

AGENDA

RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE

Tuesday, February 11, 2020

9:00 a.m.

Richmond Regional Planning District Commission Board Room

CERTIFICATION OF QUORUM

INTRODUCTIONS

- Sharon Smidler, TAC Member,
Henrico County

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14. Next TAC Meeting: March 10 (Smith)	–
15. Adjournment: Scheduled for 10:10 a.m. (Smith)	–

CAP/nm
Attachments

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

TECHNICAL ADVISORY COMMITTEE (TAC)

MINUTES OF MEETING

January 14, 2020

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
John O’Keeffe (Alternate).....RideFinders
Chet Parsons.....RRPDC
Andrew Pompei.....Powhatan County
Liz McAdory.....VDOT
Adrienne Torres.....GRTC Transit System
Joseph E. Vidunas.....Hanover County

MEMBERS ABSENT

Kelli Le Duc.....New Kent County
John B. Rutledge.....CRAC
Theresa Simmons.....RMTA
Von S. Tisdale.....RideFinders

ALTERNATE MEMBERS PRESENT – NOT VOTING

Sulabh Aryal (Alternate).....RRPDC
Jake Herrman.....VDOT
Travis Bridewell (Alternate).....City of Richmond

CERTIFICATION OF QUORUM

Barbara K. Smith, TAC Chairman, called the January 14, 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.

INTRODUCTIONS

Chairman Smith introduced Liz McAdory as the new VDOT representative’s member on TAC, and Jacob Herrman, alternate member; both were present at the meeting.

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 January 14, 2020 TAC meeting agenda.

2. Approval of December 10, 2019 TAC Meeting Minutes

On motion of Andrew Pompei, seconded by John O’Keeffe, TAC unanimously approved the December 10, 2019 TAC minutes.

3. Open Public Comment Period

There were no requests to address TAC.

4. TAC Chairman's Report

Chairman Smith had nothing to report.

5. RRTPO Update

Chet Parsons, RRTPO Secretary, reported as follows:

Mr. Parsons announced that Barbara Jacocks will present on the Transit Vision Plan under agenda item 7. Therefore, he didn't report on the study.

a. Current Work Efforts:

- Park and Ride Investment Strategy Study - The study has concluded and was adopted by the RRTPO policy board on December 5, 2019. The results are available to use on the PlanRVA website. Mr. Parsons encouraged TAC members to share and distribute the information with constituents and the public.
- Long-Range Transportation Plan - The LRTP Advisory Committee kick-off meeting was held on December 9, 2020. Staff is excited about networking with the Advisory Committee.
- Ashland Trolley Line Trail Study - The study is moving forward; local conversations are taking place between Hanover and Henrico County, the Town of Ashland, Dominion Energy, and other stakeholders along the route. Ashland Trolley Line Trail advisory group is working in concert with the VDOT Ashland to Petersburg Trail Study.
- 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. Mr. Parsons mentions that the Ashland Trolley Line trail overlaps a portion of the Ashland to Petersburg trail. 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.
- Bicycle and Pedestrian Plan Update - Staff continues to plan for the update to the 2004 Richmond Regional Bicycle and Pedestrian Plan. The first steering committee meeting will follow the TAC meeting on January 14.

Chet Parsons mentions that the 2020 RRTPO policy board and committees meeting schedule was included in the agenda package. Also, Mr. Parsons shared a revised FY20 UPWP following the policy board updates in December 2019; the updates identify additional funds for work tasks between now and June 30, 2020. It was included in the agenda as a link and is available online.

6. FY21 – 24 Transportation Improvement Program (TIP) Public Review

Myles Busching presented and provided the background on the Transportation Improvement Program (TIP) and requested action for review and recommendation to the RRTPO policy board for approval. The TIP is updated on a three-year cycle following the Commonwealth of Virginia state schedule. It's a layout of the plan of transportation investments over the next four-year period and is consistent with the Long-Range Transportation Plan (LRTP). Inclusion in the TIP is required to be able to obligate federal money on the project. The structure of the draft document remains largely the same as before with minor changes to the format. Projects were prioritized through the allocation process (Smart Scale, RSTP, CMAQ, TA, etc.) and analyzed against LRTP for consistency

with goals. Mr. Busching presented a grouped and ungrouped list of projects not included in this TIP but is part of the LRTP update.

On motion of Joseph E. Vidunas, seconded by Liz McAdory, the Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC) voted unanimous approval of the following resolution:

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).

7. Transit Vision Plan Phase II: Corridor Analysis

Barbara Jacocks provided a summary of the December 10, 2019 Steering Committee meeting on the detailed analysis of five corridor segments considered for enhanced transit in the next five to seven years. The purpose of Phase II was to build on the original Transit Vision Plan. The Phase II study can be broken into 3 level of analysis. During the initial screening phase (Steering Committee Meeting #1), we used the results of preliminary analysis and stakeholder feedback to narrow down to the corridors/segments that are most viable for implementation in the near term. We are now completing the detailed analysis phase which included the 12 selected corridors selected to include factors such as ridership potential. Other factors included were pedestrian networks, activity density as well as environmental justice and transit dependent populations. In Phase III prioritized recommendations will be developed for the routes selected considering the expected performance of the route as well as the associated costs for the route. Ms. Jacocks discussed the five corridors recommended to move forward near-term in more detail.

The GRTC Board of Directors and the RRTPO will be briefed on this level of analysis. A technical memorandum will go out to the Steering Committee at the end of January for the next meeting in February with a more detailed cost-benefit analysis.

The TAC was asked for review and comment. Ms. Dubinsky asked about any changes in the timeline for the Steering Committee to complete work? Ms. Jacocks responded the work is expected to be completed at the end of March. Mr. Parsons asked who is on the steering committee? Ms. Jacocks accounts for the following members: TAC members from the five of our transit served localities, GRTC members and DRPT members, two members from CTAC, and Ridefinders. Ms. Jacocks offered to provide more details if needed; individual corridor fact sheets and more content is available on the PlanRVA website.

8. FY21 Unified Planning Work Program (UPWP) Priorities

Chet Parsons presented on the potential priorities for work tasks to be incorporated in the FY21 Unified Planning Work Program (UPWP). He provided information on the following FY21 Focal Areas with most of the emphasis on the

in-house, long-range plan ConnectRVA2045. Outside consultant help will provide scenario planning in parallel to the long-range transportation plan process. Additional focus areas are expanding access to transit through multimodal connectivity, increasing opportunities for engagement in the public planning process specifically with the RRTPO but also with PlanRVA in general, as well as improving performance measures to use similar metrics and better prioritize projects.

On motion of Todd Eure, seconded by Liz McAdory, the Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC) voted unanimous approval of the following resolution:

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.

9. TAC Open Comments

- Tiffany Dubinsky reported for DRPT as follows:

The DRPT FY21 grant application period is currently open. The deadline is February 3, 2020. Applications for FTA Section 5303 funds are available and due in May. DRPT hosted a webinar on December 18, 2019 for MPO staff about how DRPT administers the 5303 program. The webinar is available as a recording. DRPT's intercity bus program the Virginia Breeze is starting two new routes: Danville to DC and Martinsville to Richmond.

- Liz McAdory reported for VDOT as follows:

The CTB board was presented with the VTrans needs, guiding principles and goals as well as proposed changes to SMART SCALE policies in the December meeting. The board did not vote to approve either. The CTB board is planning to take action on VTrans in the January meeting; there is no anticipated action for SMART SCALE until February. The board was presented on the I-95 Corridor Improvement Plan. The decision was made for only operational improvements to move forward. The next workshop is on January 14, 2020 at 10:00am, and the CTB board meeting is on January 15, 2020 at 9:00am at VDOT Central Office Auditorium. The date for the I-95 public meeting is Thursday, January 30, 2020 in Southpark Mall, Colonial Heights.

