

# AGENDA

## RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Thursday, February 6, 2020  
9:30 a.m.

PlanRVA James River Board Room

### MEETING QUORUM (Certification by RRTPO Secretary)

### PLEDGE OF ALLEGIANCE

### INTRODUCTIONS

- **Kevin Carroll**, Chesterfield County Board of Supervisors  
RRTPO policy board member
- **Neil Spoonhower**, Goochland County Board of Supervisors  
RRTPO policy board member
- **Todd Kilduff**, Goochland County Assistant Administrator  
RRTPO Policy board alternate member (not eligible to vote)
- **Sean M. Davis**, Hanover County Board of Supervisors  
RRTPO policy board member
- **Faye O. Prichard**, Hanover County Board of Supervisors  
RRTPO policy board alternate member
- **Stephanie Lynch**, Richmond City Council  
RRTPO policy board member

### A. ADMINISTRATION

### Tab #

- |  |   |
|--|---|
| <b>1. Approval of RRTPO Meeting Agenda</b><br>(Hodges) .....                       | – |
| <b>ACTION REQUESTED</b>  |   |
| <b>2. Approval of December 5, 2019 RRTPO Meeting Minutes</b><br>(Hodges) .....     | 1 |
| <b>ACTION REQUESTED</b>  |   |
| <b>3. Open Public Comment Period</b><br>(Hodges/5 minutes) .....                   | – |
| <b>4. Election of RRTPO Policy Board Vice Chairman</b><br>(Hodges/5 minutes) ..... | 2 |
| <b>5. RRTPO Chairman's Report</b><br>(Hodges/5 minutes) .....                      | 3 |
| a. Executive Committee Meeting Report  |   |
| b. Vision Zero Work Group  |   |

**6. RRTPO Secretary's Report**

- (Parsons/5 minutes) ..... 4
- a. Current Work Efforts
  - b. Performance Based Planning: Safety Targets
  - c. RRTPO Work Status and Financial Reports

**B. NEW BUSINESS**

**1. CMAQ Programs Status Report**

- (Parsons/15 minutes) ..... 5
- a. City of Richmond, Dironna Moore Clarke, Multimodal Transportation Manager
  - b. RideFinders, Von S. Tisdale, Executive Director

**2. Draft Transportation Improvement Program**

- (Busching/10 minutes) ..... 6
- ACTION REQUESTED**

**3. FY21 Unified Planning Work Program (UPWP) Priorities**

- (Parsons/10 minutes) ..... 7
- ACTION REQUESTED**

**4. Transit Vision Plan Phase II: Corridor Analysis**

- (Jacocks/20 minutes) ..... 8

**C. AGENCY AND COMMITTEE REPORTS**

**1. Transportation Agency Updates**

- (VDOT, DRPT/10 minutes) ..... -
- a. VDOT – Mann
  - b. DRPT – DeBruhl

**2. Community Transportation Advisory Committee Meeting Report**

- (Richwine/5 minutes) ..... 9

**D. OTHER BUSINESS**

**1. RRTPO Member Comments**

- (Hodges/5 minutes) ..... -

**2. Future Meeting Topics - Suggestions**

- (Hodges/5 minutes) ..... 10

**3. Next Meeting: March 5**

- (Hodges) ..... -

**E. ADJOURNMENT: Targeted for 11:10 a.m.**

## **Agenda Item A.2.**

*Minutes of the December 5 RRTPO Policy  
Board Meeting*

1

### **REQUESTED ACTION**

*The RRTPO is requested to approve the Minutes of  
the December 5, 2019 RRTPO policy board meeting  
as presented.*

**RICHMOND REGIONAL  
TRANSPORTATION PLANNING ORGANIZATION  
MINUTES OF MEETING  
December 5, 2019**

**MEMBERS PRESENT**

John H. Hodges, **Chairman** ..... Town of Ashland  
Andreas D. Addison ..... City of Richmond  
Manuel Alvarez, Jr. .... Goochland County  
Joi Taylor Dean..... RMTA  
Tiffany T. Dubinsky (Alternate, Nonvoting) ..... DRPT  
Steve A. Elswick..... Chesterfield County  
Angela Kelly-Wiecek ..... Hanover County  
Shane Mann..... Secretary of Transportation Designee  
Floyd H. Miles..... Charles City County  
Cynthia I. Newbille..... City of Richmond  
Patricia S. O'Bannon..... Henrico County  
W. Canova Peterson, IV ..... Hanover County  
Patricia A. Paige ..... New Kent County  
Herbert A. Richwine (Nonvoting) ..... CTAC  
Cherika N. Ruffin (Nonvoting) (Alternate)..... RideFinders  
Frank J. Thornton ..... Henrico County  
Julie Timm ..... GRTC Transit System  
David T. Williams ..... Powhatan County  
Christopher Winslow ..... Chesterfield County

**MEMBERS ABSENT**

Floyd H. Miles, Sr., **Vice Chairman**..... Charles City County  
Cliff Burnette (Nonvoting) ..... DOAV  
Jennifer B. DeBruhl (Nonvoting) ..... DRPT  
Richard Duran (Alternate, Nonvoting)..... FHWA  
Kimberly B. Gray ..... City of Richmond  
James M. Holland ..... Chesterfield County  
John Lumpkins, Jr..... Goochland County  
William E. Melton ..... Powhatan County  
Thomas L. Nelson, Jr..... FHWA  
John B. Rutledge ..... CRAC  
C. Thomas Tiller, Jr. .... New Kent County  
Von S. Tisdale (Nonvoting)..... RideFinders

**ALTERNATE MEMBERS PRESENT, NOT VOTING**

Mark Riblett (Alternate)..... Secretary of Transportation Designee  
Wayne Hazzard (Alternate)..... Hanover County

**CALL TO ORDER**

Richmond Regional Transportation Planning Organization (RRTPO) Chairman John H. Hodges called the October 3, 2019 RRTPO meeting to order at 9:30 a.m. in the PlanRVA James River Board Room.

**CERTIFICATION OF MEETING QUORUM**

Chet Parsons, RRTPO Secretary, certified that a quorum was present.

## **PLEDGE OF ALLEGIANCE**

Chairman Hodges led the RRTPO policy board in the Pledge of Allegiance to the flag.

### **A. ADMINISTRATION**

#### **1. Approval of RRTPO Agenda**

Chairman Hodges reported that Carlos Brown, Richmond District Commonwealth Transportation Board (CTB) member, would provide a presentation to the RRTPO policy board. Mr. Hodges said the Executive Committee suggested moving agenda item D.1., RRTPO Member Comments, to follow agenda item A.3 to accommodate Mr. Brown's presentation and requested action to so amend the agenda. No other agenda changes were requested. On motion of David T. Williams, seconded by Manuel Alvarez, Jr., the RRTPO policy board unanimously approved the agenda amended as requested.

