

# AGENDA

## RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE

Tuesday, January 14, 2020

9:00 a.m.

Richmond Regional Planning District Commission Board Room

### CERTIFICATION OF QUORUM

### INTRODUCTION

- Liz McAdory, TAC Member,  
Planning Manager, VDOT Richmond District
- Jacob Herrman, TAC Alternate Member,  
Transportation Planning, VDOT Richmond District

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<b>12. Adjournment: Scheduled for 9:55 a.m.</b> (Smith) .....	–

CAP/SA/nm  
Attachments/Enclosure

pc:	John H. Hodges, RRTPO policy board Chair	Ron Svejksky, Tri-Cities MPO
	Herbert A. Richwine, CTAC Chair	Martha Shickle, PlanRVA
	Richard Duran, FHWA	TAC Interested Parties
	Daniel Koenig, FTA Liaison	Area News Media
	Jennifer DeBruhl, DRPT	

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

## **TECHNICAL ADVISORY COMMITTEE (TAC)**

### **MINUTES OF MEETING**

**December 10, 2019**

#### **MEMBERS PRESENT**

Barbara K. Smith, Chairman..... Chesterfield County  
Nora D. Amos, Vice Chairman..... Town of Ashland  
Dironna Moore Clarke ..... City of Richmond  
Thomas Coleman ..... Goochland County  
Tiffany Dubinsky..... DRPT  
E. Todd Eure..... Henrico County  
Kelli Le Duc..... New Kent County  
John O'Keeffe (Alternate)..... RideFinders  
Chet Parsons ..... RRPDC  
Andrew Pompei ..... Powhatan County  
Mark Riblett..... VDOT  
Adrienne Torres ..... GRTC Transit System  
Joseph E. Vidunas ..... Hanover County

#### **MEMBERS ABSENT**

John B. Rutledge ..... CRAC  
Theresa Simmons ..... RMTA  
Von S. Tisdale..... RideFinders

#### **ALTERNATE MEMBERS PRESENT – NOT VOTING**

Sulabh Aryal (Alternate) ..... RRPDC  
Liz McAdory (Alternate)..... VDOT  
Travis Bridewell (Alternate)..... City of Richmond

#### **CERTIFICATION OF QUORUM**

Barbara K. Smith, TAC Chairman, called the December 10, 2019 Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC) meeting to order at 9:05 a.m. Chet Parsons, RRTPO Secretary, noted that a quorum was present.

#### **1. Approval of Meeting Agenda**

There were no requests to amend the TAC meeting agenda and on motion of John O'Keeffe, seconded by Joseph E. Vidunas, TAC unanimously approved the December 10, 2019 TAC meeting agenda.

#### **2. Public Comment**

There were no requests to address TAC.

#### **3. Approval of November 12, 2019 TAC Meeting Minutes**

On motion of John O'Keeffe, seconded by Andrew Pompei, TAC unanimously approved the November 12, 2019 TAC minutes as corrected.

#### **4. SMART SCALE Local and Regional Projects Discussion**

Chet Parsons, RRTPO Secretary, provided an introduction noting that this is his first time through the SMART SCALE process. There have been no requests for

applications for specific projects and this meeting was an opportunity to learn about projects agencies and localities may be applying for and to look at projects that the RRTPO may want to consider as regional applications.

Mark Riblett said he wanted to bring forward information that could be available for the group regarding needs or potential projects to help create a laundry list of projects that could be used for SMART SCALE applications or other funding opportunities. Richmond District staff has pulled together some of this information. Having a laundry list of projects is helpful for any discussion or opportunity that may arise for funding projects—regional or local.

Liz McAdory shared a table of projects that were not funded in Round Three of SMART SCALE; a map of key PSI safety locations; and a map of unfunded SMART SCALE projects to spatially see where the needs lie. Also, Pathways for Planning, a VDOT program available online, shows the safety and other projects. Jake Herrman briefly discussed the contents of the table and maps explaining the difference in the two scoring columns, one the raw score and the other the cost benefit score after local/regional funds were leveraged. He also reviewed how to use the Pathways for Planning application to maximize SMART SCALE project evaluations. Individual help is available from VDOT for use of the Pathways to Planning tool. Access to the program requires a password which the user requests; responses are usually within 24 hours.