- Dironna Moore Clarke asked about the Smart Scale project deadline for the RRTPO submittal. Mr. Parsons responded there is no deadline. TAC made a recommendation for setting a deadline by January 30, 2020. There was significant discussion about regional collaboration regarding HB1541.

10. Future Meeting Topics

Chairman Smith briefly reviewed future meeting topics.

11. Next TAC Meeting: March 10

Chairman Smith noted the next TAC meeting is scheduled for Tuesday, February 11 at 9:00 a.m.

12. Adjournment: Scheduled for 9:55 a.m.

Chairman Smith adjourned the meeting at approximately 10 a.m.

Current Work Efforts Update

Connect RVA2045-Long-Range Transportation Plan

The LRTP Advisory Committee kick-off meeting was held on January 23. Staff presented the partial developed inventory of multimodal transportation issues based on regional and local plans which would help to establish the regional transportation multimodal needs. Staff also presented the public engagement plan for the LRTP. Staff are now working to geographically and categorically group the transportation issues. Staff also plan to kick off a series of public outreach meetings to hear about the regional transportation issues from citizens.

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

Work continues with the Kimley Horn team and steering committee to narrow the focus of the detailed analysis to those corridors offering the greatest potential for enhanced (20-minute or less) transit service. Five (5) corridors or corridor segments have been identified for further analysis of capital and operating costs to lay the groundwork for determining a return on investment. These results have been shared with the TAC at their January meeting, with the GRTC board on January 21, and the RRTPO policy board on February 6. A technical memo outlining the first stage of analysis is going out to the steering committee by February 7th, 2020 and the next meeting is planned for late February.

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>

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. Another field visit is planned for February with a committee meeting in March.

Regional Bicycle and Pedestrian Plan Update

The first steering committee meeting was held on January 14, 2020 to review the purpose, scope and timeline for the update of the regional 2004 Bicycle and Pedestrian Plan. A story map of existing conditions, bike/ped features and statistics on bike/ped injuries and fatalities in the region was shared with the committee. Staff is beginning to meet with each locality to review their own needs and future plans as a foundation for depicting a regional network supported by clear goals, objectives and measures of performance that define regional impact and establish a strategy

for implementation. A shared drive is being set up to enable committee members to share resources and their own observations of travel around the region on foot or bike.

Ashland Complete Streets Pilot Project

The draft report 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.

Active Transportation Work Group (ATWG)

The regular quarterly meeting of the ATWG will take place immediately following the TAC meeting on February 11, 2020 and will feature the introduction of the Three Notch’d Trail proposal connecting Charlottesville to Richmond presented by Chris Gensic of the City of Charlottesville. The meeting also provides opportunities for the localities and partners to share their own updates.

American Planning Association-Virginia Chapter Annual Conference

Themed “We’ll Get You Moving” representing the focus on multi-modal transportation, the annual APAVA Chapter conference will be in Richmond July 19-21, 2020. Staff is working with the conference planning committee to solicit session proposals (deadline extended to February 7th), arrange for keynote speakers and plan mobile workshops.

MEMORANDUM

To: Richmond Regional Transportation Planning Organization (RRTPO)
Policy Board
RRTPO Technical Advisory Committee

From: Kenneth Lantz, Jr., RRTPO Mobility Manager

Date: January 21, 2020

Subj: RRTPO Community Transportation Advisory Committee (CTAC) Meeting Report

The following is a brief report on major discussion items from the January 16, 2020 CTAC meeting.

2019 Coordinated Human Service Mobility Plan

Brittany Voll, Transit Program Manager for the Department of Rail and Public Transportation reviewed the process for developing the 2019 update of the Coordinated Human Service Mobility Plan. The approach for the update was to develop one statewide plan with six regional elements. Major statewide recommendations include developing a statewide steering committee as well as regional advisory committees, coordinating funding across state and federal programs, and continuing discussions with transportation network companies and other alternative providers. Recommended Central Region actions include ensuring drivers are equipped with the training and resources to manage and provide aid to passengers; ramp up grassroots work with senior centers, doctor's offices, living facilities and other relevant or potential partners; and work with local jurisdictions to include human services transportation in local transportation planning.

Overview of Section 5310 Program and FY-21 Applicants

Ken Lantz, RRTPO Mobility Coordinator, provided an overview of the Section 5310 Program and FY21 applicants. The program's intent, funding apportionments and project priorities were covered, along with the estimated funding level for FY21. As of early January, the RRTPO had received notices of intent to apply for funds from six area agencies and organizations; the total amount requested was \$1.2 million. Proposed uses of the funds include operating assistance and mobility management and the acquisition of a total of eight vehicles.

Hanover DASH Specialized Transportation Service

Hanover County Deputy Manager Jim Taylor provided information on the Hanover DASH specialized transportation service. Of the nine localities in the planning district, Hanover County has the highest percentage of persons over age 65. Almost 10 percent of Hanover's population has a disability, and over 1,000 households do not have access to a vehicle. The Hanover DASH transportation program provides curb-to-curb service for qualified individuals for medical appointments, personal business, shopping and social programs. The service area includes all of Hanover and a seven-mile buffer beyond the county boundary. The service was launched December 12, 2019 and has provided 124 rides through January 15, 2020.

Public Participation Plan Update

Myles Busching provided an overview of the RRTPO Public Engagement Plan. He noted that the RRTPO is currently seeking input on the plan, and the goals of the plan are robust and creative opportunities to engage in the planning process; inform and educate the public; and continuous evaluation and improvement.

Next CTAC Meeting

The next CTAC meeting is scheduled for Thursday, March 19, 2020

KEL

TAC AGENDA 2/11/20; ITEM 6.

SMART SCALE: CANDIDATE PROJECT POOL

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Review and recommendation of the regional project candidate pool to develop the Richmond Regional Transportation Planning Organization (RRTPO) regional SMART SCALE applications.

BACKGROUND: In addition to individual local Smart Scale applications, RRTPO has the ability to apply for ten regionally-significant projects that would benefit the MPO region. RRTPO member organizations have submitted individual requests for projects to be considered as part of the regional applications submitted by RRTPO. The candidate project pool developed for that application process includes project concepts that have the potential for utilization in upcoming cycles of SMART SCALE.

RRTPO staff have worked with VDOT Richmond District to develop a recommended candidate pool of projects for consideration by TAC. There are a total of twelve candidate projects because the Smart Scale pre-application window allows an extra two project applications for pre-screening so that applicants can pull projects needing additional study before final submittals are due.

The SMART SCALE application process will open on March 1, 2020. In addition to considering regional needs and impacts for projects, staff has been keenly aware of the performance of regional applications from Round 3 of Smart Scale. New project requests as well as carryover projects from Round 3 have been considered with a focus on those potential applications that will score well and be viable candidates for funding.

Staff has considered cost estimates, how candidate projects correspond to VTrans, whether the project was a previous application, the level of assistance from VDOT or local jurisdictions that would be required to develop an application, an assessment of required documentation compared with the SMART SCALE “readiness” requirements and an assessment of screen-out risk – based on available documentation information, whether the project is included on the RRTPO’s constrained long-range project (CLRP) list, correspondence to regional or statewide plans, and any other pertinent information available.