#### **2. Approval of October 3, 2019 RRTPO Policy Board Meeting Minutes**

Chairman Hodges called for corrections or changes to the minutes and there were none. On motion of Manuel Alvarez, Jr., seconded by Patricia A. Paige, the RRTPO policy board unanimously approved the minutes of the October 3, 2019 meeting as presented.

#### **3. Open Public Comment Period**

There were no requests to address the RRTPO.

### **D. 1. RRTPO Member Comments**

Carlos Brown, Richmond District CTB member expressed appreciation for the opportunity to address the RRTPO policy board. He said his message would be the same as it has been at the last several transportation forums. Hampton Roads and Northern Virginia have gotten authorization from the General Assembly for taxing authority to fund their own transportation needs. The I-81 corridor also has a funding mechanism, the I-81 Committee. They all evolved differently, but all were necessitated by significant highway congestion. The state's highway congestion should have been addressed by the General Assembly, but now that these three regions have funding for congestion solutions in their areas, adoption of a statewide transportation funding solution is unlikely. There is a list of transportation projects for which there will not be funding for a decade or two without the region taking deliberate action to appeal the region's General Assembly delegation to ask for the same opportunities in Richmond that are available to the other three regions. Fredericksburg funding will likely happen this year with efforts being made by Charlottesville and Roanoke for similar funding.

Mr. Brown provided a handout detailing the three existing regional funding programs in the state and discussed the basic structure and differences of these programs in detail. About \$265 million dollars a year are generated in the Northern Virginia funding program. Hampton Roads has \$200 million restricted to just road enhancements and does not include transit or mobility. The I-81 Committee leverages about \$164 million; some of those dollars are being diverted to other interstates. In all cases, those entities have the ability to bond those dollars. The CTB was able to find \$50 million to construct the first five miles of I-64 widening from Exit 205 to Bottoms Bridge.

For the Hampton Roads bridge/tunnel project, the state is only contributing \$200 million for this \$3.6 billion project. The entire capital improvement program for the entire Commonwealth in the last round of SMART SCALE was only \$8 million. If you have a significant capital improvement project that needs to get done, if you're not bringing your own dollars to the table, it will not be funded. Mr. Brown referenced examples of unfunded large Richmond District projects totaling \$840 million listed in his handout and noted that between \$80 million and \$90 million are all that the funds available to allocate to projects in the entire VDOT Richmond District.

There is a real crisis coming and the region can act to establish a dedicated source of funding or it can drown in unfunded projects. The opportunity is for the region go to the legislature this session and participate and ask for a similar authority as has been given to other regions in the state. The region should come to the legislature with a list of critical needs projects and show them that the region is united on the priorities and how the money would be used to address the needs. This is the opportune time; next year is an election year. The critical needs will only intensify over the next decade.

The following major points resulted from questions and comments following Mr. Brown's presentation:

- There is no model for a Richmond regional funding authority established yet, but it may be modeled after the I-81 structure, revenue bonds tied to the taxing elements in the Richmond region
- The Richmond region has the second most interstate miles of any of the other regions. When competing in SMART SCALE, a good portion of the region's dollars are dedicated to the interstates.
- If the region does nothing, it will receive no dollars, yet traffic is routed off I-64 in New Kent County onto Rt. 249, a two-lane rural road with no shoulders, where the accident rate has increase 35 percent.
- There is an opportunity to collaborate on what the funding structure would look like. There is discussion going on among the CAOs and some elected officials about the function and structure of a funding authority and there are different scenarios that will come forward shortly.
- Concern was expressed that the region is being backed into a corner to establish this funding authority speedily.
- Caution should be used in how the region meddles; it would be wise for the region to get ahead of this issue and help develop it rather than pushing it away to some undefined future time.
- The region should take care to include and support the smaller jurisdictions in this process.
- The region needs funding and must address critical corridors, but not at the expense of localities not being able to address their interior projects, and transit funding is becoming more and more important. The RRTPO is the right forum to decide the details.
- The I-81 funding structure was a statewide priority, not necessarily supported by all jurisdictions in the I-81 corridor.
- The state must figure out how not to allow Richmond to become a bottleneck and so the state and the Secretary of Transportation's office will be very involved in structuring this regional transportation authority.

- The definition of mass transit should be as broad as possible so that it would not focus solely on GRTC Transit System.
- Concern was expressed that the General Assembly could vote for a funding authority and funding structure without buy-in from the localities affected by the decision.
- If we have an opportunity, we have seen models that work, because the pool of funding that this region can access is ever shrinking and the more funding authorities that come into existence, the smaller that pool. While there is momentum, it may be in the region's best interest to take advantage of it and find a way to become competitive in order to fund key infrastructure for in this region.
- Transit is about mobility and there are lots of ways the region can be mobile besides the bus. The region needs a dedicated source of transit funding and a good portion of that funding should go into major infrastructure that allows people options to get out of their single occupancy vehicles. That needs to be followed by transit funding that will operate a variety of vehicles and programs to provide meaningful transit in the region.
- Transit doesn't have a dedicated funding source.
- The Executive Committee is ready to meet as needed to respond to anything that is brought forward in the General Assembly.
- There is a vision about how the state develops sustainable transportation which includes a component for transit including rail. There is a willingness with this body to have that conversation about a regional funding authority and once a bill is introduced, there will be an opportunity to participate in formulation of the details.

**A. 4. RRTPO Chairman's Report**

John Hodges, RRTPO Chairman, reported as follows.

1. Resolutions of Appreciation for Outgoing RRTPO Policy Board Members – On motion of Angela Kelley-Wiecek, seconded by Andreas D. Addison, the RRTPO unanimously approved resolutions of appreciation for Parker C. Agelasto, Manuel Alvarez, Jr., Steve A. Elswick, Wayne T. Hazzard, and Floyd H. Miles, Sr. Those members present were recognized and presented with their respective signed resolution.

Chairman Hodges announced the retirement of Sharon Robeson, RRTPO Program Assistant, with her last day of work being January 31, 2020, and he expressed appreciation for her service over the last 18.5 years.

2. Executive Committee Report – The Executive Committee may meet later in January to consider anything that may require their attention arising from the General Assembly discussion of a Richmond region transportation funding authority.
3. Seventh Annual Transportation Forum Recap – Chairman Hodges reported that the Forum was a great success with attendance slightly higher than last year.

