private Parties

The Central Virginia Transportation Organization is the only party to directly benefit from PlanRVA’s proposed prioritization process. These organizations are already intimately linked because PlanRVA provides staff support and office space for the CVTA. The collaboration here will achieve consistency and economic efficiencies by employing the same prioritization process.

## II. Grant Funds, Sources and Uses of all Project Funding

Our budget estimate is broken down by the phases of the project, which are described in detail in the Prioritization Process Plan section. We budget a 15% contingency amount in each category to account for inflation and unforeseen costs and challenges. Since this project breaks new ground in transportation planning, there may be challenges to work through in each stage, especially those that establish new research metrics and tools, and this 15% contingency amount provides the cushion to complete the work successfully. For a larger version, see attachment (3. PlanRVA PPPP Budget.pdf).

PlanRVA Pathways to the Future: Project Scoring Budget by Project Phase					
Phase	Description	Estimate	Contingency	Total	
1	Literature Review & Peer Coordination	\$85,042.50	\$15,007.50	\$100,050.00	6.7%
2	Development of Methodology	\$153,076.50	\$27,013.50	\$180,090.00	12.0%
3	Development of Data	\$255,127.50	\$45,022.50	\$300,150.00	20.1%
4	Development of Tools	\$255,127.50	\$45,022.50	\$300,150.00	20.1%
5	Interactive Website & Dashboard Development	\$102,051.00	\$18,009.00	\$120,060.00	8.0%
6	Implementation	\$24,437.50	\$4,312.50	\$28,750.00	1.9%
	<b>Subtotal</b>	<b>\$874,862.50</b>	<b>\$154,387.50</b>	<b>\$1,029,250.00</b>	Consultant team, staff training & oversight
	Public Engagement	\$395,887.50	\$69,862.50	\$465,750.00	31.2%
	<b>Subtotal</b>	<b>\$395,887.50</b>	<b>\$69,862.50</b>	<b>\$465,750.00</b>	PlanRVA staff outreach,

					direct expenses
	<b>GRAND TOTAL</b>	<b>\$1,270,750.00</b>	<b>\$224,250.00</b>	<b>\$1,495,000.00</b>	

Figure 4: PlanRVA budget by project phase

We budget 30% of funds for public engagement activities, which are described in greater detail in the Public Input, Transparency, and Accessibility of the Prioritization Process section below. The hourly rate for a consultant team and PlanRVA staff training was calculated based on 2022 rates, with 5% added annually for inflation, resulting in \$220.00 per hour.

P2F Hourly Rate Average	
<b>\$190.00</b>	2022 Base
<b>\$219.95</b>	5% annually to 2025
<b>\$220.00</b>	Rounded
<b>4,678</b>	Estimate of Hours

Figure 5: Pathways to the Future hourly rate

### III. Merit Criteria

#### Criterion #1: Prioritization Process Plan

##### a) Priority Objectives

##### *Research, Literature Review & Peer Coordination*

To develop the prioritization process, we will first conduct thorough research and produce a literature review. We will analyze existing methodologies and identify any shortcomings based on past experience. Peer coordination—with other MPOs, Transportation Authorities, Regional Councils, COGs, and DOTs—will be crucial in this phase, ensuring alignment and collaboration. We will establish a stakeholder committee in this phase to provide feedback throughout the process. Further detail on this committee can be found in the Public Input, Transparency, and Accessibility of the Prioritization Process section. We budget six months for this phase. To see the entire project schedule, see section IV. FHWA Project Readiness, Project Schedule.

##### *Development of Methodology*

Our methodology will be developed in tiers, with each dependent on the research and metrics developed in the preceding tier. We budget six months for working through these three tiers. We will seek stakeholder input on methodology development via the steering committee mentioned above and from the Community Transportation Advisory Committee (CTAC) that serves the RRTPO.

Tier 1 establishes project-level metrics, quantifying the transportation benefits of new measures and considering costs such as operation and maintenance, capital costs, and useful life by project

type. Models will be developed and calibrated for highways and mobile emissions. Emphasis will also be given to improving active transportation emissions modeling. All benefits and burdens for each measure will be monetized, including operational costs, person hours of delay, changes in vehicle miles traveled (VMT), truck delays, construction delays, and safety considerations. Safety will be assessed using Total Crash Reduction methodology, which includes equivalent property damage and crash modification factors.

Tier 1 will include analysis of environmental factors and accessibility metrics. Emissions changes, in compliance with National Ambient Air Quality Standards (NAAQS) as regards volatile organic compounds (VOCs), and nitrogen oxides (NOx), particulate matter (2.5) and greenhouse gas emissions. Noise pollution will also be assessed. Accessibility metrics will be created using ease of access (travel impedance) benefits, such as change in average daily visitors to different destinations and services. Opportunities benefits, such as improved accessibility to new opportunities provided by project implementation, will also be considered.

Traditional assessments of the benefits of transportation services, such as roads, bridges, and public transit, focus on the value of the decreased travel time to destinations to which residents must travel. Among these destinations are workplaces, medical care, schools and colleges, and grocery shopping, as well as parks and recreation, government centers, and libraries. A significant innovation in our PPPP project is to analyze the benefits that might accrue to residents via increased opportunities associated with important destinations, which will be made easier to reach with transportation improvements. PlanRVA plans to invest significant research into monetizing these benefits so alternative transportation scenarios can be evaluated and compared, and the best options selected for implementation.

We plan to develop a metric for quality of life, determining how to equitably rank and monetize factors from our scenario planning model: social and economic benefits (beyond transportation benefits) as well as health benefits like physical activity, asthma-associated ER visits, depression, psychological distress, and COPD. This vision will require significant research and community input, which will ultimately create a comprehensive approach beyond the transportation value of projects.

In Tier 2 we will expand the prioritization scope regionwide by developing an optimal investment strategy tool. It will consider how to allocate resources effectively, comparing different financial scenarios, including bonding versus PAYGO methods. It will analyze investment splits across various modes of transportation, such as multimodal, transit-oriented, or highway-centric options. This tool will optimize project selection within constraints, enabling RRTPO and CVTA to optimize the return on investment for the total investment strategy.

In Tier 3, the focus will shift to evaluating different future scenario narratives, integrating investment strategies with various plausible land use scenarios. This work extends the Pathways to the Future Scenario Planning Process, for which PlanRVA has already developed different land

use scenarios and eleven predictive models. This will complete the comprehensive methodology for prioritizing transportation projects for the region.

### *Development of Data*

To develop data to inform our prioritization process, we will use the Existing and Committed Transportation Network (the No-Build Network) as the baseline for evaluation. We will develop transportation networks at the project level, the group of project level, and the scenario level (the Build Networks). To accurately gauge the environmental impact of transportation initiatives, we will assess MOVES factors tailored specifically for the Richmond region, covering pollutants like NOx, VOC, PM2.5, and greenhouse gases (GHG). We will compile the latest destination data within the region, calculating the average daily visitors for each destination. We will also assess historic crash data to identify areas for improvement and mitigation strategies. We budget eight months for data development, the first two of which will overlap with the completion of the methodology process above.