RRTPO Regional SMART SCALE Candidate Project Pool

Some of the proposed projects included in the candidate pool will need to be supplemented with results from transportation studies currently under development, such as the Ashland-to-Petersburg Trail Study. Staff will use the application requirements outlined in the SMART SCALE Technical Guide when

completing the pre-applications. Candidate projects for consideration are attached to this staff report.

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 (TPO) approves the candidate regional projects for Smart Scale Round 4 applications as presented.

Attachment

Project #	Jurisdiction(s)	Project Title	Description	Cost Estimate Provided?	Cost Estimate	Plans / Sketch Provided?	Pre-App Submission	Notes
1	Richmond	Ashland to Petersburg Trail	US Route 1 from Walmsley Boulevard to Bellemeade Road (approximately 2 miles)	✓	\$5M - \$10M	✓	✓	Final ATP study needed
2	Richmond	Malvern Avenue BRT Station and Streetscape Improvements (Broad Street Phase I)	This project will construct new EB and WB BRT stations in the vicinity of Malvern Avenue (2 curbside platforms) to address the gap between existing Pulse stations and to serve the redeveloping Westwood neighborhood ("Scott's Addition 2.0") to the north of Broad Street. This project will also address pedestrian access and safety to the new BRT Stations by constructing sidewalk, ADA accessible ramps, and other pedestrian and streetscape amenities along Broad St. within the walkshed of the new BRT station (Shenandoah St to Hamilton St).	✓	\$9M - \$17M	✓	✓	
3	Hanover/Henrico	Ashland to Petersburg Trail - Chickahominy River Crossing	The proposed termini of this trail segment is Holly Hill Road on the Hanover side of the river and Woodman Road extended on the Henrico side of the river. This will provide approximately 3,200 linear feet of trail that will tie into the planned Woodman Road Extended Multi-Use Trail to the south and a low-volume secondary road in Hanover that provides access Cedar Lane as logical termini should this section of trail be funded and constructed prior to the adjacent segments either to the north or south. The Woodman Road Extended Trail will be constructed within 1 year of the completion of Woodman Road Extended (Phase V), which HHHunt is constructing as a condition of the River Mill Development. They plan to begin construction of this roadway within the next several months.				✓	Final ATP study needed for cost and sketch
4	Goochland	Continuous Hard Shoulder Running Lane on SB Route 288 between West Creek Parkway and Route 711	Reconstruct existing shoulder on segment of southbound Route 288 between the on-ramp of West Creek Parkway and the off-ramp of route 711 to provide an 11-foot hard running shoulder lane to be employed during PM peak travel hours. Also, included would be installation of gantries with signage detailing usage and ITS improvements within the Route 288 corridor. Project would also include construction of emergency pull-offs to provide a refuge area for disabled vehicles while the hard shoulder running lane is in operation.	✓	\$23.821M	✓	✓	
5	Richmond	Richmond Marine Terminal: I-95 SB auxiliary lanes between Bells Road and Chippenham Parkway	Construct an auxiliary lane between the Bells Road and Chippenham Parkway interchanges on I-95 SB (approximately 3,800 lf) including a bridge widening. This solution has already been implemented on I-95 NB between these interchanges and will address congestion and safety issues along this stretch.	✓	\$20.4 - \$30.6	✓	✓	
6	Chesterfield	Powwhite Parkway NB at Chippenham Parkway Capacity and Safety Improvements	Construct a choice lane on Powwhite Parkway NB at the on-ramp from Chippenham SB and extend the third express lane to the Chippenham Interchange	✓	\$15M	✓	✓	
7	Chesterfield	Powwhite Parkway SB at Chippenham Parkway Capacity and Safety Improvements	Construct a choice lane on Powwhite Parkway SB at the off-ramp to Chippenham SB	✓	\$21M	✓	✓	

Project #	Jurisdiction(s)	Project Title	Description	Cost Estimate Provided?	Cost Estimate	Plans / Sketch Provided?	Pre-App Submission	Notes
8	Chesterfield	Route 360/Courthouse Road Intersection Improvement	Construct superstreet intersection on Route 360 for the Courthouse Road intersection (u-turns at Rockwood Square Shopping Center and Oxbridge Road)	✓	\$4.5M	✓	✓	
9	Chesterfield	Ashland-to-Petersburg Trail: Chester Linear Park Trail Extension and Chester Road	Construct trail from existing northern termini of the Chester Linear Park Trail to Chester Road and shared-use path along the east side of Chester Road, from the trail extension, north to Centralia Road	✓	\$5.3M	✓	✓	Final ATP study needed
10	Chesterfield	I-95/Route 10 Interchange Improvement, Phase II	Remove the weaving sections on I-95 and RT 10 by removing the NB I-95 to WB RT 10 and SB I-95 to EB RT 10 loop-ramps. Signalize the SB and NB I-95 off-ramp intersections at RT 10. Widen the SB off-ramp at the RT 10 intersection to provide three left-turn lanes to EB RT 10. Widen the NB off-ramp at the RT 10 intersection to provide dual left-turn lanes to WB RT 10. Construct a park-and-ride lot to reduce trips on the I-95 corridor	✓	\$35.8M	✓	✓	
11	New Kent	I-64 EB Widening Exit 205 to Exit 211	Major widening of I-64 EB, from 2-lanes to 3-lanes, between Exit 211 (Rte. 106) and Exit 205 (Bottoms Bridge). This project takes place in New Kent County. This widening will provide significant operational improvements to the corridor which has level of service issues, particularly during the summer months. Furthermore, this improvement targets a high crash segment of the I-64 corridor. Finally this improvement is consistent with the I-64 Tier 1 EIS for the entire I-64 corridor between Richmond and Hampton Roads.	✓	\$50.1M	✓	✓	
12	New Kent	I-64 WB Widening Exit 211 to Exit 205	Major widening of I-64 WB, from 2-lanes to 3-lanes, between Exit 211 (Rte. 106) and Exit 205 (Bottoms Bridge). This project takes place in New Kent County. This widening will provide significant operational improvements to the corridor which has level of service issues, particularly during the summer months. Furthermore, this improvement targets a high crash segment of the I-64 corridor. Finally this improvement is consistent with the I-64 Tier 1 EIS for the entire I-64 corridor between Richmond and Hampton Roads.	✓	\$50.1M	✓	✓	
13	Richmond	Broad Street Phase II	This project will address pedestrian access and safety to the new BRT Stations by constructing sidewalk, ADA accessible ramps, and other pedestrian and streetscape amenities along Broad St. within the walkshed of the Staples Mill BRT stations (Shenandoah St to Hamilton St).	✓	\$8M - \$17M	✓		
14	Chesterfield	Route 60 (Ruthers Road – Providence Road) Shared-Use Path	Construct an eight-foot shared-use path on both sides of Route 60 from Ruthers Road to Providence Road, sidewalk on Providence Road from Route 60 to the existing sidewalk and install pedestrian-actuated signals at Buford Road and Providence Road	✓	\$4.5M	✓		

TAC AGENDA 02/11/20; ITEM 7.

**FY21 – FY22 TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE
PROJECT RECOMMENDATIONS**

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Review and recommendation to the RRTPO policy board of the FY21 - FY22 Transportation Alternatives (TA) Set-Aside project allocations.

BACKGROUND: TA Set-Aside provides capital grant assistance for projects defined as transportation alternatives. The RRTPO TA allocations are directed towards on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving bike and pedestrian access to public transportation, trails that serve a transportation purpose, and Safe Routes to School projects.