**5. RRTPO Secretary's Report**

Chet Parsons, RRTPO Secretary, reported as follows:

- a. **SMART SCALE: Round 4 Update** – The RRTPO Technical Advisory Committee (TAC) will meet on December 10 to discuss and strategize on

potential projects for the upcoming Round 4 SMART SCALE application period. Pre-applications are due the first week in April and projects will not be considered without a pre-application. The PowerPoint is available in the agenda package.

- b. Current Work Efforts** – These were included under agenda tab three,
- c. RRTPO Work Status and Financial Reports** – The work status and financial reports were included under tab two of the agenda package.
- d. Other** – There was no other business to report.

## **B. NEW BUSINESS**

### **1. FY20 UPWP Budget Amendment**

Chet Parson, RRTPO Secretary, reported the need to amend the FY20 Unified Planning Work Program (UPWP) budget incorporating FTA Section 5303 Carryover funds. At the time of FY20 UPWP approval, the Carryover funds were not fully budgeted into the program because the amount was unconfirmed; the amount was confirmed by the annual audit. The carryover funds were programmed to support additional transit-supportive activities.

**RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) approves the amendment to the *RRTPO Fiscal Year 2020 Unified Planning Work Program* programming \$143,738 in FY19 Federal Transit Administration (FTA) Section 5303 Carryover funds as presented.

**BE IT FURTHER RESOLVED**, that the RRTPO action to amend the UPWP, as submitted, meets all requirements noted in the VDOT/RRPDC Agreement for the Utilization of Federal and State Funds to Support Metropolitan Planning in the Richmond Area as provided in Article III, Statement of Work, which includes VDOT and FHWA approval of this RRTPO action and amending the FY20 UPWP.

### **2. Transportation Performance Measures – 2019 Report**

Phil Riggan, Transportation Planner, provided a presentation on the *Transportation Performance Measures – Progress Report 2019*. This report is a core component of RRTPO efforts to integrate Performance-Based Planning and Programming into the regional metropolitan transportation planning process per federal and state requirements. The report compares the Richmond region's performance to peer and similarly sized regions. The report also highlights RRTPO programs and funded projects that align with the regional **plan2040** transportation goals. The report is available for review here: [Transportation Performance Measures – Progress Report 2019](#). Mr. Riggan responded to questions and comments about the performance measures and data sources.

On motion of Steve A. Elswick, seconded by Patricia S. O'Bannon, the Richmond Regional Transportation Planning Organization (RRTPO) policy board unanimously approved the following resolution:

**RESOLVED**, that the Richmond Regional Transportation Planning Organization policy board accepts the *Transportation Performance Measures – Progress Report 2019* as a Fiscal Year 2019 Unified Planning work Program work task complete.



**BE IT FURTHER RESOLVED**, that staff will review performance measures data sources for changes for preparation of the FY20 Transportation Performance Measures Report.

### **3. Park and Ride Investment Strategy Study Final Report**

Barbara Jacocks, Transportation Planner, reviewed the *Park and Ride Investment Strategy Study Final Report (P&R Strategy)* noting that all five technical memos have been combined into a single report, [RRTPO Park and Ride](#), for review and consideration by the RRTPO policy board. The accompanying interactive [story map](#), presented by Dan Motta, Wilder Fellow at the RRTPO, serves as an Executive Summary and is the primary resource for participating entities to plan, design, fund, and implement P&R lots to serve the Richmond region.

On motion of Frank J. Thornton, seconded by Patricia S. O'Bannon, the Richmond Regional Transportation Planning Organization (RRTPO) policy board unanimously approved the following resolution:

**RESOLVED**, that the Richmond Regional Transportation Planning Organization adopts the *2019 Richmond Regional Park and Ride Investment Strategy Study* to be used as a comprehensive guide by participating entities to plan, design, fund and implement Park and Ride lots in the Richmond region.

### **4. Draft Public Engagement Plan**

Myles Busching, Transportation Planner, discussed the revised Public Participation Plan (PPP), which is now being called the Public Engagement Plan (PEP). The PEP is a required planning document detailing how the RRTPO seeks public input and guidance when making key decisions about transportation for the region. Mr. Busching reviewed the draft PEP, differences from the old PPP and new items included in this plan.

On motion of W. Canova Peterson, IV, seconded by Cynthia I. Newbille, the Richmond Regional Transportation Planning Organization (RRTPO) policy board unanimously approved the following resolution:

**WHEREAS**, a 45-day comment period for public review and comment on changes to the Public Participation Plan is required by federal regulations (23 CFR § 450.316) and the current Public Participation Plan, and;

**WHEREAS**, staff has prepared an updated Public Engagement Plan as part of Task 7210 in the FY20 Unified Planning Work Program (UPWP);

**NOW, THEREFORE, BE IT RESOLVED**, that the Richmond Regional Transportation Planning Organization policy board hereby authorizes a public review and comment period on the draft Public Engagement Plan to run from December 9, 2019, to January 24, 2020 and directs staff to take all necessary steps to facilitate this public review and comment period.

### **5. FY21 Unified Planning Work Program Priorities**

Chet Parsons, RRTPO Secretary, requested the RRTPO policy board 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). 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 regional transportation planning issues and needs. Additionally, the UPWP addresses federal and state RRTPO planning and programming requirements which must be filled to remain eligible for federal-aid highway and transit 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. In addition, the UPWP will also show connections to the PlanRVA Rural Transportation program.

## **C. AGENCY AND COMMITTEE REPORTS**

### **1. Transportation Agency Updates**

**a. VDOT** – Shane Mann, VDOT District Engineer and Secretary of Transportation designee, reported as follows:

- Commonwealth Transportation Board (CTB) Meetings Update:
  - At the November CTB meeting:
    - There was one project that was added to the Six-Year Plan, funded by regional funds and RSTP/CMAQ funds and there were transfers in the Richmond region related to traffic engineering systemic improvements
  - The next CTB meeting is December 10 the 10:00 a.m. for the workshop and December 11 for the action meeting at 8:30 a.m. at the VDOT Central Office auditorium in Richmond.
- SMART SCALE
  - The proposed changes for SMART SCALE round four processes will be presented at the CTB meeting.
  - Required Pre-Applications open March 1 and close June 1; applications will be screened out if no pre-app is submitted. Applications with no pre-application will be screened out.
- VTrans will be presented to the CTB next week for approval
- The public meetings have been completed and work is underway on the draft of the Ashland to Petersburg Trail Study; anticipated completion is early 2020.
- The I-95 Corridor Study recommendations are being finalized with planned completion in January 2020.
- Mr. Dale Totten, former Chesterfield Residency Engineer has been named Deputy District Engineer for the VDOT Richmond District.
- Franklin Street at I-95 Interchange Improvements are now complete.
- Additional safety service patrols are being added on I-64 in New Kent and I-95 in Petersburg on January 11.
- The annual Snow Media Availability event was held November 19 with five local media outlets attending; the District is ready to go for snow.
- There is an upcoming public meeting for Skipwith Road and Pemberton Road Bridge Rehabilitation over I-64 on Thursday, January 23 at 5:30 p.m.