### *Development of Tools*

To facilitate the decision-making processes, we will develop a suite of tools. We will refine and calibrate the Regional Travel Demand Model to measure operational and environmental benefits. We will develop a GIS-based tool to quantify multimodal accessibility benefits for highway, transit, bike and pedestrian modes, as well as a GIS-based tool to measure safety benefits. We will build a comprehensive tool to calculate the operational, environmental, safety, accessibility, and quality-of-life impacts associated with each project. Finally, we will develop an investment strategies tool to prioritize projects based on their potential return on investment. This set of tools will enable a holistic approach to prioritization. We budget eight months for the development of these tools, with a two-month overlap with the development of data period.

To enhance public engagement and transparency, we will develop an interactive website and dashboard. Users will be able to access project information, self-test any project, and review project scorecards and return on investment spreadsheets. This dashboard will be modeled and used throughout public engagement activities to ensure its ease of use and accessibility. Building the interactive website and dashboard will overlap with the timeline of data and tool development, about 14-15 months.

### *Implementation*

Finally, the implementation phase involves creating and assessing the final project list and online mapping. Each project will be provided with a scorecard. The scorecard will also have implementation schedules, accounting for professional engineering, right-of-way acquisition, and construction phases for the projects. The Pathways to the Future prioritization process will be used for the Long-Range Transportation Plan and will align with the TIP and the CVTA cycles to fund projects. For the projects in the TIP and the CVTA, information regarding the different funding sources, (Virginia DOT's Smart Scale funding, CVTA funding, and RRTPO regional

funding) and how leveraging the funding in one program helped in funding the project through another program will also be highlighted. This innovative and comprehensive prioritization process will help streamline regional transportation planning in equitable and accessible ways.

#### *b) Public Input, Transparency, and Accessibility of the Prioritization Process*

PlanRVA has a history of building and expanding networks for community engagement, with a focus on advancing racial and economic equity and supporting underserved and historically disadvantaged communities. We prioritize meaningful public involvement in the planning process in order to invest in areas that have experienced disinvestment and/or persistent poverty. We have a robust network of community partners to call on to offer their feedback and to spread the word to their networks. In particular, CVTA, Chamber RVA, Greater Richmond Partnership, and the localities of Ashland, Chesterfield, Hanover, Henrico, New Kent, and Powhatan have expressed enthusiasm for this project, and their letters of support are attached.

Community engagement undergirds the equity portion of our work. We will seek feedback at strategic points during our prioritization process development: during the development of the methodology and once the projects have been scored, ranked and prioritized based on the approved methodology. We will establish a steering committee for public representation during the methodology developmental phase of our prioritization process, made up of locality staff who serve on PlanRVA's and/or CVTA's boards and/or designated citizen representatives, as well as people with technical insights from bike/ped groups and environmental agencies. Board members, in consultation with their constituents, are uniquely positioned to offer feedback on the development of benefit and burden measures, as discussed in detail in the Prioritization Process Plan: Priority Objectives section. These members will apprise their localities of project progress and prepare them to offer feedback.

Our community engagement team will facilitate a comprehensive and transparent process for public input, building on the scenario planning community engagement process detailed above. We will use the Social Pinpoint platform to integrate and assess our community involvement. We will build an interactive webpage for feedback, which will gather quantitative, qualitative, and spatial insights about public feedback on the prioritization process: a one-stop hub for public involvement with the Pathways to the Future: Project Scoring process. This page will also house the dashboard mentioned above where users can engage with project information, self-test projects, and review project scorecards and return on investment information. Social Pinpoint will enable this site to be translatable into a slate of 10 languages beyond English, for maximum accessibility. While PlanRVA's website is already available in English and Spanish, this functionality will widen the accessibility for people with limited English proficiency in our region.

We will model the functionality of this site in community events, which may include town hall meetings, charettes, surveys, and guided discussions in addition to the interactive web tools described above. We will source feedback in a range of ways, accessible to many backgrounds

and schedules. We will provide options with childcare for those who might need it. We will ensure that materials are legible by screen readers and otherwise section 508 compliant. In the implementation phase, this website will become the permanent home for publicly accessible updates on transportation planning initiatives and how each scores using Pathways to the Future: Project Scoring.

According to expectations laid out in the PPPP NOFO, should RRTPO choose to include or not include a project in the transportation improvement program under 23 U.S.C. 134(j), in a manner that is contrary to the priority ranking for that project established by Pathways to the Future: Project Scoring prioritization process, we will make publicly available an explanation for the decision, including: a review of public comments regarding the project; an evaluation of public support for the project; an assessment of geographic balance of projects of the eligible entity; and the number of projects of the eligible entity in economically distressed areas. In implementing this new process, we will draw on our history of community engagement and targeted outreach to impacted and economically disadvantaged communities to ensure diverse and sustained public feedback. Our roster of community partners in local government, nonprofit organizations, and private sector businesses will assist us in robust community outreach.

*c) State DOT and MPO Criteria, Transportation Goals, Transportation Performance Measures*

The charts below align 1) federal planning factors, national performance goals, current CL RTP adopted goals, and transportation performance measures with the proposed Pathways to the Future: Project Scoring criteria, and 2) national performance measures with current CL RTP adopted goals, transportation performance measures, and the proposed Pathways to the Future: Project Scoring criteria. For a full-sized version, please see additional attachments (4. Planning and Scoring Criteria.pdf; 5. National Performance Measures and Scoring Criteria.pdf).

Crosswalk - Federal Planning Factors, National Performance Goals, Current CL RTP adopted Goals and Transportation Performance Measures, and PlanRVA Proposed PPPP scoring criteria				
Federal Planning Factors (FAST ACT)	National Performance Goals (MAP-21)	ConnectRVA 2045 (Current Adopted CL RTP) Goals	ConnectRVA 2045 Transportation Performance Measures	PlanRVA Proposed Performance Measures for PPPP
Increase the safety of the transportation system for motorized and non-motorized users	Safety	Safety	1. Reduction in Fatal and Injury Crashes 2. Reduction in Fatal and Injury Crashes Per 1 Million VMT or 1 Million Vehicles	Safety Benefit

Emphasize the preservation of the existing transportation system	Infrastructure condition	Mobility		Operational Benefit
	Congestion reduction	Mobility	1. Increase in corridor total person throughput 2. Decrease in the number of person hours of delay	Operational Benefit
Promote efficient system management and operation	System reliability	Mobility	1. Reduction in daily Vehicle Miles Travelled (VMT) per capita	Operational Benefit
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	Freight movement & economic vitality	Economic Development	1. Connection to Truck Intensive Areas 2. Increase in corridor total truck throughput	Operational Benefit, Accessibility Benefit
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	Environmental sustainability	Environment/Land Use	1, Wetlands, Resiliency Water Hazard Zones, Conserved Land, Habitat, and Cultural Resources in 1/4 mile of the project limit. 2. Reduction of annual VOC and NOx emissions in metric tons attributed to the project.	Environmental Benefit, Quality of Life Benefit
	Reduced project delivery delays			Operational Benefit
Increase accessibility and mobility of people and freight		Equity/Accessibility & Mobility	1. Access to Job 2. Access to Jobs (EJ Population). 3 Access to Destinations 4. Access to	Operational Benefit, Accessibility Benefit

			Destinations (EJ Population)	
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight		Equity/Accessibility, Mobility & Environment/Land Use	1. Connection to Activity Centers	Operational Benefit, Accessibility Benefit
Increase the security of the transportation system for motorized and non-motorized users				Operational Benefit
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation		Environment/Land Use		Environmental Benefit
Enhance travel and tourism		Economic Development	1. Increase in the decay-weighted quantity of future job growth adjacent to the project	Quality of Life Benefit