In October of 2019, the RRTPO endorsed submission of 21 applications from member jurisdictions and 18 complete applications were submitted by the October 1 deadline. All projects were reviewed by VDOT staff with scores provided to RRTPO staff in early January. The total funding requested was just under \$12.1M; Allocations for the FY21/FY22 cycle total slightly more than \$2.1M. In addition to the FY21/FY22 funding, the RRTPO has slightly more than \$845,000 unallocated from the FY19/FY21 cycle.

The staff recommended allocations are included in the attached table. The proposed allocations fully fund the seven (7) highest-scoring requests. The remaining balance is insufficient to fully fund any of the other projects.

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

RESOLVED, that the Richmond Regional Transportation Planning Organization policy board approves the allocation of FY21 – FY22 Transportation Alternatives Set-Aside funding as presented.

Attachment

MAB

FY21 Transportation Alternatives Set-Aside Program Projects

<u>Rank</u>	<u>Score</u>	<u>Jurisdiction</u>	<u>Project</u>	<u>Total Cost (\$)</u>	<u>Total Expected Request (\$)</u>	<u>Current Request (\$)</u>	<u>New / Existing</u>	<u>FY19/FY20</u>	<u>FY21/FY22</u>	<u>Total</u>
1	205.3	Richmond	2nd/3rd St bike infrastr (phase II)	600,000	480,000	240,000	Existing	\$240,000		\$240,000
2	192.7	Richmond	Rt 161 bike infra (phase I)	500,000	400,000	400,000	New	\$400,000		\$400,000
3	187.3	Chesterfield	Rt 1 (Getting - Dwight) SW/bike project	575,000	460,000	460,000	New	\$205,372	\$254,628	\$460,000
4	185.3	Richmond	Greene Elementary pedestrian (phase II)	675,000	540,000	540,000	New		\$540,000	\$540,000
5	183.7	Chesterfield	Pedestrian HAWK signal at Rt 1 & Marina	476,000	380,800	380,800	New		\$380,800	\$380,800
6	179.3	Richmond	Maymont sidewalk (phase II)	430,000	344,000	344,000	New		\$344,000	\$344,000
7	177.3	Richmond	Commerce Rd ped safety (phase I)	400,000	320,000	320,000	New		\$320,000	\$320,000
8	177.0	Richmond	Rt 161 bike infra (phase II)	499,778	399,822	440,000	New			\$0
9	175.3	Richmond	Tredeggar St transportation project	380,000	304,000	304,000	New			\$0
10	174.7	Chesterfield	Courthouse (Courts Complex - Rt 10) trail	550,000	440,000	440,000	New			\$0
11	174.3	Richmond	Rt 147 ped safety (phase II)	500,000	400,000	400,000	New			\$0
12	173.0	Richmond	Rt 147 ped safety (phase I)	480,000	384,000	384,000	New			\$0
13	170.7	Henrico	Nuckols Rd Corridor share-use path	3,207,750	1,990,200	1,990,200	New			\$0
14	170.3	Richmond	Carnation St sidewalks (phase II)	400,000	320,000	320,000	New			\$0
15	166.3	Henrico	Lakeside Community trail (phase II)	2,971,330	1,899,464	1,899,464	New			\$0
15	163.3	Henrico	Lakeside Community trail (phase I)	1,823,840	1,037,472	1,037,472	New			\$0
17	159.7	Henrico	Lakeside Community trail (phase III)	4,301,550	1,994,840	1,994,840	New			\$0
18	157.3	Richmond	Brown's Island Connector (phase III)	250,000	200,000	200,000	New			\$0
Total CTB Allocations								\$845,372	\$2,123,924	\$2,969,296
Remaining TA Balance								\$0	\$284,496	\$284,496
								0.0%	13.4%	9.6%

TAC AGENDA 02/11/20; ITEM 8.

FY21 – FY26 RSTP/CMAQ: EXISTING PROJECT RECOMMENDATIONS

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Review and provide direction on the proposed existing project selections and allocations for the FY21 - FY26 Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) cycle.

BACKGROUND:

Regional Surface Transportation Program (RSTP)

The Surface Transportation Block Grant (STBG) offers a flexible source of funding to states for transportation projects. Under the formulas established in the Fixing America's Surface Transportation (FAST) Act, the Richmond region receives approximately \$20M each year in STBG funding to address regional transportation issues. The exact amount available for FY21 allocations is not yet known, but it is not expected to change significantly from the estimate in the attached table.

During this funding cycle, staff received two (2) applications with requests for additional funding on existing projects, listed below. Funds to match the requests have been included in the attached RSTP Existing Project Allocations table.

- Henrico County – Sadler Road – UPC 104148 - \$920,280 in FY24
- Hanover County – Atlee Station Rd Widening – UPC 115195 - \$4,000,000 in FY26

The attached table does not adjust any previous allocations and is not final. Staff will work with the VDOT Richmond District to ensure allocations are aligned with project schedules and to address any other shortfalls in the final staff recommendation. This table will also provide the starting point for new project allocations.

Congestion Mitigation and Air Quality (CMAQ)

The Congestion Mitigation and Air Quality (CMAQ) program is a funding dedicated to improving air quality in regions that are not (or formerly were not) in attainment with national air quality standards. The Richmond region currently received around \$8M each year. As with the RSTP funding, the exact amount available for FY21 is not yet known.

For this funding cycle, staff received three (3) applications for additional funding on existing projects. Two of the projects are programs; the third was a request to fund an expanded scope for an existing project. As such, all three projects were reevaluated through the CMAQ scoring and ranking process as required by the guidelines. The projects are listed below:

- Ridefinders – Regionwide Air Pollution Reduction Program – UPC -203 - \$509,000 in FY21, FY22, and FY23
- Richmond – Employee Trip Reduction Program – UPC -1811 - \$110,000 in FY21
- Richmond – ITS Signal System (East, North, and West) – UPC 105890 – \$1,027,650 in FY22 to cover additional corridors in system

These projects were the top three projects in terms of cost-effectiveness for emissions reduction. Given the ranking, staff felt it appropriate to include the requests in the existing project tables before new project allocations are addressed.

As with the RSTP table, the attached table does not adjust any previous allocations and is a starting point for programming. Staff will work with the VDOT Richmond District to ensure allocations are aligned with project schedules and funding needs before addressing new projects.

TAC ACTION REQUESTED: TAC is requested to review and provide direction on the proposed existing RSTP and CMAQ project allocations tables to be used as a starting point for programming FY21 – FY26 funds.