**b. DRPT** – Tiffany Dubinsky, Statewide Transit Planner, provided an update on behalf of Jennifer DeBruhl as follows:

- The FY20 – 21 Grant Application Cycle has opened and it will close February 3. This will be the second cycle that they will be utilizing the new prioritization and performance-based funding processes; applicants are encouraged to reach out to DRPT for technical assistance or guidance.
- Virginia Breeze Intercity Bus Service is observing its second anniversary. There is a sweepstakes this month to award three free round-trip tickets on the Breeze ahead of the 2020 launch of two new routes serving southern Virginia communities.
  - One new route will connect Danville to D.C. with planned stops in Lynchburg, Charlottesville and Dulles International Airport.
  - Another new route will connect Martinsville to Richmond with planned stops in Danville, South Boston, Hampden Sydney and Farmville.
  - Breeze ridership data shows ridership of 6,511 passengers in the third quarter, a 28 percent increase over 2018.

**2. Community Transportation Advisory Committee (CTAC) Meeting Report**

Herbert Richwine, CTAC Chairman, reported CTAC received an excellent presentation from Barbara Smith, Chesterfield County, on the bus route being planned to John Tyler Community College. Mr. Richwine commented that he would like to see the RRTPO jurisdictions unite and put pressure on the General Assembly to address funding for highways in the Richmond region.

**D. OTHER BUSINESS**

**1. RRTPO Member Comments** – This item was considered earlier in the meeting.

**2. Future Meeting Topics**

Future Meeting Topics were noted in tab 10 of the agenda package. Suggestions for additional future meeting topics should be submitted to the RRTPO Secretary. Regional Funding Mechanisms will be added to the list.

**3. Next Meeting: February 6, 2020**

Chairman Hodges noted the next meeting will be February 6, 2020. The Executive Committee is on call for regional funding discussion as needed.

**E. ADJOURNMENT**

Chairman Hodges adjourned the meeting at approximately 11:10 a.m.

CAP/sr

## **Agenda Item A.4.**

*Election of RRTPO Policy Board Vice Chairman*

2

### **REQUESTED ACTION**

*The RRTPO policy board is requested to elect an FY20 RRTPO Policy Board Vice Chairman to serve the remainder of this fiscal through June 30, 2020.*

**RRTPO POLICY BOARD AGENDA 02/06/20; ITEM A.2.**

**ELECTION OF RRTPO POLICY BOARD VICE CHAIRMAN**

**Richmond Regional Transportation Planning Organization**

**REQUESTED ACTION:** The Richmond Regional Transportation Planning Organization (RRTPO) policy board is requested to consider election of a Vice Chairman to fill that vacant office.

**BACKGROUND:** According to the officer rotation order presented in the RRTPO Non-Binding Governance Guidance Documents, Charles City County is the jurisdiction to provide the vice chairman in FY20 and the RRTPO policy board chairman in FY21. Floyd H. Miles, Sr., Charles City County representative, served as the RRTPO Vice Chairman for the first half of FY20, but is no longer serving on the Charles City County Board of Supervisors. At this writing, Charles City County has not appointed a member to the RRTPO policy board but will consider this matter at its January 23 Board of Supervisors meeting.

**STAFF RECOMMENDATION:** Staff recommends consideration of election of an RRTPO policy board Vice Chairman. Staff does not have a position on whether to follow the designated jurisdictional rotation order or to consider moving to the next jurisdiction on the list to fill this vacant office.

**ACTION REQUESTED:** To fill the vacant office of RRTPO policy board Vice Chairman.

CP

## Agenda Item A.5.

### *RRTPO Chairman's Report*

#### **NO ACTION REQUESTED – INFORMATION ITEM**

*The following items under the RRTPO policy board Chairman's Report are included in this agenda tab. The RRTPO policy board is requested to authorize TAC assistance in establishing a Vision Zero Work Group.*

- 1. Executive Committee Meeting Report*
- 2. Vision Zero Work Group.....page 1*

- 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 an 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

## Agenda Item A.6

### *RRTPO Secretary's Report*

#### **NO ACTION REQUESTED – INFORMATION ITEM**

*RRTPO Secretary, Chet Parsons, will review items in the RRTPO Secretary's Report included under this agenda tab.*

1. *Current Work Efforts.....page 1*
2. *Performance Based Planning:  
Safety Targets.....page 2*
3. *RRTPO Work Status and Financial  
Reports..... page 4*



## **Current Work Efforts Update**

### **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.

### **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. Staff continues to work with Dominion Energy to obtain parcel information along the trolley line corridor as well as working to coordinate future site visits with the appropriate localities.

### **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**

The first steering committee meeting for the update to the Richmond Regional Bicycle and Pedestrian Plan was held on January 14. More than 20 committee members participated in discussion as PlanRVA staff presented the plan’s timeline, scope, methods, and data collection. Staff continues to gather GIS data for regional maps for bicycle and pedestrian infrastructure and has begun to schedule individual meetings with each other localities.

1/23/2020

Mr. Raymond Khoury, P.E.  
State Traffic Engineer  
Traffic Engineering Division  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

Dear Mr. Khoury:

Richmond Regional Transportation Planning Organization submits this letter to the Virginia Department of Transportation (VDOT) to fulfill the March 2016 FHWA final rulemaking (23 CFR 490) for National Performance Measures for the Highway Safety Improvement Program (HSIP) target setting requirements. The Safety Performance rulemaking requires MPOs to agree to contribute to meeting the State DOT safety targets or to establish safety targets for each of the five safety measures including number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries.

The selected methodology and selected targets are outlined below acknowledging acceptance to support the VDOT target, to set a numerical target for each performance measure specific to the MPO planning area, or any combination of these two methods for all five safety performance targets.

By supporting any of the VDOT targets we agree to plan and program projects to contribute toward achieving the State target, and must not only consider safety, but increase the safety of the transportation system. Details of the methodology used to estimate VMT for our MPO area within Virginia for establishing our rate targets is provided in the additional information section below.