Figure 6: Federal Planning Factors, National Performance Goals, Current CL RTP adopted Goals and Transportation Performance Measures, aligned Pathways to the Future Project Scoring criteria

Crosswalk - National Performance Measures, Current CL RTP adopted Goals and Transportation Performance Measures, and PlanRVA Proposed PPPP scoring criteria

National Performance Measures	ConnectRVA 2045 (Current Adopted CLRTP) Goals	ConnectRVA 2045 Transportation Performance Measures	PlanRVA Proposed Performance Measures for PPPP
Fatalities	Safety	1. Reduction in Fatal and Injury Crashes	Safety Benefit
Serious Injuries			
Non-Motorized Fatalities and Serious Injuries		1. Reduction in Fatal and Injury Crashes Per 1 Million VMT or 1 Million Vehicles	
Fatality Rate			
Serious Injury Rate			
Interstate Pavement in Good Condition	Mobility	<i>Not evaluated at project level; system maintenance and operations was programmed off-the-top</i>	Operational Benefit
Interstate Pavement in Poor Condition			
Non-Interstate Pavement in Good Condition			
Non-Interstate Pavement in Poor Condition			
Deck Area of Bridges in Good Condition			
Deck Area of Bridges in Poor Condition			
Person-Miles Travelled that are Reliable (Interstate)			
Person-Miles Travelled that are Reliable (Non-Interstate)		Economic Development	
Truck Travel Time Reliability Index			

Peak Hour Excessive Delay (PHED)	Mobility, Economic Development	1. Increase in corridor total person throughput, 2. Decrease in the number of person hours of delay, 3. Increase in corridor total truck throughput	
Mode Share (Non-SOV Travel)	Environment & Land Use	1. Reduction in daily Vehicle Miles Travelled (VMT) per capita	Environmental Benefit; Quality of Life Benefit
Emissions Reduction		1. Reduction of annual VOC and NOx emissions in metric tons attributed to the project.	

Figure 7: National Performance Measures aligned with Pathways to the Future: Project Scoring goals

#### d) Assessment and Scoring

The following scorecard template illustrates the process for applying our prioritization process methodology to assessing scoring projects. It includes example categories: operational, safety, environmental, access, and quality of life measures and benefits to calculate CBA and ROI. The resulting scores will then be ranked to create the finalized project list and recommendations. This version is a mock-up, based in our existing process and informed by what we envision producing through the prioritization process development. The final version will be informed by the research, methodology development, data analysis, tool development, and public input process as laid out in the Prioritization Process Plan section. A full-sized version is available in additional attachments for accessibility (6. RRTPO Project Scorecard.pdf).

**RRTPO Pathways to the Future Project Scorecard**

Operational Measures	Change	Benefit
Person-Hours of Delay		
Change in Vehicle Miles Travelled		
Truck Delay		
Construction Delay		
<b>TOTAL</b>		<b>\$X,XXX</b>

Safety Benefits	Change	Benefit
Fatal Crashes Avoided		
Serious Injury Crashes Avoided		
Visible Injury Crashes Avoided		
Non-Visible Injury Crashes Avoided		
Property Damage Crashes Avoided		
<b>Safety Benefits</b>		<b>\$X,XXX,XXX</b>

Environmental Measures	Change	Benefit
VOC pollution (tons)		
NOx pollution (tons)		
PM 2.5 pollution (tons)		
GHG pollution (tons)		
Noise Pollution		
<b>Environmental Benefits</b>		<b>\$XXX,XXX</b>

Access Measures	Change	Benefit
Ease of Access (Impedence)		
Access to Opportunity		
<b>Access Benefits</b>		<b>\$XXX,XXX</b>

Quality of Life Measures	Change	Benefit
Physical Activity		
Psychological Distress		
Depression		
Asthma-associated ER Visits		
Incidence of COPD		
<b>Quality of Life Benefits</b>		<b>\$XXX,XXX</b>

Total Benefit  
\$X,XXX,XXX

Total Cost  
\$X,XXX,XXX

**RETURN ON INVESTMENT**  
**X.XX**

Figure 8: RRTPO Pathways to the Future Project Scorecard

**Criterion #2: Equity**

The Pathways to the Future: Project Scoring process builds equity analysis into each stage of development and implementation. Our existing baseline centers equity. RRTPO’s planning process assesses equity as a factor in developing bike/ped infrastructure, physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments, prioritizing investment in disadvantaged areas or communities facing persistent poverty and historic disinvestment. We assess urban and rural need differences, distributing money fairly across the region. As a part of the EPA Climate Pollution Reduction Grant planning program, PlanRVA was able to submit an implementation grant proposal to fund the [Fall Line bike/ped trail](#) that will run through the heart of our region, touching numerous economic justice census tracts. If awarded, this funding will further our ability to transition from automobile dependence to active and accessible transit through an urbanized area. This effort is one of the ways that we are already addressing many of the equity issues that FHWA highlights. And our project with

Pathways to the Future: Project Scoring will significantly broaden the scope of our equity-focused work.

Our prioritization project will address project equity in three different stages. First, the development of the projects in the LRTP assesses equity needs using a bottom-up approach. In this process, multimodal transportation issues, needs, and deficiencies are identified in the existing transportation system, using data-driven tools and models developed by RRTPO. This process is informed by various studies done in the Richmond region and through a public engagement process. The transportation issues, needs, and deficiencies can be broadly categorized as: inadequate roadway needs (congestion and operational), safety needs, accessibility and lack of interconnectivity needs, and equitable transportation needs.

For equitable transportation needs, PlanRVA staff will make a concerted effort to reach populations that have been underserved by the existing transportation system or that have unique needs and challenges. This includes meeting needs for low-income, homeless, minority, disabled, limited English proficiency, and elderly populations. Transportation Needs are not transportation projects. A need can be addressed by different types of projects and strategies. The transportation needs and deficiencies as developed will then be grouped together in geographic clusters and converted into logical multimodal transportation projects or strategies.

Second, equity will be assessed in funding transportation projects. PlanRVA will score and rank each project based on the proposed methodology that assesses the transportation-related benefits and burdens provided by the planned improvement. Each project will also be geotagged for its impact within a certain geographical impact area. PlanRVA will use various indicators (minority, low-income, older adults, people with disabilities of disadvantage, etc.) drawing from federal non-discrimination law and regional experience. These indicators will be combined in an overall index to identify communities of concern which serve as the focus for the equity and environmental justice analysis. The resulting area will be called Equity Emphasis Areas (EEA). Federally designated Justice40 communities, impacted by a range of environmental impacts, will also be considered, which will most likely overlap with the EEA. Transportation Projects providing overall benefits in the EEA will be flagged and will have priority to be funded.

Third, equity will be weighted in the overall evaluation of transportation projects. PlanRVA will conduct an economic justice analysis of the slate of proposed projects, reviewing them based on the total funding spent in EEA, systemwide access benefit, and total economic impact for the people in EEA. The scenario which provides most optimal benefits for the EEA will be selected. Public engagement throughout this process will ensure that members of EEA communities have consistent avenues for expressing needs, concerns, and feedback.