Attachments

MAB

RSTP FY21 - FY26 EXISTING PROJECTS

UPC	Project Description	Jurisdiction	Existing / New	Total Cost Est.	RSTP Previous	Allocations						RSTP Allocations FY21 -FY26	Total RSTP Allocations	Balance to Complete	Notes
						FY 21	FY 22	FY 23	FY 24	FY 25	FY 26				
112042	Route 1 Improvements: Ashcake Rd To Arbor Oak Dr	Ashland	Exist	\$ 9,944,379	\$ 970,221	\$ 2,000,000	\$ 1,645,567	\$ 3,554,086	\$ 1,647,835	\$ -	\$ -	\$ 8,847,488	\$ 9,817,709	\$ 126,670	Balance covered with urban, local, and STP funds
101020	#Hb2.Fy17 Rte 10 (Bermuda Triangle Rd To Meadowville Rd)	Chesterfield	Exist	\$ 59,938,752	\$ 22,419,217	\$ 2,791,123	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,791,123	\$ 25,210,340	\$ 34,728,412	Balance covered with bonds, local, and HB1887 funds
104889	RT 10 (Whiteline To Frith) WIDENING	Chesterfield	Exist	\$ 15,200,000	\$ 1,950,000	\$ 6,800,000	\$ 6,450,000	\$ -	\$ -	\$ -	\$ -	\$ 13,250,000	\$ 15,200,000	\$ -	
104890	RTE 360 E (Lonas Pkwy To Castle Rock Rd) - WIDENING	Chesterfield	Exist	\$ 7,449,000	\$ 5,192,867	\$ 606,133	\$ 1,650,000	\$ -	\$ -	\$ -	\$ -	\$ 2,256,133	\$ 7,449,000	\$ -	
107085	Rte 641 - Replace Sd Bridge Fed Id 5280	Chesterfield	Exist	\$ 7,500,000	\$ 1,000,000	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 3,000,000	\$ 4,500,000	Balance covered with Rev. Share and local funds
113834	Route 60 (Springrock/Stonebridge)	Chesterfield	Exist	\$ 1,250,000	\$ -	\$ -	\$ 250,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,250,000	\$ 1,250,000	\$ -	
113846	Early Settlers Rd Sidewalk Robious Rd To	Chesterfield	Exist	\$ 1,170,000	\$ -	\$ -	\$ 270,000	\$ 900,000	\$ -	\$ -	\$ -	\$ 1,170,000	\$ 1,170,000	\$ -	
105733	Rte 623 - Improve Intersection	Goochland	Exist	\$ 5,476,000	\$ -	\$ 328,775	\$ 382,184	\$ 330,000	\$ 2,208,500	\$ 2,208,500	\$ -	\$ 5,457,959	\$ 5,457,959	\$ 18,041	Balance covered with Telecom
13551	#Smart18 - Rte 360 Widening	Hanover	Exist	\$ 23,894,526	\$ 7,580,513	\$ -	\$ -	\$ 3,996,747	\$ 2,158,580	\$ -	\$ -	\$ 6,155,327	\$ 13,735,840	\$ 10,158,686	Balance covered with CMAQ, HB1887, and local funds
109260	Pole Green Rd Widening	Hanover	Exist	\$ 14,234,748	\$ -	\$ -	\$ 1,600,000	\$ 382,000	\$ 3,000,000	\$ 7,952,748	\$ -	\$ 12,934,748	\$ 12,934,748	\$ 1,300,000	Balance covered with Telecom
50529	Rte 9999 (Three Chopt Road) Widen To 4 Lanes	Henrico	Exist	\$ 22,653,669	\$ 15,526,612	\$ 962,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 962,000	\$ 16,488,612	\$ 6,165,057	Balance covered with local funds
104148	Sadler Rd - Reconstruction	Henrico	Exist	\$ 15,770,000	\$ 3,543,165	\$ -	\$ 3,500,000	\$ 4,300,000	\$ 1,720,280	\$ -	\$ -	\$ 9,520,280	\$ 13,063,445	\$ 2,706,555	\$920,280 additional (7%) to cover shortfall; fully funds with secondary funds
109194	#SMART20 - PARHAM RD TRAFFIC SIGNAL AND	Henrico	Exist	\$ 4,460,000	\$ 430,000	\$ 750,000	\$ 972,500	\$ 972,500	\$ -	\$ -	\$ -	\$ 2,695,000	\$ 3,125,000	\$ 1,335,000	Balance covered with HB1887 funds
113833	Three Chopt Rd Sidewalk Impr. (Dinwiddie Ave To Bexhill Rd)	Henrico	Exist	\$ 2,165,000	\$ 365,000	\$ 900,000	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ 1,800,000	\$ 2,165,000	\$ -	
113832	Richmond Marine Terminal (RMT) Gate Impr. And Drop Lot	POV	Exist	\$ 2,215,950	\$ 511,367	\$ 852,300	\$ 852,283	\$ -	\$ -	\$ -	\$ -	\$ 1,704,583	\$ 2,215,950	\$ -	
104281	Deepwater Terminal Rd - Extend Existing Roadway	Richmond	Exist	\$ 4,497,000	\$ 1,678,898	\$ 568,102	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 568,102	\$ 2,247,000	\$ 2,250,000	Balance covered with Rev. Share funds
104888	#Sgr - Rte 360 - Rehab Mayo Bridge	Richmond	Exist	\$ 8,250,000	\$ 3,500,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 6,500,000	\$ 1,750,000	Balance covered with SGR funds
115195	Atlee Station Rd Widening	Hanover	Exist	\$ 11,530,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ 4,000,000	\$ 6,500,000	\$ 6,500,000	\$ 5,030,000	\$4M additional; Rev. Share & FY27 RSTP needed to fully fund
115769	Libbie Avenue Road Diet - Bethlehem Rd to W Broad St	Henrico	Exist	\$ 1,725,000	\$ -	\$ -	\$ 185,000	\$ 10,000	\$ 1,530,000	\$ -	\$ -	\$ 1,725,000	\$ 1,725,000	\$ -	
115200	Hull Street Improvement Project Phase III	Richmond	Exist	\$ 11,664,209	\$ -	\$ -	\$ -	\$ -	\$ 727,127	\$ 1,213,420	\$ -	\$ 1,940,547	\$ 1,940,547	\$ 9,723,662	CN not funded; Additional funds not requested
PROJECTED RSTP FUNDS AVAILABLE						\$ 19,699,426	\$ 20,075,701	\$ 20,458,374	\$ 20,847,551	\$ 21,243,345	\$ 21,243,345	\$ 123,567,742			FY26 Est. based on FY25
EXISTING ALLOCATIONS						\$ 19,558,433	\$ 19,657,534	\$ 16,445,333	\$ 12,992,322	\$ 13,874,668	\$ 4,000,000	\$ 86,528,290			
AVAILABLE RSTP (BALANCE)						\$ 140,993	\$ 418,167	\$ 4,013,041	\$ 7,855,229	\$ 7,368,677	\$ 17,243,345	\$ 37,039,452			