Major points resulting from discussion are as follows:

- The time frame for submission of SMART SCALE preapplications is short with the deadline being April 2 and requires submission to the RRTPO.
- The December 10 TAC meeting is intended to serve as a call for projects. Proposed projects must be reviewed for eligibility.
- Projects being considered at this time were reported as follows:
  - New Kent has begun work on an application for I-64 widening;
  - Goochland has decided to pursue the same projects as last time;
  - Chesterfield staff is taking potential SMART SCALE candidate projects to the Board of Supervisors at the December meeting;
  - Potential projects from the constrained projects list and the unfunded needs list in the LRTP may make good candidates for SMART SCALE applications;
- Several regional projects that were not funded in the last round of SMART SCALE were included in the VDOT-prepared table, listed as Richmond Regional Tr., all meeting a VTrans need under either Corridors of Statewide Significance (COSS) or Regional Network (RN) categories. These projects could be considered for submission in Round Four.
- Additional projects mentioned for consideration as applications were:
  - The Powhite Parkway/Chippenham Stars Study has fairly low-cost improvements identified and has a regional theme.
  - Broad Street Pedestrian Transit was not funded and could be resubmitted.
  - The I-95 Corridor Improvement Study has identified four projects for Richmond.
  - The Route 60 Corridor Solution Set and Pedestrian Facilities project had the highest score of all the projects and yet was not funded; this is a documented need and should be resubmitted.

- The Ashland to Petersburg Trail Study should be completed in January; the detailed cost estimates will be higher than initially estimated; termini could be adjusted to submit a portion of the trail as a project. The project is VTrans eligible and also will be eligible for both High Priority and District Grant funds.
- There was discussion of guidance; the Commonwealth Transportation Board (CTB) will meet December 11 to update SMART SCALE guidance.
- If a score is below 1, the project will not have a chance for funding; leveraging funds could push a relatively high score (6.5 to 3.5) over the top.
- Final VTrans needs will be published in January.
- TAC should submit projects in January for discussion and a final recommendation to the RRTPO policy board in February for action.
- There was significant discussion of strategies including RSTBG and CMAQ projects, EDA projects, land development considerations and other details.

## **5.. TAC Open Comment**

- Dironna Moore Clarke brought up a FY20 UPWP work task for establishment of an RRTPO Vision Zero Work Group to establish regional goals and gather support and coordination at the regional level to support local transportation safety organizations to better improve safety around the region. The City of Richmond is all in on Vision Zero and would probably logically chair the work group. They are asking TAC assistance to establish the work group. Chairman Smith suggested that TAC could make that recommendation to the RRTPO policy board.
- The Long-Range Transportation Plan Advisory Committee (LRTP AC) discussed having the chair of that committee be a TAC member. Following discussion, and on motion of Tom Coleman, seconded by Mark Riblett, TAC voted unanimously to appoint co-chairs with Andrew Pompei serving as the Chair until September and then Nora Amos taking over as Chair in September.

## **11. Future Meeting Topics**

Chairman Smith briefly reviewed future meeting topics.

## **12. Next TAC Meeting: January 14, 2020**

Chairman Smith noted the next TAC meeting is scheduled for Tuesday, January 14, at 9:00 a.m.

## **15. Adjournment: Scheduled for 10:10 a.m.**

Chairman Smith adjourned the meeting at approximately 9:55 a.m.

CAP/ser

## **Current Work Efforts Update**

### **Park and Ride Investment Strategy Study**

The Regional Park and Ride Investment Strategy <https://planrva.org/transportation/park-and-ride/> was adopted by the RRTPO policy board on December 5, 2019. As an adopted plan it is intended to be actively used as a resource by the region's localities and partners to plan for, set priorities, fund and implement park and ride lots as an important element of the overall travel demand management strategy. The goal is to keep the story map (executive summary) current, updating the interactive map as needed, adding links to new funding sources as they become available and information on projects completed. The plan will also serve as an important component of the Regional Long-Range Transportation Plan.

### **Long-Range Transportation Plan**

The LRTP Advisory Committee kick-off meeting was held on December 9. The meeting included a review of the federal regulatory framework for development of the LRTP, the scope of work and schedule, the LRTP brand, and the public engagement plan. Staff worked to develop the brand, theme and logo for the LRTP. The brand name, ConnectRVA2045, was approved by the LRTP Advisory Committee. Staff is currently working to develop an inventory of multimodal transportation needs/deficiencies for the Richmond Region including congestion, safety issues, lack of interconnectivity, operational/maintenance problems and capacity constraints. A dedicated project website for the LRTP <https://www.connectrva2045.org/> has been launched.