The heart of our Pathways to the Future: Project Scoring proposal is creating new connections and opportunities for underserved communities by broadening the scope of factors involved in prioritizing transportation projects. Doing so will enable our region to better redress historical barriers to opportunity. The process methodology outlined in the Prioritization Process Plan: Priority Objectives section further details how our new metrics will integrate land use,

affordable housing, social and economic benefits, health considerations, and transportation planning in order to create more livable communities. Our model will calculate factors like access to workplaces, medical care, schools and colleges, and grocery shopping, as well as parks and recreation, government centers, and libraries. These factors are all part of vibrant community life, providing even greater benefit for communities who have historically had limited access to these quality-of-life markers.

### **Criterion #3: Budget and Schedule**

The proposed budget for Pathways to the Future: Project Scoring is described in section II: Grant Funds, Sources and Uses of all Project Funding, and is also attached (PlanRVA PPPP Budget.pdf). The schedule for Pathways to the Future: Project Scoring is below, broken down by the phases identified in the Priority Objectives section.

## **IV. FHWA Project Readiness**

### **Technical Feasibility**

We intend to develop, quantify, and monetize **Operational, Safety, Environmental, Access, and Quality of Life** benefits of Transportation projects (both transportation and non-transportation benefits and user and non-user benefits) and calculate the benefit/cost analysis (BCA) of each. Along with the benefits, user and non-user burdens based on the projects will also be quantified and monetized. We will quantify the net benefit and burdens of the project at the individual project level and measure the overall return on investment (ROI) of all the projects listed in the funding scenario for the LRTP, TIP, and Central Virginia Transportation Authority (CVTA). We will evaluate different investment and land use scenarios for the optimum ROI.

As mentioned in section II: Grant Funds, Sources and Uses of all Project Funding, we based our cost estimates for consultant work and staff hours on 2022 rates with a 5% increase annually since. We budget a 15% contingency amount in each category to account for inflation and unforeseen costs and challenges. As an agency, PlanRVA does not discriminate under any program or activity on the basis of race, color, national origin, sex, age, or disability, and is compliant with all Title VI/Civil Rights requirements, with more information [posted publicly on our website](#).

#### *Assessment of Project Risks and Mitigation Strategies.*

The primary risk involved in this project is the ability to deliver on time and within budget. We have built in lengthy periods of time for project development, stakeholder input, and public engagement, to ensure that we have ample time to address each phase of the project. We also included 15% contingency funds, as mentioned in section II: Grant Funds, Sources and Uses of all Project Funding. This gives us flexibility—financially and logistically—to account for unforeseen changes and challenges in the prioritization planning and development process.

## Project Schedule

Below is a table that lays out the major Pathways to the Future: Project Scoring prioritization process milestones and timeline. For details on each, see the Prioritization Process Plan: Priority Objectives section. We are also attaching a larger version of the schedule for accessibility (7. Pathways to the Future Project Schedule.pdf).

Pathways to the Future: Project Scoring Schedule			
Project Phase	Start	End	Months
<b>0 - Pre-project Planning</b>	<b>3/1/2025</b>	<b>7/31/2025</b>	<b>5</b>
Incorporate project into FY26 Unified Planning Work Program (UPWP) and/or Transportation Improvement Program as needed*	3/1/25	6/30/25	
Develop Public Engagement Strategy with Community Transportation Advisory Committee*	5/1/25	8/7/25	
<b>1 - Literature Review &amp; Peer Coordination</b>	<b>7/1/25</b>	<b>1/8/26</b>	<b>6</b>
Establish Stakeholder Committee	7/1/25	7/4/25	
Review Existing Literature on Benefit Monetization & Return on Investment	7/7/25	9/15/25	
Conduct outreach to Peer MPOs	7/7/25	9/15/25	
Review existing process with stakeholders to understand current limitations	7/7/25	8/15/25	
Draft Literature Review Report	7/7/25	11/15/25	
Technical Committee Review	11/25/25	12/9/25	
Board Presentation	11/11/25	1/8/26	
<b>2 - Development of Methodology</b>	<b>1/8/26</b>	<b>7/2/26</b>	<b>6</b>
Tier 1 - Project-Level ROI Methodology	1/8/26	3/9/26	
Tier 2 - Investment Strategies ROI Methodology	2/7/26	4/8/26	
Tier 3 - Preferred Strategy & Development Scenarios ROI Methodology	3/9/26	5/8/26	
Public Outreach and Engagement (to be shaped by Public Engagement Strategy)	12/5/25	5/8/26	
Technical Committee Review	5/26/26	6/9/26	
Public Review & Feedback	6/10/26	6/25/26	

Board Approvals	6/18/26	7/2/26	
<b>3 - Development of Data</b>	<b>6/9/26</b>	<b>2/5/27</b>	<b>8</b>
Development of the Existing and Committed Transportation Network (The No-Build Network) as the baseline	6/9/26	12/6/26	
Development of project level/group of project level/scenario level Transportation Networks (the Build Networks)	6/5/26	12/6/26	
MOVES customized factors for the Richmond region for NOx, VOC, Pm2.5 and GHG	12/7/26	2/5/27	
Development of the latest destination data in the Region. Also calculate the average daily visitors for each destination.	9/1/26	2/5/27	
<b>4 - Development of Tools</b>	<b>11/1/26</b>	<b>6/29/27</b>	<b>8</b>
Refinement, calibration and added applications in the Regional Travel Demand Model to measure Operational and Environmental Benefits	11/1/26	1/30/27	
Development of the GIS based Tool to Quantify Multimodal (Highway, Transit Bike and Pedestrian modes) Accessibility Benefits	2/1/27	5/2/27	
Development of the GIS based Tool to measure Safety Benefits	2/1/27	5/2/27	
Development of tool to calculate operation, environmental, safety, accessibility and quality of life burdens associated with the project.	5/2/27	6/1/27	
Development of an Investment strategies tool	5/30/27	6/29/27	
<b>5 - Interactive Website &amp; Dashboard</b>	<b>12/1/25</b>	<b>3/18/27</b>	<b>16</b>
Develop public website/project portal	12/1/25	12/31/25	
Develop Projects Dashboard	2/1/27	3/18/27	
<b>6 - Implement Prioritization Process</b>	<b>2/15/27</b>	<b>7/4/27</b>	<b>5</b>
Develop updates to CVTA and RRTPO funding framework documents to incorporate ROI models	2/15/27	5/16/27	
Finalize scorecard templates	2/15/27	5/16/27	
Technical Committee Review	5/25/27	6/8/27	
Public Review & Feedback	6/9/27	6/24/27	

Board Approvals	6/20/27	7/4/27
*Pre-project planning not part of the project budget and will not be reimbursed through this grant		

Figure 9: Pathways to the Future: Project Scoring Schedule

### Required Approvals for State and Federal Projects.

Virginia does not add projects to the TIP unless they are funded. As the MPO, we commit to add projects to the TIP once they are approved for funding. An assessment of project risks and mitigation strategies is included in section IV under Technical Feasibility.

### V. Administration Priorities and Departmental Strategic Plan Goals

This project aligns with USDOT strategic plan goals. We address safety through ongoing tracking of reduction in crashes and injuries. We are measuring VMH and GHG to address climate change and sustainability concerns. Improvements in congestion and multimodal formats will lead to economic strength and global competitiveness. Equity is foundational to the entire model, measured through access to jobs and a wide range of services, which should lead to greater wealth creation for disadvantaged communities. Our project takes an innovative approach that expands transportation planning to include a wider range of metrics to assess the benefits and avoided burdens of projects based on ROI.