CMAQ FY21 - FY26 EXISTING PROJECTS

UPC	Project Description	Jurisdiction	Existing / New	Total Cost Estimate	CMAQ previous	Allocations						CMAQ Allocations FY21 -FY26	Total CMAQ Allocations	Balance to Complete	Notes
						FY 21	FY 22	FY 23	FY 24	FY 25	FY 26				
113843	Route 1 (Merriewood Rd To Ellijah Ave) Sidewalk	Chesterfield	Exist	\$ 1,250,000	\$ 450,000	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ 1,250,000	\$ -	
115784	Meadowdale Blvd (Dalebrook Drive to Beulah Rd) Ped-Bike Imps	Chesterfield	Exist	\$ 3,660,000	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ 2,660,000	\$ -	\$ 3,660,000	\$ 3,660,000	\$ -	
115063	Route 60 (Boulders Parkway - Ruthers Road) Shared-Use Path	Chesterfield	Exist	\$ 4,254,000	\$ 681,000	\$ 362,500	\$ 362,500	\$ 1,424,000	\$ 1,424,000	\$ -	\$ -	\$ 3,573,000	\$ 4,254,000	\$ -	
T20113	GRTC Replacement Of Rolling Stock Cng Buses (FY22)	GRTC	Exist	\$ 2,465,420	\$ 1,767,270	\$ -	\$ 698,150	\$ -	\$ -	\$ -	\$ -	\$ 698,150	\$ 2,465,420	\$ -	
115201	Patterson Avenue Sidewalks	Henrico	Exist	\$ 1,366,000	\$ -	\$ -	\$ 200,000	\$ 270,000	\$ 896,000	\$ -	\$ -	\$ 1,366,000	\$ 1,366,000	\$ -	
101034	#Hb2.Fy17 Rte 6 Patterson Ave At Parham Rd Intersection	Henrico	Exist	\$ 11,882,926	\$ 1,500,000	\$ 2,525,000	\$ 2,525,000	\$ -	\$ -	\$ -	\$ -	\$ 5,050,000	\$ 6,550,000	\$ 5,332,926	HB2; RSTP cover balance
106299	Pedestrian & Signal Improvements - Various Locations(Azalea)	Henrico	Exist	\$ 1,615,000	\$ 615,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,615,000	\$ -	
109190	Laburnum Avenue Sidewalk	Henrico	Exist	\$ 833,973	\$ 222,378	\$ 318,664	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 318,664	\$ 541,042	\$ 292,931	RSTP covers balance
109951	Henrico County Automated Traffic Management System (Atms)	Henrico	Exist	\$ 9,805,731	\$ 5,962,692	\$ 2,500,000	\$ 1,343,039	\$ -	\$ -	\$ -	\$ -	\$ 3,843,039	\$ 9,805,731	\$ -	
115815	I-64 Express Barge Service Expansion	POV	Exist	\$ 3,000,000	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000	\$ -	
105890	ITS Signal System - East, North, and West of the City	Richmond	Exist	\$ 7,340,000	\$ 6,312,350	\$ -	\$ 1,027,650	\$ -	\$ -	\$ -	\$ -	\$ 1,027,650	\$ 7,340,000	\$ -	Fully funds additives; 3rd highest scoring CMAQ project
T1811	City of Richmond Employee Trip Reduction Program	Richmond	Exist		\$ 3,151,000	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,000	\$ 3,261,000	\$ -	Continues funding for program; 2nd highest scoring CMAQ project
T203	Regionwide Air Pollution Reduction Program	Ridefinders	Exist		\$ 14,448,219	\$ 509,000	\$ 509,000	\$ 509,000	\$ -	\$ -	\$ -	\$ 1,527,000	\$ 15,975,219	\$ -	Continue \$500k annual allocation adjusted for CPI; Top scoring CMAQ project
PROJECTED CMAQ FUNDS AVAILABLE						\$ 8,221,808	\$ 8,221,808	\$ 8,221,808	\$ 8,704,809	\$ 8,867,419	\$ 8,867,419	\$ 51,105,071			FY26 Est. based on FY25
EXISTING ALLOCATIONS						\$ 8,125,164	\$ 7,165,339	\$ 5,703,000	\$ 2,320,000	\$ 2,660,000	\$ -	\$ 25,973,503			
AVAILABLE CMAQ (BALANCE)						\$ 96,644	\$ 1,056,469	\$ 2,518,808	\$ 6,384,809	\$ 6,207,419	\$ 8,867,419	\$ 25,131,568			

TAC AGENDA 02/11/20; ITEM 9.

DRAFT CONFORMITY ANALYSIS REPORT

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: The Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC) is expected to be given authority to open a public comment period on the draft conformity analysis report by the RRTPO policy board at the February 6, 2020 meeting. TAC is requested to approve opening a comment period on the conformity analysis to run from February 17, 2020 to March 18, 2020.

BACKGROUND:

As part of the update to the Transportation Improvement Program (TIP), the Richmond-Petersburg Area is 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.

An interagency consultation meeting will be held immediately before the February 11, 2020 TAC meeting to review the process and methodology for the conformity analysis. The draft conformity analysis report will be provided prior to that meeting and will be sent to all TAC members when received. The proposed resolution opens a comment period on the conformity report as required by federal regulations.

TAC ACTION REQUESTED: The following resolution is presented for TAC approval:

RESOLVED, that the Richmond Regional Transportation Planning Organization opens a 30-day comment period for public review and input on the draft conformity analysis report to run between February 17, 2020 and March 18, 2020.

MAB

TAC AGENDA 2/11/20; ITEM 10.

FTA SECTION 5310 PROGRAM GRANT APPLICATIONS ENDORSEMENT

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: TAC action is requested to endorse and forward to the TPO for approval applications submitted by Richmond area local governments, human service agencies, and supporting organizations for Federal Transit Administration (FTA) Section 5310 program grant funds.

BACKGROUND: The FTA 5310 program, Enhanced Mobility of Seniors and Individuals with Disabilities, was developed to provide assistance in meeting special transportation needs of elderly persons and persons with disabilities by removing barriers to transportation services and expanding mobility options.

Federal Transit Administration Section 5310 funds are divided by three geographic categories, large urbanized areas, small urbanized areas and rural areas by the following formula:

- 60 percent to large urbanized areas with a population of 200,000 or greater;
- 20 percent to small urbanized areas with a population of 50,000 to 200,000; and
- 20 percent to rural areas (all other areas of the state).

In preparation for the February 1, 2020 application deadline for federal FY19 FTA Section 5310 funding, presentations were made to local human service agencies throughout the calendar year and a meeting was held at the RRPDC offices on October 2, 2019 with potential applicants.

During these presentations and meetings, the discussion focused on providing information and answering questions about the application process that would be used to select projects supporting the regional Coordinated Human Services Mobility Plan. This competitive funding process seeks to fund projects that support the mobility and transportation needs of seniors and persons with disabilities.

DRPT Designated Recipient for the Richmond Urbanized Area

At its February 14, 2013 meeting, the RRTPO designated DRPT as the administrator of the FTA Section 5310 program funds apportioned for the Richmond Urbanized Area (see attached map). As the administering agency for these funds, DRPT is responsible for reviewing, ranking and scoring applications; submitting selected applicants for CTB review and consideration in the state's draft Six-Year Improvement Program (SYIP); conducting the project/program contract process; and conducting the grant program administration of these funds with FTA. Following the selection of projects by DRPT, the FY19- FY22 Transportation Improvement Program will be amended to include the projects and allocations.

FY21 Applications

Nine applications were received and forwarded to DRPT for review and selection consideration. These applications requested \$1,505,200 in funding; \$1,040,840 is anticipated to be available from federal FY20 Section 5310 Carryover and federal FY21 Section 5310 funds. These funds are available to support projects and programs in the Richmond Urbanized Area

which includes portions of the Richmond and Crater Planning District Commissions. Capital projects are eligible for 80% federal funding and operating programs are eligible for 50% federal funding with the balance of the funds provided by the state and the applicant, with contributions of 40% and 10% respectively.

STAFF RECOMMENDATION: Staff recommends that the Technical Advisory Committee approve the proposed resolution as presented.