## Methodology Summary

	VDOT	MPO	If MPO, applicable data analysis method
Number of fatalities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Annual Trendline
Rate of fatalities per 100 million vehicle miles traveled (VMT)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Annual Trendline
Number of serious injuries	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Annual Trendline
Rate of serious injuries per 100 million VMT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Annual Trendline
Number of non-motorized fatalities and non-motorized serious injuries	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Annual Trendline

## Additional Information on Methodology

Enter data analysis and summary information here if other method was selected above.

## Selected Targets

### Future Target Annual Percent Reductions

The MPO may adopt the statewide percent reductions for 5-year averages if desired.

Target Description	*Statewide Target Annual Percent Reduction	*MPO Target Annual Percent Reduction
Fatalities	-4.29%	4.5
Serious Injuries	0.58%	8.0
Non-Motorized Fatalities and Serious Injuries	0.84%	5.0
Vehicle Miles Traveled (VMT)	-1.70%	-1.7

\*A positive value represents a reduction and a negative value represents an increase.

### 2020 Safety Performance Targets

The following target values were calculated using the target annual percent reductions:

Target Description	Target Value
Fatalities	70
Fatality Rate	0.66
Serious Injuries	730
Serious Injury Rate	6.97
Non-Motorized Fatalities and Serious Injuries	96

We acknowledge MPO targets are reported to VDOT and will be made available to FHWA upon request. Our 2020 safety targets are submitted for each performance measure on all public roads within 180 days after the VDOT reported its statewide targets, which falls on January 27, 2020.

For questions or comments, please contact me at [cparsons@PlanRVA.org](mailto:cparsons@PlanRVA.org) and 804.323.2033 ext.10.

Respectfully,



Chet Parsons, AICP CTP



Secretary  
Richmond Regional Transportation Planning Organization  
804.323.2033 (o) 804.677.9977 (m)

c/o PlanRVA  
9211 Forest Hill Avenue, Suite 200  
Richmond, Virginia 23235  
[www.PlanRVA.org](http://www.PlanRVA.org)

## **RRTPO WORK STATUS REPORT – December 2019**

### **7100 Program Management**

#### **7110 Program Management**

- Developed agenda packages for the RRTPO policy board and Technical Advisory Committee for the month of December.
- Meeting materials can be found here:  
<https://planrva.org/transportation/meeting-agendas-minutes-and-presentations-tpo/>
- Staff support for the RRTPO policy board, Technical Advisory Committee, and Community Transportation Advisory Committee for the month of December
- Coordinated staffing on current work tasks and ensured completion of time-sensitive activities

### **7300 Long-Range Transportation Planning**

#### **7310 Long-Range Transportation Plan**

- Participated in the internal staff meeting to develop the public engagement plan for the LRTP.
- Worked to develop the brand, theme and logo for the LRTP.
- Participated in the LRTP Advisory Committee kick-off meeting. 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.
- Worked 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.
- Developed the scope of work to update the Richmond Regional Bridge and Culvert Study.
- Worked to complete the first draft of the Socioeconomic Data & Analysis Report.
- Continued coordination with DRPT and bench consultant on development of a scenario planning process to test in parallel to the LRTP.

#### **7320 Regional Travel Demand Model (RTDM)**

##### *Consultant Support*

- Executed the new on-call consultant contract with the Corradino Group.
- Worked to develop the scope of work for the first task in the new contract – development of the land-use allocation model.
- Participated in the internal staff meeting to develop the data required for the land-use allocation model.

### *RTC Model Update*

- Attended web-based meetings on the RTC model development process.
- Reviewed the new model with corrected land-use data.
- Reviewed the summary statistics for model validation.

### 7330 Transit

#### *Greater Richmond Transit Vision Plan transit2040, Phase II*

- Held Steering Committee meeting on 12/10/19 and reached consensus to direct Kimley Horn on conducting more detailed cost and return on investment analysis of the following corridors or corridor segments:
  - 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)
- Web site landing page for this project has been updated and includes initial screening analysis of the original 12 corridors [https://planrva.org/wp-content/uploads/Corridor\\_Fact\\_Sheets\\_12.3.19.pdf](https://planrva.org/wp-content/uploads/Corridor_Fact_Sheets_12.3.19.pdf)

#### *GRTC*

- Attended the December 17 GRTC Board meeting and prepared a summary of the Board's discussions and decisions.

#### *Paratransit and CHSMP*

- Reviewed the following documents:
  - Managing Transportation Systems in a Fast-Changing World
  - Islands of Autonomy. How Autonomous Vehicles Will Emerge in Cities Around the World
  - Self-Driving Cars: The Next Revolution
  - Self-Driving Cars: Are We Ready?
  - Autonomy: Enabling Trust for the Masses
  - Me, my car, my life
  - Autonomy Delivers: An Oncoming Revolution in the Movement of Goods
  - Forum on Preparing for Automated Vehicles and Shared Mobility
  - TRB Forum on Preparing for Automated Vehicles and Shared Mobility
  - Preparing for Automated Vehicles: Traffic Safety Issues for States
  - VDOT Connected and Automated Vehicle Program Plan
  - Winning Transit
  - The State of Transportation and Health Equity
  - The Expanding Transportation Network Company "Equity Gap".
  - Toward Universal Mobility: Charting a Path to Improve Transportation Accessibility
  - Neponset Valley Regional Coordinating Council Transportation Partnership Toolkit
  - The Longevity Project for a Greater Richmond

- Participated in the December 10 Association for Commuter Transportation webinar “2020 Preview-Innovations in Private Transportation Systems,” the December 11 FTA T3 webinar “Mobility on Demand: Past, Present and Future,” and the December 12 Eno Foundation webinar, “Implementing MaaS in Your Region-What We Know So Far.”
- Reviewed the materials and participated in the December 3 meeting at Senior Connections, which included a discussion of the highlights from the May 2019 transportation symposium, discussion of the vision and mission statement for the coordination entity, and a review of the work plan for the coordination entity.

#### *Regional Park and Ride Investment Strategy*

- RRTPO policy board adopted the strategic plan on December 5, 2019. The plan document and story map can be found at <https://planrva.org/transportation/park-and-ride/>

### 7340 Active Transportation: Bicycle and Pedestrian

#### *Active Transportation Work Group*

- Began coordinating a presenter for the February meeting.

#### *Richmond Regional Bicycle and Pedestrian Plan*

- Continued work on the update to the 2004 plan. Scoping for the project, gathering of GIS data from throughout the region, and the assembly of a steering committee for the project have are underway.

#### *Town of Ashland pilot project and regional guidance for Complete Streets*

- Continued to prepare the final summary report of Complete Streets applicable to the region’s localities.