### VI. FHWA Priority Selection Considerations

PlanRVA affirms the following:

- (1) The Pathways to the Future: Project Scoring prioritization process includes a data-driven safety analysis enabling consideration of safety, including NRSS and Complete Streets, to safely restore community connections, to ensure that safety is a key input in decision-making.
- (2) The proposed project prioritization process supports selecting transportation investments that consider climate change and sustainability. This includes a data-driven analysis of the impact of transportation projects on greenhouse gas emissions and transportation pollution to build a more resilient and sustainable surface transportation network. The proposed project prioritization process will use the best available climate data to assess and address the climate-related vulnerability and risk of projects, including use of nature-based solutions.
- (3) The proposed prioritization process allows for consideration of a project’s ability to enable or enhance access to goods and job opportunities throughout the planning area.
- (4) Our MPO’s established prioritization process needs significant improvements to achieve our innovative goals.

- (5) But for the award of a PPPP grant, we would not be able to complete the activity.
- (6) The proposed prioritization process integrates into, is informed by, and will apprise the policy development and project selection processes for one or more of, but not limited to, the other transportation plans: Metropolitan Long-Range Transportation Plan, Metropolitan Transportation Improvement Program, Congestion Management Process, and the Unified Planning Work Program.

## VII. Letters of Support

Please see attached letters from CVTA, Chamber RVA, Greater Richmond Partnership, and the localities of Ashland, Chesterfield, Hanover, Henrico, New Kent, and Powhatan.

## Upload #8

Applicant: Richmond Regional Planning District Commission  
Application Number: PPPP25-000009  
Project Title: Pathways to the Future: Project Scoring  
Status: Awarded  
Document Title: SF424\_4\_0-AdditionalProjectTitle-1236-1. RRTPO Current Scoring Sheet.pdf

Richmond Regional Transportation Planning Organization’s current Project Scoring sheet. Full information on the [established prioritization process](#) for evaluating and selecting transportation projects to fund available at the link.

**Appendix 1. ConnectRVA 2045 Project Scoring Sheet**

Steps	L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
	Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Throughput	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Throughput	Sensitive Features	Air Pollution	VMT per Capita	Connection to Activity Centers
1	PM Value															
2	Normalized PM Value Relative to other Projects															
3	PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
4	Goal Value															
5	Goal Weight	25%		15%		25%				15%			20%			
6	Weighted Goal Value															
7	Project Benefit															
8	Project Cost															
9	ConnectRVA 2045 Project Score Benefit divided by cost in tens of millions															

## Upload #9

Applicant: Richmond Regional Planning District Commission  
Application Number: PPPP25-000009  
Project Title: Pathways to the Future: Project Scoring  
Status: Awarded  
Document Title: SF424\_4\_0-AdditionalProjectTitle-1237-2. PlanRVA Past Grant Performance.pdf

PlanRVA recent past grant performance					
<b>Project Title</b>	Metropolitan Planning Organization Program: Public Law	Metropolitan Planning Organization Program: Section 5303	Climate Pollution Reduction Grant	Watershed Improvement Program	Coastal Resources Management Program
<b>Funding Agency</b>	Virginia Department of Transportation (FWHA)	Department of Rail and Public Transit (FTA)	Environmental Protection Agency	Virginia Department of Environmental Quality	Virginia Department of Environmental Quality
<b>ALN</b>	20.505	20.505	66.046	66.466	11.419
<b>Description</b>	The MPO funding includes two funding streams unified to create a comprehensive work program for annual transportation planning. Meet all federal and state funding requirements including compliance with cross cutting federal regulation such as Title VI, ADA, etc.	The MPO funding includes two funding streams unified to create a comprehensive work program for annual transportation planning. Meet all federal and state funding requirements including compliance with cross cutting federal regulation such as Title VI, ADA, etc.	Designing climate action plans that incorporate a variety of measures to reduce GHG emissions from six key sectors (electricity generation, industry, transportation, buildings, agriculture/natural and working lands, and waste management)	This funding supports water quality planning; Chesapeake Bay watershed protection; flood protection and prevention; extreme heat mediation.	Coordination with natural resources agencies, local governments, Tribes, and not-for-profit regional organizations to communicate and coordinate with regard to land conservation, land protection, and economic opportunity issues.

<b>Reports &amp; timeliness</b>	Quarterly reports submitted on time and with clean compliance and performance reviews	Quarterly reports submitted on time and with clean compliance and performance reviews	Priority Climate Action Plan submitted on time and with clean compliance and performance reviews	Semi-annual reports submitted on time and with clean compliance and performance reviews	Quarterly reports submitted on time and with clean compliance and performance reviews
<b>Status</b>	The closeout of FY2023 awards pending subrecipient reviews underway.	The closeout of FY2023 awards pending subrecipient reviews underway.	In progress, expires mid 2027. Remaining in good standing.	Achieved successful project closeout as of 12/31/2023	Achieved successful project closeout as of 11/15/2023

## Upload #10

Applicant: Richmond Regional Planning District Commission  
Application Number: PPPP25-000009  
Project Title: Pathways to the Future: Project Scoring  
Status: Awarded  
Document Title: SF424\_4\_0-AdditionalProjectTitle-1242-7. Pathways to the Future Project Schedule.pdf

## Pathways to the Future: Project Scoring Schedule

Project Phase	Start	End	Months
<b>0 - Pre-project Planning</b>	<b>3/1/2025</b>	<b>7/31/2025</b>	<b>5</b>
Incorporate project into FY26 Unified Planning Work Program (UPWP) and/or Transportation Improvement Program as needed*	3/1/25	6/30/25	
Develop Public Engagement Strategy with Community Transportation Advisory Committee*	5/1/25	8/7/25	
<b>1 - Literature Review &amp; Peer Coordination</b>	<b>7/1/25</b>	<b>1/8/26</b>	<b>6</b>
Establish Stakeholder Committee	7/1/25	7/4/25	
Review Existing Literature on Benefit Monetization & Return on Investment	7/7/25	9/15/25	
Conduct outreach to Peer MPOs	7/7/25	9/15/25	
Review existing process with stakeholders to understand current limitations	7/7/25	8/15/25	
Draft Literature Review Report	7/7/25	11/15/25	
Technical Committee Review	11/25/25	12/9/25	
Board Presentation	11/11/25	1/8/26	
<b>2 - Development of Methodology</b>	<b>1/8/26</b>	<b>7/2/26</b>	<b>6</b>
Tier 1 - Project-Level ROI Methodology	1/8/26	3/9/26	
Tier 2 - Investment Strategies ROI Methodology	2/7/26	4/8/26	
Tier 3 - Preferred Strategy & Development Scenarios ROI Methodology	3/9/26	5/8/26	
Public Outreach and Engagement (to be shaped by Public Engagement Strategy)	12/5/25	5/8/26	
Technical Committee Review	5/26/26	6/9/26	
Public Review & Feedback	6/10/26	6/25/26	
Board Approvals	6/18/26	7/2/26	
<b>3 - Development of Data</b>	<b>6/9/26</b>	<b>2/5/27</b>	<b>8</b>
Development of the Existing and Committed Transportation Network (The No-Build Network) as the baseline	6/9/26	12/6/26	
Development of project level/group of project level/scenario level Transportation Networks (the Build Networks)	6/5/26	12/6/26	
MOVES customized factors for the Richmond region for NOx, VOC, Pm2.5 and GHG	12/7/26	2/5/27	