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

RESOLVED, that the Richmond Regional Transportation Planning Organization Policy Board endorses the following applications for Federal Transit Administration (FTA) Section 5310 funds and found by the Department of Rail and Public Transportation (DRPT) to be eligible for FTA Section 5310 Program funds:

- Chesterfield County Department of Mental Health Support Services: purchase two 15-passenger body on chassis vans with wheelchair lifts, \$130,000;
- Chesterfield County Human Services: operating assistance to fund a part-time Mobility Coordinator position and acquire planning software, \$230,000;
- Hanover County: provide specialized transportation for non-driver older adults and individuals with disabilities, \$168,400;
- Senior Connections, The Capital Area Agency on Aging: mobility management and transportation services for older adults and persons with disabilities, \$426,800.
- SOAR365: purchase four 15-passenger vans with ramps, \$180,000
- St Joseph's Villa: purchase two 14-passenger vehicles with lifts, \$100,000
- Goochland CARES: purchase one 14-passenger van with lift, \$50,000
- GRTC: support of Travel Trainer Instructor, \$150,000
- Capital Area Partnership Uplifting People: purchase one 19-passenger van with wheelchair lift, \$70,000

CAP/KEL

Attachments:

1. TIP Addition Table, Final FTA Section 5310 Grant Projects
2. January 30 Memo to DRPT
3. Richmond Urbanized Area Map

MEMORANDUM

TO: Neil Sherman, Director of Statewide Transit Programs
Virginia Department of Rail and Public Transportation

FROM: Chet Parsons, RRTPO Secretary *CAP*

DATE: January 30, 2020

RE: FY 2021 FTA Section 5310 Grant Request Projects and Staff Comments

The Richmond Regional Transportation Planning Organization (RRTPO) has received requests for inclusion of projects in the Transportation Improvement Program (TIP) from seven (7) organizations in support of their applications for FTA Section 5310/5317 (Enhanced Mobility of Seniors and Individuals with Disabilities Program and New Freedom Program) funds. Attached for DRPT review and action is a summary description for each applicant's project showing how it would be programmed in the RRTPO's FY 2018 – FY 2021 TIP. The Richmond Regional RRTPO will act to endorse applications for these funds and authorize their inclusion in the TIP subject to their selection for funding by the CTB. The RRTPO resolution will be submitted to DRPT after the March 5, 2020 RRTPO meeting.

RRTPO activities and involvement in coordination of human service transportation include the following:

- ◆ The RRTPO maintains an active Community Transportation Advisory Committee that advises the RRTPO on transportation issues affecting the elderly, persons with disabilities, and low-income populations (i.e., providing input to the RRTPO's Unified Planning Work Program, and appropriate plans, studies and reports).
- ◆ In an effort to encourage more participation in the FTA Section 5310 funding program, RRTPO staff provided information about the Section 5310 grant program to interested parties as follows:
 - RRPDC publicized and hosted the October 2, 2019 Coordinated Human Service Mobility Plan (CHSMP) Workshop. Notices were sent to members of CTAC, TAC, human services agencies, and transportation providers. Representatives of 18 different agencies and organizations attended the Jan. 30, 2020 workshop, which included an overview of the CHSMP process, background information on the State's mobility needs, a description of the approach for updating the plan, a summary of recommended actions for enhancing human service transportation in the Central Region, and discussion of proposed applications for Section 5310 funding.

- RRPDC staff participated in the October 2019 meeting of the Hanover Human Services Network at the Hanover Department of Community Resources. Materials concerning the update to the Coordinated Human Service Mobility Plan were reviewed and distributed
 - RRPDC staff attended the November 13, 2019 meeting of the Goochland Community Partners at the offices of Goochland Cares and distributed copies of a fact sheet pertaining to the update to the Coordinated Human Services Mobility Plan and the Section 5310 application period
 - Staff attended the October 30 meeting of the New Kent Outreach Council and distributed a fact sheet containing information on the Coordinated Human Service Mobility Plan and the Section 5310 Program
 - Staff reviewed the VDRPT FY 2021 Grant Program Application Guidance and attended the November 15 Human Service Grants Workshop at VDRPT's offices.
 - Following the November 20, 2019 meeting of the LogistiCare Region 3 Advisory Board, information concerning the update to the State Coordinated Human Service Mobility Plan and the Department of Rail and Public Transportation grant application guidelines was forwarded to LogistiCare staff for distribution to the members of the Advisory Board.
 - On December 20, 2019 a memo was sent to members of CTAC and TAC to remind them that the Section 5310 application period was open through the first of February.
- ◆ Seven applications were received from the following organizations: Chesterfield County Department of Mental Health Support Services; Chesterfield County Human Services; Goochland Cares; Hanover County; Senior Connections-The Capital Area Agency on Aging; SOAR365 (formerly Greater Richmond Association of Retarded Citizens—ARC); and St. Joseph's Villa. These applicants have all or most of their service within the Richmond Regional RRTPO study area.

Should you have any questions or need further information, please call Ken Lantz or Jin Lee at 323- 2033.

CP/jl

Attachments

pc:	TAC and CTAC members	Martha Shickle, PlanRVA
	Ron Svejksky, Tri-Cities MPO	Ken Lantz, PlanRVA
	FTA Section 5310 grant applicants	Jin Lee, PlanRVA

RICHMOND REGIONAL TPO
TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2018 - FY 2021

<PUBLIC TRANSPORTATION>

AGENCY/ SERVICE AREA	DESCRIPTION	ESTIMATED COST(\$000)	ALLOCATION (\$000)/ SOURCE	ACTUAL ALLOCATION FY 2021 (\$000)	BALANCE TO COMPLETE (\$000)	COMMENTS
Chesterfield County Department of Mental Health Support Services/ Chesterfield County'	Purchase two (2) 15-passenger body on chassis vans with wheelchair lift	PE RW CN TO	130.0 FTA Sec. 5310	130.0		Capital funds
		\$130.0				
Chesterfield County Human Services/ Chesterfield County	Operating assistance and to fund a part-time Mobility Coordinator position planning software	PE RW CN TO	230.0 FTA Sec. 5310	230.0		Operating funds
		\$230.0				
Goochland Cares:Free Clinic and Family Services/ Goochland	Replace one (1) 14-passenger van with wheelchair lift	PE RW CN TO	50.0 FTA Sec. 5310	50.0		Capital funds
		\$50.0				
Hanover County/ Hanover County	Provide limited, specialized transportation for non-driver older adults and individuals with disabilities.	PE RW CN TO	168.4 FTA Sec. 5310	168.4		Operating funds
		\$168.4				
Senior Connections: The Capital Area Agency on Aging/ Richmond Metro Area	Coordinate Ride Connection services with public and private transportation providers while serving as the official Human Service Transportation Coordination Entity for the Richmond Region	PE RW CN TO	426.8 FTA Sec. 5310/5317	426.8		Operating funds
		\$426.8				
SOAR365 (Formerly Greater Richmond Association for Retarded Citizens--ARC)/ Chesterfield, Henrico, Richmond	Purchase four (4) 5-passenger vans with ramps	PE RW CN TO	180.0 FTA Sec. 5310	180.0		Capital funds
		\$180.0				
St. Joseph's Villa/ Richmond Metro Area	Purchase two (2) 14-passenger vehicles with lifts	PE RW CN TO	100.0 FTA Sec. 5310	100.0		Capital funds
		\$100.0				
Total				1285.2		

Actual allocations include Federal funds and local matches (capital funds 80/20; operating funds 50/50).

