



TO: RRTPO Stakeholders
FROM: Chet Parsons, RRTPO Secretary
DATE: June 16, 2022
RE: June TAC Public review packet

The Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee met at its regular public meeting on June 14, 2022 to consider action items related to regionally-significant projects that impact the transportation network among the nine member jurisdictions of the RRTPO.

As part of that consideration, there were five projects moved forward to public review in anticipation of action by the RRTPO Policy Board on July 7, 2022. Those five projects are available for a fifteen-day public review between June 16, 2022 and July 1, 2022.

Should you have any questions or need further information, please contact Myles Busching or Chet Parsons at mbusching@planrva.org or cparsons@planrva.org

CAP/mb
Attachments

Long-Range Transportation Plan

The Long-Range Transportation Plan is a dynamic, living document that projects regionally-significant transportation needs in the Richmond region over a long-term basis. In October, 2021, the Richmond Regional Transportation Planning Organization completed its latest long range plan, title ConnectRVA 2045. This plan identifies needs out to the year 2045 across all jurisdictions and includes all travel modes. The plan is divided into two main implementation sections – a fiscally constrained plan and a vision plan.

The Federal Highway Administration and Federal Transit Administration require the long range plan to be fiscally constrained – meaning it is realistic based on expected available funds over the length of the plan. RRTPO worked with VDOT, DRPT and CVTA to reasonably project available funding out to the year 2045 and used that “budget” to develop a priority constrained plan. This implementation plan was limited by cost and was not able to encompass all the needed projects identified in the planning process – for that reason, a second plan component was developed. This plan is referred to as the Vision Plan and contains those projects that were not able to be included in the constrained plan.

The expectation has and continues to be that ConnectRVA 2045 will need to be amended from time to time as projects are constructed on time and other funds are leveraged that allow for early funding commitments.

ConnectRVA 2045 Amendment Requests

Interstate 64 Capacity Expansion – Exit 211 to James City County

The Virginia Department of Transportation has submitted a request that the Interstate 64 widening project from Exit 211 to the James City County line be considered for inclusion in the Richmond Region’s Constrained Long Range Transportation Plan.

VDOT requested that RRTPO amend the region's 2045 CLRP to include construction of the I-64 capacity expansion between Exit 211 and the metropolitan area boundary/James City County Line prior to the 2045 horizon year. Recently the I-64 corridor received dedicated appropriations as part of the proposed 2020-2022 and 2022-2024 State Budget. Over the 20 year horizon of the CLRP, it is reasonable to anticipate funding will be provided to implement this project. Funding will be coming from previously unidentified money, specifically state money totaling up to \$470M. This will be augmented, to be determined, with federal grant money, CVTA, HRTAC, and other CTB directed funds (e.g. PTF, GARVEE, IOEP).

Reconnecting Jackson Ward

The City of Richmond has submitted a request that the Reconnect Jackson Ward project be considered for inclusion in the ConnectRVA 2045 Vision Plan. Jackson Ward has played an important role in both the history of black Richmonders and Richmond City as a whole. Once a hub for economic and social development, the construction of the Richmond-Petersburg Turnpike disconnected Jackson Ward from itself and the surrounding community, and its effects are still visible today.

Within the City’s comprehensive plan, Richmond 300: A Guide for Growth, strategy 9.2.c states "Explore capping highways to re-establish connections between disconnected areas, focusing first on the Downtown Expressway between 2nd and 7th, and I-95/I-64 at Jackson Ward". The



plan identifies the project to reconnect Jackson Ward by decking over the highway as one of six short-term "Big Moves" to implement the master plan.

Presently, the City of Richmond is working in collaboration with the Virginia Office of Intermodal Planning and Investment (OIPI) and the Virginia Department of Transportation to conduct a community-driven process to develop and evaluate feasible options to reconnect Jackson Ward and the surrounding neighborhoods. The Reconnect Jackson Ward Feasibility Study, set to conclude July 2022, will identify a preliminary concept and cost estimate to provide for a new connection over existing Interstates 95 and 64 between Chamberlayne Parkway and 1st Street. This new connection will include community amenities, green spaces, bicycle and pedestrian paths, and other programmable spaces that are anticipated to be regionally significant.