Development of the latest destination data in the Region. Also calculate the average daily visitors for each destination.	9/1/26	2/5/27	
<b>4 - Development of Tools</b>	<b>11/1/26</b>	<b>6/29/27</b>	<b>8</b>
Refinement, calibration and added applications in the Regional Travel Demand Model to measure Operational and Environmental Benefits	11/1/26	1/30/27	
Development of the GIS based Tool to Quantify Multimodal (Highway, Transit Bike and Pedestrian modes) Accessibility Benefits	2/1/27	5/2/27	
Development of the GIS based Tool to measure Safety Benefits	2/1/27	5/2/27	
Development of tool to calculate operation, environmental, safety, accessibility and quality of life burdens associated with the project.	5/2/27	6/1/27	
Development of an Investment strategies tool	5/30/27	6/29/27	
<b>5 - Interactive Website &amp; Dashboard</b>	<b>12/1/25</b>	<b>3/18/27</b>	<b>16</b>
Develop public website/project portal	12/1/25	12/31/25	
Develop Projects Dashboard	2/1/27	3/18/27	
<b>6 - Implement Prioritization Process</b>	<b>2/15/27</b>	<b>7/4/27</b>	<b>5</b>
Develop updates to CVTA and RRTPO funding framework documents to incorporate ROI models	2/15/27	5/16/27	
Finalize scorecard templates	2/15/27	5/16/27	
Technical Committee Review	5/25/27	6/8/27	
Public Review & Feedback	6/9/27	6/24/27	
Board Approvals	6/20/27	7/4/27	

\*Pre-project planning not part of the project budget and will not be reimbursed through this grant

## Upload #11

Applicant: Richmond Regional Planning District Commission  
Application Number: PPPP25-000009  
Project Title: Pathways to the Future: Project Scoring  
Status: Awarded  
Document Title: SF424\_4\_0-AdditionalProjectTitle-1243-Ashland Letter of Support  
PPPP.pdf

April 30, 2024

Martha Shickle, Executive Director  
Richmond Regional Planning District Commission  
424 Hull St. Suite 300  
Richmond, VA 23224

Subject: Letter of Support for PlanRVA in submission to the Prioritization Process Pilot Program grant opportunity from the Federal Highway Administration

Dear Ms. Shickle:

On behalf of the Town of Ashland, I write to express support for PlanRVA's submission, titled Pathways to the Future: Project Scoring, to the Federal Highway Administration Prioritization Process Pilot Program (PPPP) funding opportunity.

This application, if successful, will provide the opportunity for PlanRVA, the Richmond Regional Transportation Planning Organization, the Central Virginia Transportation Authority, and community partners to better score, rank, and prioritize regionally significant projects, incorporating data from multiple sources including PlanRVA's community-endorsed scenario planning tool: Pathways to the Future. This innovative partnership will connect the impact of transportation planning beyond traditional infrastructure to community health and quality of life, measuring many performance measures such as access to jobs, affordable housing, environmental resilience, economic development, and community equity. This comprehensive prioritization process design will quantify the benefits of projects and develop a monetized return-on-investment basis for project ranking.

A critical component of the Pathways to the Future: Project Scoring prioritization process is community input. We value centering feedback from our diverse communities, particularly seeking out perspectives that are underrepresented in planning processes. We will use the community networks of our organization to share feedback opportunities and to engage as much of the PlanRVA region as possible in this important work.

Not only are we enthusiastic about the safety, mobility, and resilience implications of the prioritization process design, but we anticipate that this project will unify regional planning efforts across sectors, enabling greater focus on environmental sustainability and social equity. This cohesion will contribute to achieving our mission of providing efficient and effective services to our constituents. When we work together towards a

common goal, we can ultimately create a better and more livable community for all reflective of the needs and aspirations of our diverse community.

We endorse PlanRVA's commitment to cohesive regional growth and are hopeful for the opportunities that this effort will unlock for our community. We are pleased to support this application.

Respectfully,



**Nora Amos, Director**  
PLANNING AND COMMUNITY DEVELOPMENT

## Upload #12

Applicant: Richmond Regional Planning District Commission  
Application Number: PPPP25-000009  
Project Title: Pathways to the Future: Project Scoring  
Status: Awarded  
Document Title: SF424\_4\_0-AdditionalProjectTitle-1238-3. PlanRVA PPPP Budget.pdf



**PlanRVA  
FHWA PPPP  
Pathways to the Future Project Scoring Project Budget**

Phase	Description	Estimate	Contingency	Total
1	Literature Review & Peer Coordination	\$85,042.50	\$15,007.50	\$100,050.00
2	Development of Methodology	\$153,076.50	\$27,013.50	\$180,090.00
3	Development of Data	\$255,127.50	\$45,022.50	\$300,150.00
4	Development of Tools	\$255,127.50	\$45,022.50	\$300,150.00
5	Interactive Website & Dashboard Development	\$102,051.00	\$18,009.00	\$120,060.00
6	Implementation	\$24,437.50	\$4,312.50	\$28,750.00
	<b>Subtotal</b>	<b>\$874,862.50</b>	<b>\$154,387.50</b>	<b>\$1,029,250.00</b>
	Public Engagement	\$395,887.50	\$69,862.50	\$465,750.00
	<b>Subtotal</b>	<b>\$395,887.50</b>	<b>\$69,862.50</b>	<b>\$465,750.00</b>
	<b>GRAND TOTAL</b>	<b>\$1,270,750.00</b>	<b>\$224,250.00</b>	<b>\$1,495,000.00</b>

**P2F Hourly Rate Average**

6.7%	\$190.00	2022 Base
		5% annual to
12.0%	\$219.95	2025
20.1%	\$220.00	Rounded
20.1%		
8.0%	<b>4,678</b>	Estimate of Hours
1.9%		
		Consultant team, staff training
31.2%		PlanRVA Staff, direct expenses

## Upload #13

Applicant: Richmond Regional Planning District Commission  
Application Number: PPPP25-000009  
Project Title: Pathways to the Future: Project Scoring  
Status: Awarded  
Document Title: SF424\_4\_0-AdditionalProjectTitle-1251-Powhatan Letter of Support  
PPPP.pdf



**May 1, 2024**

**Martha Shickle, Executive Director  
Richmond Regional Planning District Commission  
424 Hull St. Suite 300  
Richmond, VA 23224**

**Subject: Letter of Support for PlanRVA in submission to the Prioritization Process Pilot Program grant opportunity from the Federal Highway Administration**

Dear Ms. Shickle:

On behalf of Powhatan County, I write to express support for PlanRVA's submission, titled Pathways to the Future: Project Scoring, to the Federal Highway Administration Prioritization Process Pilot Program (PPPP) funding opportunity.

This application, if successful, will provide the opportunity for PlanRVA, the Richmond Regional Transportation Planning Organization, the Central Virginia Transportation Authority, and community partners to better score, rank, and prioritize regionally significant projects, incorporating data from multiple sources including PlanRVA's community-endorsed scenario planning tool: Pathways to the Future. This innovative partnership will connect the impact of transportation planning beyond traditional infrastructure to community health and quality of life, measuring many performance measures such as access to jobs, affordable housing, environmental resilience, economic development, and community equity. This comprehensive prioritization process design will quantify the benefits of projects and develop a monetized return-on-investment basis for project ranking.