#### *East Coast Greenway*

- Continued planning for the Virginia East Coast Greenway meetings in 2020. Monitored the executive council meeting by phone. Laid the groundwork for a presentation at the ECG Summit in April.

#### *Trolley Line Trail*

- Continued coordination between PlanRVA staff, the localities of Hanover, Henrico, the Town of Ashland, Dominion Energy, and National Park Service on site visits and planning document review. Staff held follow-up meetings and began planning toward January meetings and more potential site visits.

### **7200 Short-Range Transportation Planning**

#### 7410 Performance Based Transportation Planning

#### *Transportation Performance Measures*

- The 2019 plan was adopted by the policy board and the approved plan was updated on the PlanRVA website at [https://planrva.org/wp-content/uploads/Transportation\\_Performance\\_Measures\\_2019\\_Report.pdf](https://planrva.org/wp-content/uploads/Transportation_Performance_Measures_2019_Report.pdf)

#### 7420 Transportation Improvement Program (TIP)

##### *Development*

- Received FY21 – FY24 new TIP projects from VDOT on 12/9/19.
- Staff met to discuss the TIP preparation schedule and to review TIP projects: Interstate—17 projects, Primary—17 projects, Secondary—29 projects, and Urban--14 projects; Enhancement--12 projects; Miscellaneous--16 projects; Public Transportation--12 projects; and project groupings—213 projects on 12/13/19. Total 330 projects.
- Reviewed the VDOT FY21 – FY24 TIP projects and found the following projects located out of our study area:
  - Rt 460 Corridor Improvement Project between Rt 58 in City of Suffolk and Rt I-295 Prince George County (UPC #100432).
  - Rt 460 Corridor Systematic Roadway Departure Treatments from various to various (UPC #109628).
  - Rt 634 (Maidens Rd) Deck Replacement on Maidens Rd-bridge only from 0.05 MW Rt 6 (River Rd West) to 0.07 MN Rt 6 in Goochland County (UPC #110784). This project is currently located out of the TPO Study Area. The TPO approved the expansion of the TPO study area in Goochland several months ago. The TPO is waiting for the Governor's approval. This project is located in the proposed expansion area in Goochland.
- Prepared a financial status report on the FY18-FY21 current TIP for including in the upcoming FY21 – FY24 TIP. This document has three sections: Completed projects, Underway projects, and Scheduled projects.
- Reviewed and compared projects in the draft FY21 – FY24 TIP that TPO staff prepared with the VDOT FY21 – FY24 TIP projects, and provided the TPO staff with the review comments. There are modified formats in the TPO draft FY21 – FY24 TIP by system and by jurisdiction/agency; and a new format showing project goals.
- Continued preparation of Financial Plans on highway portion and transit portion to be included in the upcoming FY21 – FY24 new TIP.
- Continued review of a TIP amendment and Administrative Modification document to be included in the FY21 – FY24 new TIP.
- Received requests of inclusion of their selected FTA Section 5310 grant projects in our TIP from social service organizations. The due date to submit their project information to the TPO staff is December 31, 2019. The TPO staff has received three requests from social service agencies as follows:
  - Senior Connections (Capital Area Agency on Aging)—Requested \$426,800 in FTA Sec 5310 grant funds

- Hanover County—Wheelchair van services for older adults and persons with short term or long-term disabilities. To continue and expand upon Hanover DASH pilot program. Hanover County requests \$168,376.50 in FTA Sec 5310 grant funds
- SOAR365 (Formerly Greater Richmond Association for Retarded Citizens-ARC)—Requested \$180,000 in FTA Sec 5310 grant funds

#### *Maintenance*

- Received a FY18 – FY21 TIP adjustment request from Chesterfield for the Rt 10 widening from Whitepine Road to Frith Lane project (UPC #104889, RSTBG funded) in Chesterfield County. This project is under review.
- Provided a City staff (Lamont) with whole allocation history and allocations on the Richmond Commerce Road Improvement from Bells Rd to Bellemeade Rd project (UPC #15958) on 12/10/19.

#### *Regional Surface Transportation Block Grant (RSTBG) and Congestion Mitigation and Air Quality (CMAQ)*

- Continue to review FY21 – FY26 RSTBG and CMAQ application projects and requested fund amounts:

RSTBG: Requested total \$75,507,190 for 26 projects

- Ashland--\$1,550,000 for 2 projects
- Chesterfield--\$27,121,000 for 10 projects
- Goochland--\$499,000 for 1 project
- Hanover--\$8,378,839 for 1 project
- Henrico--\$29,613,901 for 8 projects
- Richmond--\$8,100,000 for 3 projects
- RRTPO--\$243,550 for 1 project

CMAQ: Requested total \$68,021,167 for 20 projects

- Ashland--\$550,000 for 1 project
- Chesterfield--\$30,151,000 for 8 projects
- Henrico--\$25,559,667 for 6 projects
- Richmond--\$11,250,000 for 4 projects
- RideFinders--\$510,500 for 1 project

Total requested amounts: \$143,528,357.

#### *Annual Obligation Report*

- The FY19 Annual Obligation Report using VDOT and DRPT reports was prepared using the RRTPO report format and placed on the RRPDC web site on 12/13/19. This report has three parts: Introduction/Description Section, Highway Section and Transit Section.