### **Ashland Complete Streets Pilot Project**

The draft report summarizing the findings of the Ashland Complete Streets workshops and the public educational meeting is being finalized for use as the basis for a web-based set of guidelines for complete streets. These guidelines, or "tool-box", will be instrumental in guiding good planning practice in implementing the regional bike/pedestrian plan and as a resource for the region's localities in their local planning.

### **Ashland Trolley Line Trail Study**

The Ashland Trolley Line Trail advisory group is working in concert with the VDOT Ashland to Petersburg Trail Study. The localities along the corridor continue to identify segments of independent utility along the conceptual 14-mile route from Ashland to the City of Richmond. The group made field visits to additional segments in Hanover County and Town of Ashland in December, including a tour of the area along Holly Hill Road in Hanover with representatives from Dominion Energy.

### **Ashland to Petersburg Trail Study**

This VDOT-led study is currently in final development with a proposed alignment and positioning of trail sections by jurisdiction for future funding opportunities. VDOT and their consultants are refining the cost estimates for each section so that it can be utilized for upcoming grant applications such as Smart Scale. More information can

be found at <http://www.virginiadot.org/projects/richmond/ashland-to-petersburg-trail-study.asp>

### **Bicycle and Pedestrian Plan Update**

Staff continues to plan for the update to the 2004 Richmond Regional Bicycle and Pedestrian Plan. A steering committee has been assembled and staff has gathered GIS data to create regional maps for bicycle and pedestrian infrastructure. Staff has also reviewed master plans and chapters of comprehensive plans from localities in the region as well as comparable plans in other regions. The first steering committee meeting will follow the TAC meeting on January 14.

## **TAC AGENDA 01/14/20; ITEM 6.**

### **DRAFT FFY 21 – 24 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

#### **Richmond Regional Transportation Planning Organization**

**REQUESTED ACTION:** The Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC) is requested to review the draft of the *FY21-FY24 Transportation Improvement Program* (TIP) and provide a recommendation to the RRTPO policy board to open a 45-day public review and comment period and to approve the list of ungrouped projects for use in the required air quality conformity analysis.

**BACKGROUND:** The Transportation Improvement Program (TIP) is a federally mandated requirement (49 U.S.C. § 5303(j)) for all metropolitan planning organizations (MPOs). The TIP, also known as a short-range plan, lists all transportation projects in an MPO's metropolitan planning area that seek federal transportation funding within a four-year planning horizon. The TIP is complementary to the long-range transportation plan (LRTP), that plans on at least a twenty-year horizon. The TIP is required to be updated to coincide with the update of the Statewide Transportation Improvement Program (STIP). Staff has worked with VDOT, DRPT, GRTC, and human services providers to develop the project list and planned obligations for the TIP.

The draft TIP largely follows the organization of the current adopted TIP. The financial plan has been moved toward the front of the plan to better reflect the fiscal constraints on project selection. The ungrouped projects have been reorganized by system rather than jurisdiction to emphasize the regional, systems-approach to transportation planning. Within each system, projects are organized alphabetically by jurisdiction and then numerically by Universal Product Code (UPC), a number assigned by VDOT to track a project from start to finish. For transit projects, a STIP code is used in place of the UPC.

Under the Public Participation Plan, the RRTPO must open a 45-day public comment period on the draft TIP. This review period allows the public the opportunity to review the proposed obligations for the next four years. The final document incorporating any public comments received will be brought back to TAC for final review and recommendation in April.

In addition to the public review of the draft TIP, the Richmond-Petersburg Area is also required to demonstrate conformity under the Clean Air Act (CAA). While in attainment for all current emissions standards, the region was a nonattainment area, and later a maintenance area, for the 1997 8-hour ozone standard. In 2018, the D.C. Circuit Court issued a decision in *South Coast Air Quality Management District v. EPA* which requires all nonattainment or maintenance areas under the 1997 standards to demonstrate conformity for the TIP and long-range transportation plan, even when in attainment under the more stringent 2015 standards. The ungrouped projects in the TIP, along with the projects in the Long-Range Transportation Plan, will constitute the RRTPO set of projects for this analysis.