A critical component of the Pathways to the Future: Project Scoring prioritization process is community input. We value centering feedback from our diverse communities, particularly seeking out perspectives that are underrepresented in planning processes. We will use the

community networks of our organization to share feedback opportunities and to engage as much of the PlanRVA region as possible in this important work.

Not only are we enthusiastic about the safety, mobility, and resilience implications of the prioritization process design, but we anticipate that this project will unify regional planning efforts across sectors, enabling greater focus on environmental sustainability and social equity. This cohesion will contribute to the mission of our organization.

We endorse PlanRVA's commitment to cohesive regional growth and are hopeful for the opportunities that this effort will unlock for our community. We are pleased to support this application.

Sincerely,

A handwritten signature in blue ink, appearing to read 'W. Webb', with a long horizontal flourish extending to the right.

Mr. W. Ligon Webb, Director of Planning  
3834 Old Buckingham Road, Ste F  
Powhatan, Virginia 23139  
(804)-598-5621 x 2006  
[wwebb@powhatanva.gov](mailto:wwebb@powhatanva.gov)

## Upload #14

Applicant: Richmond Regional Planning District Commission  
Application Number: PPPP25-000009  
Project Title: Pathways to the Future: Project Scoring  
Status: Awarded  
Document Title: SF424\_4\_0-AdditionalProjectTitle-1239-4. Planning and Scoring  
Criteria.pdf

**Crosswalk - Federal Planning Factors, National Performance Goals, Current CL RTP adopted Goals and Transportation Performance Measures, and PlanRVA Proposed PPPP scoring criterion**

Federal Planning Factors (FAST ACT)	National Performance Goals (MAP-21)	ConnectRVA 2045 (Current Adopted CL RTP) Goals	ConnectRVA 2045 Transportation Performance Measures	PlanRVA Proposed Performance Measures for PPPP
Increase the safety of the transportation system for motorized and non-motorized users	Safety	Safety	1. Reduction in Fatal and Injury Crashes 2. Reduction in Fatal and Injury Crashes Per 1 Million VMT or 1 Million Vehicles	Safety Benefit
Emphasize the preservation of the existing transportation system	Infrastructure condition	Mobility		Operational Benefit
	Congestion reduction	Mobility	1. Increase in corridor total person throughput 2. Decrease in the number of	Operational Benefit

			person hours of delay	
Promote efficient system management and operation	System reliability	Mobility	1. Reduction in daily Vehicle Miles Travelled (VMT) per capita	Operational Benefit
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	Freight movement & economic vitality	Economic Development	1. Connection to Truck Intensive Areas 2. Increase in corridor total truck throughput	Operational Benefit, Accessibility Benefit
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation	Environmental sustainability	Environment/Land Use	1, Wetlands, Resiliency Water Hazard Zones, Conserved Land, Habitat, and Cultural Resources in 1/4 mile of the project limit. 2. Reduction of annual VOC and	Environmental Benefit, Quality of Life Benefit

improvements and State and local planned growth and economic development patterns			NOx emissions in metric tons attributed to the project.	
	Reduced project delivery delays			Operational Benefit
Increase accessibility and mobility of people and freight		Equity/Accessibility & Mobility	1. Access to Job 2. Access to Jobs (EJ Population). 3 Access to Destinations 4. Access to Destinations (EJ Population)	Operational Benefit, Accessibility Benefit
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight		Equity/Accessibility, Mobility & Environment/Land Use	1.Connection to Activity Centers	Operational Benefit, Accessibility Benefit

Increase the security of the transportation system for motorized and non-motorized users				Operational Benefit
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation		Environment/Land Use		Environmental Benefit
Enhance travel and tourism		Economic Development	1. Increase in the decay weighted quantity of future job growth adjacent to the project	Quality of Life Benefit

## Upload #15

Applicant: Richmond Regional Planning District Commission  
Application Number: PPPP25-000009  
Project Title: Pathways to the Future: Project Scoring  
Status: Awarded  
Document Title: SF424\_4\_0-AdditionalProjectTitle-1240-5. National Performance Measures and Scoring Criteria.pdf

Crosswalk - National Performance Measures, Current CL RTP adopted Goals and Transportation Performance Measures, and PlanRVA Proposed PPPP scoring criteria			
National Performance Measures	ConnectRVA 2045 (Current Adopted CL RTP) Goals	ConnectRVA 2045 Transportation Performance Measures	PlanRVA Proposed Performance Measures for PPPP
Fatalities	Safety	1. Reduction in Fatal and Injury Crashes	Safety Benefit
Serious Injuries			
Non-Motorized Fatalities and Serious Injuries		1. Reduction in Fatal and Injury Crashes Per 1 Million VMT or 1 Million Vehicles	
Fatality Rate			
Serious Injury Rate			
Interstate Pavement in Good Condition	Mobility	<i>Not evaluated at project level; system maintenance and operations was programmed off-the-top</i>	Operational Benefit
Interstate Pavement in Poor Condition			
Non-Interstate Pavement in Good Condition			
Non-Interstate Pavement in Poor Condition			
Deck Area of Bridges in Good Condition			
Deck Area of Bridges in Poor Condition			

Person-Miles Travelled that are Reliable (Interstate)		1. Increase in corridor total person throughput, 2. Decrease in the number of person hours of delay	
Person-Miles Travelled that are Reliable (Non-Interstate)			
Truck Travel Time Reliability Index	Economic Development	1. Increase in corridor total truck throughput	
Peak Hour Excessive Delay (PHED)	Mobility, Economic Development	1. Increase in corridor total person throughput, 2. Decrease in the number of person hours of delay, 3. Increase in corridor total truck throughput	
Mode Share (Non-SOV Travel)	Environment & Land Use	1. Reduction in daily Vehicle Miles Travelled (VMT) per capita	
Emissions Reduction		1. Reduction of annual VOC and NOx emissions in metric tons attributed to the project.	

## Upload #16

Applicant: Richmond Regional Planning District Commission  
Application Number: PPPP25-000009  
Project Title: Pathways to the Future: Project Scoring  
Status: Awarded  
Document Title: SF424\_4\_0-AdditionalProjectTitle-1241-6. RRTPO Project Scorecard.pdf

## RRTPO Pathways to the Future Project Scorecard

Operational Measures	Change	Benefit
Person-Hours of Delay		
Change in Vehicle Miles Travelled		
Truck Delay		
Construction Delay		
<b>TOTAL</b>		<b>\$X,XXX</b>

Safety Benefits	Change	Benefit
Fatal Crashes Avoided		
Serious Injury Crashes Avoided		
Visible Injury Crashes Avoided		
Non-Visible Injury Crashes Avoided		
Property Damage Crashes Avoided		
<b>Safety Benefits</b>		<b>\$X,XXX,XXX</b>

Environmental Measures	Change	Benefit
VOC pollution (tons)		
NOx pollution (tons)		
PM 2.5 pollution (tons)		
GHG pollution (tons)		
Noise Pollution		
<b>Environmental Benefits</b>		<b>\$XXX,XXX</b>

Access Measures	Change	Benefit
Ease of Access (Impedence)		
Access to Opportunity		
<b>Access Benefits</b>		<b>\$XXX,XXX</b>