**TPO**  
**PL/Section 5303 Financial Status Report for December FY20**

Project Name/UPWP Work Task Staff	Funding Sources	FY20 Budget Dollars(1)						% of funding	Total Expenditures to Date	Percent of Budget Spent	Balance Remaining
			Q1 FY 20	OCT 19	NOV 19	DEC 19	Q2 FY 20				
7110 Program Management	PL	\$ 132,000	37,176	13,274	8,258	11,807	33,339	80%	\$ 70,515		\$ 61,485
	Sec. 5303	\$ 33,000	8,568	3,113	1,882	2,351	7,345	20%	\$ 15,913		\$ 17,087
	RRPDC	\$ 165,000	\$ 45,744	\$ 16,386	\$ 10,139	\$ 14,158	\$ 40,684		\$ 86,428	52%	\$ 78,572
7120 UPWP,Budget, & Contract Admin	PL	\$ 24,421	2,758	1,639	4,735	2,241	8,614	52%	\$ 11,372		\$ 13,049
	Sec. 5303	\$ 22,579	2,550	1,513	4,370	2,068	7,951	48%	\$ 10,502		\$ 12,077
	RRPDC	\$ 47,000	\$ 5,309	\$ 3,151	\$ 9,105	\$ 4,309	\$ 16,565		\$ 21,874	47%	\$ 25,126
7210 Public Outreach & Equity Analysis	PL	\$ 97,750	18,767	10,758	11,254	5,767	27,779	85%	\$ 46,546		\$ 51,204
	Sec. 5303	\$ 17,250	3,290	1,899	1,986	1,018	4,902	15%	\$ 8,192		\$ 9,058
	RRPDC	\$ 115,000	\$ 22,057	\$ 12,657	\$ 13,240	\$ 6,784	\$ 32,681		\$ 54,738	48%	\$ 60,262
7220 Special Planning Efforts	PL	\$ 99,000	18,188	3,027	3,764	4,494	11,286	100%	\$ 29,475		\$ 69,525
	RRPDC	\$ 99,000	\$ 18,188	\$ 3,027	\$ 3,764	\$ 4,494	\$ 11,286		\$ 29,475	30%	\$ 69,525
7230 Contingency Funding	PL	\$ 109,858	-	-	-	-	-	100%	\$ -		\$ 109,858
	RRPDC	\$ 109,858	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	0%	\$ 109,858
7310 Long-Range Transportation Plan	PL	\$ 242,096	51,249	17,711	19,190	18,563	55,464	80%	\$ 106,713		\$ 135,383
	Sec. 5303	\$ 60,524	11,165	4,428	4,797	4,641	13,866	20%	\$ 25,031		\$ 35,493
	RRPDC	\$ 302,620	\$ 62,414	\$ 22,139	\$ 23,987	\$ 23,204	\$ 69,330		\$ 131,744	44%	\$ 170,876
7320 Trvl Demand Model & Emis Analy	PL	\$ 218,500	29,900	5,811	6,410	6,637	18,857	66%	\$ 48,757		\$ 169,743
	Sec. 5303	\$ 11,500	14,985	2,993	3,302	3,419	9,714	3%	\$ 24,699		\$ (13,199)
	Other	\$ 100,000	-	-	-	-	-	30%	\$ -		\$ 100,000
	RRPDC	\$ 330,000	\$ 44,885	\$ 8,804	\$ 9,712	\$ 10,056	\$ 28,572		\$ 73,456	22%	\$ 256,544
7330 Transit	PL	\$ 115,500	35,338	65,339	51,343	19,883	136,566	30%	\$ 171,904		\$ (56,404)
	Sec. 5303	\$ 259,170	42,803	3,161	3,106	7,734	14,001	67%	\$ 56,804		\$ 202,366
	Sec. 5303-CO	\$ 10,330	10,330	-	-	-	-	3%	\$ 10,330		\$ -
	RRPDC	\$ 385,000	\$ 88,471	\$ 68,500	\$ 54,450	\$ 27,617	\$ 150,567		\$ 239,037	62%	\$ 145,963
7340 Active Transport - Bicycle & Ped	PL	\$ 178,500	39,088	13,252	27,975	13,511	54,738	85%	\$ 93,827		\$ 84,673
	Sec. 5303	\$ 31,500	25,400	1,932	2,318	2,384	6,634	15%	\$ 32,035		\$ (535)
	RRPDC	\$ 210,000	\$ 64,488	\$ 15,184	\$ 30,294	\$ 15,896	\$ 61,373		\$ 125,861	60%	\$ 84,139
7350 Systems Resilience Plan	PL	\$ 110,682	4,388	\$ 3,102	\$ 2,509	\$ 1,602	\$ 7,213	100%	\$ 11,601		\$ 99,081
	RRPDC	\$ 110,682	\$ 4,388	\$ 3,102	\$ 2,509	\$ 1,602	\$ 7,213		\$ 11,601	10%	\$ 99,081
7410 Performance Based Transport Plan	PL	\$ 97,750	34,577	8,605	9,443	2,359	20,407	85%	\$ 54,985		\$ 42,765
	Sec. 5303	\$ 17,250	5,653	1,431	1,578	915	3,924	15%	\$ 9,577		\$ 7,673
	RRPDC	\$ 115,000	\$ 40,230	\$ 10,036	\$ 11,021	\$ 3,275	\$ 24,332		\$ 64,562	56%	\$ 50,438
7420 Financial Program/Transport Improv Program	PL	\$ 282,625	58,487	23,608	22,627	27,070	73,305	95%	\$ 131,792		\$ 150,833
	Sec. 5303	\$ 14,875	3,078	1,243	1,191	1,425	3,858	5%	\$ 6,936		\$ 7,939
	RRPDC	\$ 297,500	\$ 61,565	\$ 24,850	\$ 23,818	\$ 28,494	\$ 77,163		\$ 138,728	47%	\$ 158,772
7430 Rail, Freight & Intermodal Planning	PL	\$ 4,200	1,313	-	210	158	368	40%	\$ 1,681		\$ 2,519
	Sec. 5303	\$ 6,300	1,969	-	315	236	551	60%	\$ 2,521		\$ 3,779
	RRPDC	\$ 10,500	\$ 3,282	\$ -	\$ 525	\$ 394	\$ 919		\$ 4,202	40%	\$ 6,298
Total All Projects		\$ 2,297,160	\$ 461,022	\$ 187,836	\$ 192,565	\$ 140,285	\$ 520,686	\$ -	\$ 981,706		\$ 1,315,453

**SUMMARY**

Funding Source	FY20						FY20 Spent To Date	Percent Spent	Balance
PL	\$ 1,712,882	\$ 331,230	\$ 166,126	\$ 167,718	\$ 114,092	\$ 447,936	75%	\$ 779,167	\$ 933,715
Sec. 5303	\$ 473,948	\$ 119,461	\$ 21,711	\$ 24,846	\$ 26,192	\$ 72,749	21%	\$ 192,210	\$ 281,738
CO-Sec. 5303	\$ 10,330	\$ 10,330	\$ -	\$ -	\$ -	\$ -	0%	\$ 10,330	\$ -
Other	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	4%	\$ -	\$ 100,000
GRAND TOTAL	\$ 2,297,160	\$ 461,022	\$ 187,836	\$ 192,565	\$ 140,284	\$ 520,685	100%	\$ 981,707	\$ 1,315,453

(1) FY2020 UPWP approved June 27, 2019

\$ -

## **Agenda Item B.1.**

### *CMAQ Programs Status Report*

#### **NO ACTION REQUESTED – INFORMATION ITEM**

*The RRTPO will receive presentations from the two Congestion Mitigation and Air Quality (CMAQ) programs currently funded by the RRTPO.*

## **RRTPO AGENDA 2/6/20; ITEM B.1.**

### **CONGESTION MITIGATION AND AIR QUALITY PROGRAM STATUS REPORTS**

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

**REQUESTED ACTION:** This is an information item; no action is requested. This item provides a summary of Congestion Mitigation and Air Quality (CMAQ) programs currently funded by the RRTPO.