For this project, the City will be seeking funding through the Reconnecting Communities Pilot Program, a grant opportunity established as part of the Infrastructure Investment and Jobs Act (IIJA). The Reconnecting Communities Pilot Program provides two competitive grant funding opportunities: Planning grants and Capital Construction grants. The RJW initiative is tailored to address transportation infrastructure that is currently impeding mobility, access, or economic development.

This project is early in its development process and the current feasibility study will be complete during the summer of 2022. The scope and scale of the concept is regional in nature and has the potential to be a major improvement to regional travel safety, connect displaced neighborhoods, provide improved accessibility, and directly address existing inequities in the region.

Transportation Improvement Program

The TIP is an ever-evolving list of transportation priorities. It changes on a regular basis to include new projects or project phases. Projects in the TIP can begin the federal authorization process which is the first step toward implementation.

The TIP can be amended to add or remove a project, to change a project scope, to increase project cost substantially, or to revise the project schedule. All TIP amendments must be reviewed by the Technical Advisory Committee (TAC) and approved by the RRTPO policy board.

Three (3) amendments are proposed for consideration by the RRTPO Policy board. All three are new projects which have recently been awarded funding and are ready to be added to the TIP. The TAC has reviewed the requests and recommended approval for each of these projects.

Transit Requests

CHS0004: Capital Cost of Contracting

Chesterfield County Citizens Information & Resources

This project supports trip reimbursement for customers using contracted transportation services. The Access on Demand service provides same day, door to door, direct to destination service 24 hours a day, 7 days a week for work and medical trips in Chesterfield, Richmond, Hopewell, Colonial Heights, and Petersburg.

HCS0002: Capital Cost of Contracting

Hanover County DASH

This project will support the cost of trips for adults 60 and older and individuals with disabilities using contract transportation services. Hanover County's DASH program provides credentialed transportation services for direct trips for medical and personal business needs within Hanover County and the immediate vicinity.

Highway Request

UPC 118148: Richmond Signal System – Phase IV

*This project will acquire and install new conduit and fiber optic, traffic signal controllers, cabinets, CCTV cameras, and other Intelligent Transportation Systems (ITS) devices. This project will connect all the impacted signals to the centralized traffic control system, allowing for better coordination of traffic citywide. **Total Cost: \$5,488,000***

FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

Public Transportation

UPC **CHS0004**

Jurisdiction: DRPT

Route/Street:

Description: Capital Cost of Contracting

Scope: Transit

From:

To:

Length:

Administered By: DRPT

Regionally Significant:

No Image Available

MPO Note:

Schedule

Phase	Start	End	Status
Preliminary Engineering (PE):			
Right of Way (RW):			
Construction (CN):			

Cost Estimates / Previous Obligations

Goals addressed

Cost Estimates			
PE:	Access Yes	Congestion No	Environment No
RW:	Freight No	Landuse No	Maintenance No
CN:	Safety No	Reliability Yes	Multimodal Yes
Total:			

Federal Obligations

Fund Source	Federal Obligations			
	FY21	FY22	FY23	FY24
FTA 5310		\$400,000	\$400,000	\$400,000
State		\$80,000	\$80,000	\$80,000
Local		\$20,000	\$20,000	\$20,000

Amendments

Amd 23 6/2/2022 Approved

1). This is a new project added to the TIP. 2). Obligate \$400,000 FTA Sec 5310 funds (state match \$80,000 and local match \$20,000) in FY22; \$400,000 FTA Sec 5310 funds (state match \$80,000 and local match \$20,000) in FY23; and \$400,000 FTA Sec 5310 funds (state match \$80,000 and local match \$20,000) in FY24.