Quality of Life Measures	Change	Benefit
Physical Activity		
Psychological Distress		
Depression		
Asthma-associated ER Visits		
Incidence of COPD		
<b>Quality of Life Benefits</b>		<b>\$XXX,XXX</b>

**Total Benefit**  
\$X,XXX,XXX

**Total Cost**  
\$X,XXX,XXX

**RETURN ON  
INVESTMENT  
X.XX**

## Upload #17

Applicant: Richmond Regional Planning District Commission  
Application Number: PPPP25-000009  
Project Title: Pathways to the Future: Project Scoring  
Status: Awarded  
Document Title: SF424\_4\_0-AdditionalProjectTitle-1247-Greater Richmond Partnership  
Letter of Support PPPP.pdf

April 26, 2024

Martha Shickle, Executive Director  
Richmond Regional Planning District Commission  
424 Hull St. Suite 300  
Richmond, VA 23224

Subject: Letter of Support for PlanRVA's grant submission to the Prioritization Process Pilot Program

Dear Ms. Shickle:

On behalf of The Greater Richmond Partnership, we support PlanRVA's submission to the Federal Highway Administration Prioritization Process Pilot Program (PPPP) funding opportunity.

This application, titled Pathways to the Future: Project Scoring, would provide the opportunity for PlanRVA, the Richmond Regional Transportation Planning Organization, the Central Virginia Transportation Authority, and community partners to better score, rank, and prioritize regionally significant projects, incorporating data from multiple sources including PlanRVA's community-endorsed scenario planning tool.

This innovative partnership will connect the impact of transportation planning beyond traditional infrastructure to community health and quality of life, measuring many performance measures such as access to jobs, affordable housing, environmental resilience, economic development, and community equity. This comprehensive prioritization process design will quantify the benefits of projects and develop a monetized return-on-investment basis for project ranking.

A critical component of this project's prioritization process is community input. As the region's lead economic development organization, we value feedback from our diverse communities. This process will use the community networks of our organization to share feedback opportunities and to engage beyond the four localities that we represent (City of Richmond, and the counties of Chesterfield, Hanover and Henrico).

A recent third-party study on workforce recruitment listed public safety as a top 5 consideration during relocation. We believe the focus on safety, mobility, and resilience portions of this project will help unify regional planning efforts across public and private sectors, enabling increased environmental sustainability and social equity. This cohesion will contribute to the mission of our regional 501c3 organization.

We are pleased to support this application as well as endorse PlanRVA's commitment to cohesive regional growth and are hopeful for the opportunities that this effort will unlock for our community.

Sincerely,



Jennifer Wakefield  
President + CEO, Greater Richmond Partnership

## Upload #18

Applicant: Richmond Regional Planning District Commission  
Application Number: PPPP25-000009  
Project Title: Pathways to the Future: Project Scoring  
Status: Awarded  
Document Title: SF424\_4\_0-AdditionalProjectTitle-1248-Hanover Letter of Support  
PPPP.pdf

**BOARD OF SUPERVISORS**

**SUSAN P. DIBBLE - CHAIR**  
SOUTH ANNA DISTRICT

**F. MICHAEL HERZBERG IV - VICE-CHAIR**  
COLD HARBOR DISTRICT

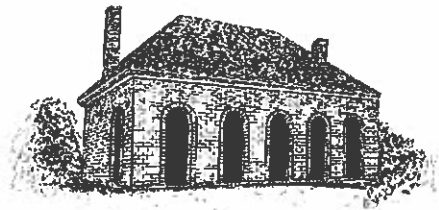
**SEAN M. DAVIS**  
HENRY DISTRICT

**DANIELLE GRIESHABER FLOYD**  
CHICKAHOMINY DISTRICT

**RYAN M. HUDSON**  
MECHANICSVILLE DISTRICT

**FAYE O. PRICHARD**  
ASHLAND DISTRICT

**JEFF S. STONEMAN**  
BEAVERDAM DISTRICT



HANOVER COURTHOUSE

**HANOVER COUNTY**

ESTABLISHED IN 1720

**COUNTY ADMINISTRATOR'S OFFICE**

**JOHN A. BUDESKY**  
COUNTY ADMINISTRATOR

**JAY A. BROWN**  
DEPUTY COUNTY ADMINISTRATOR

**TODD E. KILDUFF**  
DEPUTY COUNTY ADMINISTRATOR

**JAMES P. TAYLOR**  
DEPUTY COUNTY ADMINISTRATOR

WWW.HANOVERCOUNTY.GOV

P.O. BOX 470, HANOVER, VA 23069  
7516 COUNTY COMPLEX ROAD, HANOVER, VA 23069

PHONE: 804-365-6005  
FAX: 804-365-6234

April 25, 2024

Martha Shickle, Executive Director  
Richmond Regional Planning District Commission  
424 Hull St. Suite 300  
Richmond, VA 23224

Subject: Letter of Support for PlanRVA in submission to the Prioritization Process Pilot Program grant opportunity from the Federal Highway Administration

Dear Ms. Shickle:

On behalf of Hanover County, I write to express support for PlanRVA's submission, titled Pathways to the Future: Project Scoring, to the Federal Highway Administration Prioritization Process Pilot Program (PPPP) funding opportunity.

This application, if successful, will provide the opportunity for PlanRVA, the Richmond Regional Transportation Planning Organization, the Central Virginia Transportation Authority, and community partners to better score, rank, and prioritize regionally significant projects, incorporating data from multiple sources including PlanRVA's community-endorsed scenario planning tool: Pathways to the Future. This innovative partnership will connect the impact of transportation planning beyond traditional infrastructure to community health and quality of life, measuring many performance measures such as access to jobs, affordable housing, environmental resilience, economic development, and community equity. This comprehensive prioritization process design will quantify the benefits of projects and develop a monetized return-on-investment basis for project ranking.

A critical component of the Pathways to the Future: Project Scoring prioritization process is community input. We value centering feedback from our diverse communities, particularly seeking out perspectives that are underrepresented in planning processes. We will use the community networks of our organization to share feedback opportunities and to engage as much of the PlanRVA region as possible in this important work.

Not only are we enthusiastic about the safety, mobility, and resilience implications of the prioritization process design, but we anticipate that this project will unify regional planning efforts across sectors, enabling greater focus on environmental sustainability and social equity. This cohesion will contribute to the mission of our organization:

We endorse PlanRVA's commitment to cohesive regional growth and are hopeful for the opportunities that this effort will unlock for our community. We are pleased to support this application.

Sincerely,

John A. Budesky  
County Administrator

cc: Joe Vidunas, Transportation Engineer, Public Works

*Hanover: People, Tradition and Spirit*

## Upload #19

Applicant: Richmond Regional Planning District Commission  
Application Number: PPPP25-000009  
Project Title: Pathways to the Future: Project Scoring  
Status: Awarded  
Document Title: Form GG\_LobbyingForm-V1.1.pdf

---

## CERTIFICATION REGARDING LOBBYING

### Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### Statement for Loan Guarantees and Loan Insurance

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions. Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

**\* APPLICANT'S ORGANIZATION**

Richmond Regional Planning District Commission

**\* PRINTED NAME AND TITLE OF AUTHORIZED REPRESENTATIVE**

Prefix: Ms. \* First Name: Martha Middle Name:

\* Last Name: Shickle Suffix:

\* Title: Executive Director

\* SIGNATURE: Emily Williams

\* DATE: 05/01/2024