**RICHMOND REGIONAL TPO
TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2018 - FY 2021**

<PUBLIC TRANSPORTATION>

Final FTA Section 5310/5317 Grant Projects

AGENCY/ SERVICE AREA	DESCRIPTION	ESTIMATED COST(\$000)	ALLOCATION (\$000)/ SOURCE	ACTUAL ALLOCATION FY 2021 (\$000)	BALANCE TO COMPLETE (\$000)	COMMENTS
Capital Area Partnership Uplifting People (CAPUP)/ Powhatan, Goochland, and Hanover Counties; and City of Richmond	Purchase one (1) 19-passenger van with lifts	PE RW CN TO \$70	\$70 FTA Sec. 5310	\$70		Capital funds
Chesterfield County Department of Mental Health Support Services/ Chesterfield County'	Purchase two (2) 15-passenger body on chassis vans with wheelchair lift	PE RW CN TO \$130.0	130.0 FTA Sec. 5310	130.0		Capital funds
Chesterfield County Human Services/ Chesterfield County	Operating assistance and to fund a part-time Mobility Coordinator position planning software	PE RW CN TO \$230.0	230.0 FTA Sec. 5310	230.0		Operating funds
Goochland Cares:Free Clinic and Family Services/ Goochland	Replace one (1) 14-passenger van with wheelchair lift	PE RW CN TO \$50.0	50.0 FTA Sec. 5310	50.0		Capital funds
GRTC Ttransit System/Richmond Metro Area	Teach CARE customers skills that enable them to follow a regular GRTC bus route, connecting them to work, school, healthcare related visits, shopping and other community activities	PE RW CN TO \$150.0	150.0 FTA Sec. 5310	150.0		Operating funds
Hanover County/ Hanover County	Proviide limited, specialized transportation for non-driver older adults and individuals with disabilities.	PE RW CN TO \$168.4	168.4 FTA Sec. 5310	168.4		Operating funds
Senior Connections: The Capital Area Agency on Aging/ Richmond Metro Area	Coordinate Ride Connection services with public and private transportation providers while serving as the official Human Service Transportation Coordination Entity for the Richmond Region	PE RW CN TO \$426.8	426.8 FTA Sec. 5310/5317	426.8		Operating funds

**RICHMOND REGIONAL TPO
TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2018 - FY 2021**

<PUBLIC TRANSPORTATION>

Final FTA Section 5310/5317 Grant Projects

SOAR365 (Formerly Greater Richmond Association for Retarded Citizens--ARC)/ Chesterfield, Henrico, Richmond	Purchase four (4) 5-passenger vans with ramps	PE RW CN TO \$180.0	180.0 FTA Sec. 5310	180.0		Capital funds
St. Joseph's Villa/ Richmond Metro Area	Purchase two (2) 14-passenger vehicles with lifts	PE RW CN TO \$100.0	100.0 FTA Sec. 5310	100.0		Capital funds
Total				1505.2		

Actual allocations include Federal funds and local matches (capital funds 80/20; operating funds 50/50).

Legend

- Interstate
- Primary
- Water Body
- Census Urbanized Area (UZA)
- FHWA Urban Area Boundary (UAB)
- Metropolitan Planning Area Boundary (MPA)
- Jurisdictional Boundary

The map displays the Richmond, Virginia Metropolitan Planning Area (MPA) with its jurisdictional boundaries. Key features include:

- Interstates:** I-64, I-95, I-195, I-295.
- Primary Roads:** US-1, US-301, US-33, US-45, US-522, US-54, US-60, US-106, US-13, US-144, US-145, US-150, US-155, US-156, US-161, US-195, US-249, US-271, US-273, US-356, US-360, US-45, US-522, US-54, US-60, US-106, US-13, US-144, US-145, US-150, US-155, US-156, US-161, US-195, US-249, US-271, US-273, US-356, US-360.
- Water Bodies:** James River, York River, Pamunkey River, Appomattox River, Rappahannock River, Potomac River, Chesapeake Bay.
- Urban Areas:** Richmond, Henrico, Chesterfield, Ashland, Powhatan, Goochland, New Kent, Charles City.
- Boundaries:** MPA Boundary (red line), UAB (gray line), Jurisdictional Boundary (dashed line).

Scale: 0 to 30 Miles.

North Arrow: N.

TAC AGENDA 02/11/20; ITEM 11.

PUBLIC ENGAGEMENT PLAN

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 Public Engagement Plan and public comments and provide a recommendation regarding adoption of the plan to the RRTPO policy board.

BACKGROUND: The Public Engagement Plan (PEP) is a required planning document detailing how the RRTPO seeks public input and guidance when making key decisions about transportation for the region. The Public Participation Plan was last revised in 2016 and is scheduled for review and update in the FY20 Unified Planning Work Program (UPWP).

As introduced last month, the former Public Participation Plan has been reworked to include best practices drawn from a wide selection of MPOs. The draft plan is more public-facing than past plans and offers guidance for residents interested in being involved in regional transportation planning rather than being internally focused. The Public Engagement Plan defines three broad goals for public participation: (1) Robust and Creative Opportunities to Engage, (2) Informing and Educating the Public, and (3) Continuous Evaluation and Improvement. These broad goals each include recommended strategies, a set of measures to track, and definitions of success based on the measures.

The revised plan includes timelines and defined comment periods for a range of planning processes that have not been defined in previous Public Participation Plans, including development of the UPWP, regional funding allocations, and consultant-led projects. The amended plan also requires staff to develop a guide to being involved for each Long-Range Transportation Plan development process and for other plans as needed. The goal of these changes is to increase public awareness of opportunities to be involved and to foster a more community-oriented planning process.

Finally, the plan provides a matrix of nearly 30 engagement tools which can be used for any project. For each tool, the plan indicates whether it can be used to educate the public about transportation issues and the planning process, to promote the RRTPO and its work, or to engage the public and obtain feedback and input. This approach allows flexibility in developing plan-specific engagement strategies while still providing general guidance for all engagement activities.

PUBLIC COMMENT: The policy board authorized a public comment period which ran from December 9, 2019 to January 24, 2020 in accordance with the Public Participation Plan and federal regulations (23 CFR § 450.316). During that period, staff received comments from six (6) interested parties ranging from state and federal partners to advocacy groups. The comments, along with the staff responses, are included as an appendix to the draft plan. In general, the comments were broadly supportive of the proposed draft plan with recommendations focused on clarifying certain sections or improving implementation of specific strategies.

The bullets below summarize the changes to the draft plan made in response to comments received:

- Edited the last sentence under "What does the RRTPO Do?" to include "for people and goods in vehicles, on trains, on bikes, on buses, and on sidewalks."
- Added ", including community and neighborhood groups" to the last sentence under "The RRTPO Philosophy"
- Added links to the LRTP (<https://planrva.org/transportation/lrtp/>), TIP (<https://planrva.org/transportation/tip/>), and UPWP (<https://planrva.org/transportation/upwp/>), and regional funding decisions (<https://planrva.org/transportation/funding/>) pages where appropriate under the "How can YOU be involved?" section.
- On page 8, removed the 3rd bullet under "1. Public Meetings." (*Hold RRTPO policy board meetings at a different location in the region at least once each year*)
- On page 9, replaced the word "Hire" in the last bullet under "3. Project-specific Engagement Strategies" with "Work with."
- On page 10, added "including government offices and libraries" to bullet point 3 under "2. Notice of Meetings."
- On page 11, added "The number of people engaged at regional events" under "What will we measure?"

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 (TPO) adopts the Public Engagement Plan (PEP) as submitted.

Attachment by digital link: [Draft Public Engagement Plan](#)

MAB

TAC AGENDA 2/11/20; ITEM 13.

Upcoming TAC Future Meeting Topics

March 10

- FY21 – FY26 RSTBG and CMAQ: New Projects Recommendation

April 14

- FY21 – FY24 Draft TIP Recommendation
- SE Data Analysis Report
- ConnectRVA2045 (LRTP) Update
- Transit Vision Plan – Short Term Improvements Update
- Regional Bicycle & Pedestrian Plan Update
- Complete Streets Toolbox

May 12

- 2020 Richmond Regional Structural Inventory and Assessment Report

Future Meeting Topics

- VTrans Statewide Transportation Plan Update
- East Coast Greenway
- Regional Bicycle and Pedestrian Plan