**TAC ACTION REQUESTED:** The following resolution is presented for TAC review and recommendation to the RRTPO policy board for approval:

**RESOLVED**, that the Richmond Regional Transportation Planning Organization policy board opens a 45-day comment period for public review and input on the draft Transportation Improvement Program as required by federal regulations [23 CFR § 450.316(a)(1)(i)] and by the Public Participation Plan.

**FURTHER RESOLVED**, that the Richmond Regional Transportation Planning Organization policy board approves the list of ungrouped projects as the universe of RRTPO TIP projects for air quality conformity analysis as required by federal regulations (23 CFR § 450.326).

Attachment by digital link: [Draft FY21-FY24 Transportation Improvement Program](#)

MAB

## **TAC AGENDA 1/14/20; ITEM 7.**

### **GREATER RVA TRANSIT VISION PLAN PHASE II: STRATEGIC TECHNICAL ANALYSIS**

#### **Richmond Regional Transportation Planning Organization**

**REQUESTED ACTION:** The Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC) is requested to review and offer input on the recommendations from the second of four Transit Vision Plan (TVP) Steering Committee meetings. This will enable the study team (steering committee, staff and consultants) to proceed with detailed analysis of five corridor segments considered for enhanced transit in the near-term (five to seven years).

**BACKGROUND:** This study kicked off in May 2019. The purpose of the study is to analyze and recommend which of the high-frequency routes identified in the *Greater RVA Transit Vision Plan* (April 2017) can be implemented in the near-term with the greatest predictability of success. Of the 20 corridors slated by the original study for 20-minute or less service frequency, 12 corridors were selected through the first phase of screening. The initial screening analysis considered activity density, employment and working populations, environmental justice and transit dependent populations, existing GRTC network layout, potential near-term transit supportive development and steering committee feedback.

Findings from the second phase of analysis were reviewed and discussed with the TVP Steering Committee on December 10. The following factors were evaluated as part of this screening:

- Access to community facilities
- Walkability
- Pedestrian networks
- Roadway suitability
- Ridership potential

Based on this review, the following five corridors are recommended to move forward with more detailed capital and operating cost estimate development, analysis of return on investment and review of potential funding resources:

- Broad Street-Short Pump (Willow Lawn to Bon Secours Short Pump)
- Midlothian Turnpike (Downtown Richmond to Huguenot Road)
- West End South (Downtown Richmond to Regency Square)
- Airport via Route 60 (Downtown Richmond to RIC Airport)
- Route 1 to Ashland (Downtown Richmond to Parham Road)

The TAC is asked for review and comment. The summary sheets for the 12 corridors included in the initial screening can be accessed through this link:

<https://planrva.org/transportation/greater-rva-transit-vision-plan/>

## **TAC AGENDA 1/14/2020; ITEM 8.**

### **FY21 UNIFIED PLANNING WORK PROGRAM (UPWP) PRIORITIES**

#### **Richmond Regional Transportation Planning Organization**

**ACTION REQUESTED:** Request the Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC) to review, consider, make suggestions for and provide concurrence on priorities for work tasks to be incorporated in the FY21 Unified Planning Work Program (UPWP), and to provide a recommendation for RRTPO policy board consideration and approval at the February 6 meeting.

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

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

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

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

## **Potential Work Program Priorities**

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

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

### ***Continuation of Existing Work Efforts***

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

### ***FY21 Focal Areas***

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

**TAC ACTION REQUESTED:** The following resolution is presented for TAC review and recommendation for RRTPO approval:

**RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves the work priorities for the FY21 Unified Planning Work Program (UPWP) as presented.

## **TAC AGENDA 1/14/19; ITEM 10.**

### **Upcoming TAC Future Meeting Topics**

#### **February 11**

- FTA Section 5310 Projects Endorsement
- FY21 –22 Transportation Alternatives Set-Aside Projects
- FY21 – FY26 RSTBG and CMAQ: Existing Projects Recommendation
- SMART SCALE Preapplication Project Approval
- Draft Public Engagement Plan
- FY21 UPWP Priorities

#### **March 10**

- FY21 – FY26 RSTBG and CMAQ: New Projects Recommendation

#### **Future Meeting Topics**

- Long-Range Transportation Plan (LRTP) Update
- VTrans Statewide Transportation Plan Update
- East Coast Greenway
- Regional Bicycle and Pedestrian Plan