Date Requested 4/27/2022

FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

Public Transportation

UPC HCS0002

Jurisdiction: DRPT

Route/Street:

Description: Capital Cost of Contracting

Scope: Transit

From:

To:

Length:

Administered By: DRPT

Regionally Significant:

No Image Available

MPO Note:

Schedule

Phase	Start	End	Status
Preliminary Engineering (PE):			
Right of Way (RW):			
Construction (CN):			

Cost Estimates / Previous Obligations

Goals addressed

Cost Estimates	Access	Congestion	Environment
PE:	Yes	No	No
RW:	No	No	No
CN:	No	Yes	Yes
Total:			

Federal Obligations

Fund Source	Federal Obligations			
	FY21	FY22	FY23	FY24
FTA 5310	\$0	\$557,000	\$600,000	\$600,000
State	\$0	\$111,000	\$120,000	\$120,000
Local	\$0	\$28,000	\$30,000	\$30,000

Amendments

Amd 24 6/2/2022 Approved

1). This is a new project added to the TIP. 2). Obligate \$557,000 FTA Sec 5310 funds (state match \$111,000 and local match \$28,000) in FY22; \$600,000 FTA Sec 5310 funds (state match \$120,000 and local match \$30,000) in FY23; and \$600,000 FTA Sec 5310 funds (state match \$120,000 and local match \$30,000) in FY24.

Date Requested 4/27/2022

FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

Project Amendments - Tracking Records

Amd 23 CHS0004 DRPT Capital Cost of Contracting

6/2/2022 Approved 1). This is a new project added to the TIP. 2). Obligate \$400,000 FTA Sec 5310 funds (state match \$80,000 and local match \$20,000) in FY22; \$400,000 FTA Sec 5310 funds (state match \$80,000 and local match \$20,000) in FY23; and \$400,000 FTA Sec 5310 funds (state match \$80,000 and local match \$20,000) in FY24.
Date Requested 4/27/2022

Amd 24 HCS0002 DRPT Capital Cost of Contracting

6/2/2022 Approved 1). This is a new project added to the TIP. 2). Obligate \$557,000 FTA Sec 5310 funds (state match \$111,000 and local match \$28,000) in FY22; \$600,000 FTA Sec 5310 funds (state match \$120,000 and local match \$30,000) in FY23; and \$600,000 FTA Sec 5310 funds (state match \$120,000 and local match \$30,000) in FY24.
Date Requested 4/27/2022

FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

Miscellaneous

UPC 118148

Jurisdiction: Richmond
Route/Street:
Description: Richmond Signal System - Phase IV
Scope: Safety
From: Various
To: Various
Length:
Administered By: Locally **Regionally Significant:** No
MPO Note:



Schedule

Phase	Start	End	Status
Preliminary Engineering (PE):			
Right of Way (RW):			
Construction (CN):			

Cost Estimates / Previous Obligations

Cost Estimates	
PE:	
RW:	
CN:	
Total:	\$5,488,000

Goals addressed

Access	No	Congestion	Yes	Environment	Yes
Freight	No	Landuse	No	Maintenance	No
Safety	Yes	Reliability	Yes	Multimodal	No

Federal Obligations

Phase	Fund Source	Match	Federal Obligations			
			FY21	FY22	FY23	FY24
PE	AC CONVERSION	\$140,000	\$0	\$0	\$560,000	\$0
PE	CM	\$118,600	\$0	\$474,400	\$0	\$0
PE AC	AC	\$140,000	\$0	\$560,000	\$0	\$0

Amendments

Amd 25 6/2/2022 Approved

1). This is a new project added to the TIP. 2). Add PE phase to FY22 and obligate \$474,400 CMAQ funds (match \$118,600), and \$560,000 AC funds (match \$140,000). 3). Add PE phase to FY23 and obligate \$560,000 AC Conversion funds (match \$140,000).

Date Requested 3/31/2022

FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

Project Amendments - Tracking Records

Amd 25	118148	Richmond	Richmond Signal System - Phase IV
6/2/2022	Approved	1). This is a new project added to the TIP. 2). Add PE phase to FY22 and obligate \$474,400 CMAQ funds (match \$118,600), and \$560,000 AC funds (match\$140,000). 3). Add PE phase to FY23 and obligate \$560,000 AC Conversion funds (match \$140,000). Date Requested 3/31/2022	