**BACKGROUND:** The RRTPO policy board has requested annual presentations for the transportation programs that are currently funded with regional CMAQ allocations to better understand the benefits of regionally-funded efforts that are not project-oriented. This is the fifth year, beginning in 2016, that the CMAQ-funded program recipients have provided reports with a summary of each program's purpose, costs and air quality impact.

Representatives of the CMAQ-funded programs were contacted in January and asked to provide presentations at the February RRTPO meeting. The program briefings include:

- Employee Trip Reduction Program (UPC T1811), City of Richmond
- Air Quality Improvement Program (UPC T203), RideFinders

The Port of Virginia has previously given a status report presentation as their Green Operators program is partially funded with regional CMAQ money. A representative of the Port will present on their CMAQ-supported program and other related operations later this spring.

Attached is a summary table which provides a brief description of each program and shows past and current allocations approved by the TPO.

Attachment

MAB

UPC	Funding Type	Jurisdiction	Program Description	Previous Allocations	Planned Allocations	
					2021	2022
-203	CMAQ	RideFinders	As the Richmond Region's travel demand management agency, the RRTPO allocates funding to support programs that manage travel demand by providing travelers with travel choices, such as work location, route, time, and mode in a more cost-effective manner than building more capacity. Funding the RideFinders division of GRTC Transit System provides carpool and vanpool services throughout the region and is a key element of the TPO's efforts to reduce travel demand by daily commuters.	\$15,210,611.00	\$509,500.00	\$509,500.00
-1811	CMAQ	Richmond	The City of Richmond Employee Trip Reduction Program (RETRP) began in January 2004 to encourage City employees to use alternative forms of transportation in an effort to reduce the dependency on automobiles, reduce the demand for parking and improve the air quality in the region.	\$3,151,000.00		
104892	CMAQ	Port of Virginia	The Virginia Port Authority (VPA) has established a "Green Operator" (GO) program at the Richmond Marine Terminal (RMT) modeled after the VPA program currently in place in the Hampton Roads region. This program is a comprehensive statewide multi-modal program that includes dray trucks, short and long-haul railroad, cargo-handling equipment and marine vessel sectors. This program incentivizes RMT partners to move toward clean diesel technologies. These incentives are necessary to improve air quality.	\$1,543,052.00		

## **Agenda Item B.2.**

### *Draft Transportation Improvement Program (TIP)*

#### **REQUESTED ACTION**

*The Richmond Regional Transportation Planning Organization (RRTPO) policy board is requested to review the draft of the FY21-FY24 Transportation Improvement Program (TIP) and adopt the list of ungrouped projects for air quality conformity analysis and to authorize a 45-day public review and comment period.*

#### **RESOLUTION**

*The following resolution is presented for RRTPO policy board consideration:*

***RESOLVED***, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board opens a 45-day comment period for public review and input on the draft Transportation Improvement Program to run between February 17, 2020 and April 3, 2020, as required by federal regulations [23 CFR § 450.316(a)(1)(i)] and by the Public Participation Plan.

***FURTHER RESOLVED***, that the RRTPO policy board approves the list of ungrouped projects in the draft TIP and the projects in the constrained Long-Range Transportation Plan as the universe of RRTPO projects for air quality conformity analysis as required by federal regulations (23 CFR § 450.326) and authorizes the Technical Advisory Committee (TAC) to review the draft conformity analysis and open the public review and comment period as needed.

## **RRTPO POLICY BOARD AGENDA 02/06/20; ITEM B.2.**

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

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

**REQUESTED ACTION:** The Richmond Regional Transportation Planning Organization (RRTPO) is requested to review the draft of the *FY21-FY24 Transportation Improvement Program* (TIP) and adopt the list of ungrouped projects for air quality conformity analysis. Additionally, RRTPO is requested to open a 45-day public review and comment period on the draft TIP and to authorize the Technical Advisory Committee (TAC) to open the comment period for the draft conformity analysis when completed.

**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 Urbanized 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 (Plan 2040), will constitute the RRTPO set of projects for this analysis.

**TAC RECOMMENDATION:** TAC has reviewed the draft TIP and recommends opening a public review period. TAC further recommends the ungrouped projects be advanced as the universe of TIP projects for conformity analysis.

**STAFF RECOMMENDATION:** Staff concurs with the TAC recommendation. Staff further recommends that the TAC be authorized to open the public comment period on the conformity analysis to allow TIP development to proceed on schedule.

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

**RESOLVED,** that the Richmond Regional Transportation Planning Organization (RRTPO) policy board opens a 45-day comment period for public review and input on the draft Transportation Improvement Program to run between February 17, 2020 and April 3, 2020, as required by federal regulations [23 CFR § 450.316(a)(1)(i)] and by the Public Participation Plan.

**FURTHER RESOLVED,** that the RRTPO policy board approves the list of ungrouped projects in the draft TIP and the projects in the constrained Long-Range Transportation Plan as the universe of RRTPO projects for air quality conformity analysis as required by federal regulations (23 CFR § 450.326) and authorizes the Technical Advisory Committee (TAC) to review the draft conformity analysis and open the public review and comment period as needed.

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

MAB

## **Agenda Item B.3.**

*FY21 Unified Planning Work Program (UPWP)  
Priorities*

### **REQUESTED ACTION**

*Request the Richmond Regional Transportation Planning Organization (RRTPO) policy board to consider and approve priorities for work tasks to be incorporated in the FY21 Unified Planning Work Program (UPWP).*

### **RESOLUTION**

*The following resolution is presented for RRTPO policy board consideration:*

***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.



## **RRTPO POLICY BOARD AGENDA 2/6/2020; ITEM 3.**

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

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

**ACTION REQUESTED:** Request the Richmond Regional Transportation Planning Organization (RRTPO) policy board to consider and approve priorities for work tasks to be incorporated in the FY21 Unified Planning Work Program (UPWP).

**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.

## **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.

**POLICY BOARD ACTION REQUESTED:** The following resolution is presented for policy board 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.

## **Agenda Item B.4.**

*Transit Vision Plan Phase II: Corridor Analysis*

### **NO ACTION REQUESTED – INFORMATION ITEM**

*The Richmond Regional Transportation Planning Organization (RRTPO) is requested to review and offer input on the recommendations from the second of four Transit Vision Plan (TVP) Steering Committee meetings.*

## **RRTPO POLICY BOARD AGENDA 2/6/20; ITEM B.4.**

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

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

**REQUESTED ACTION:** The Richmond Regional Transportation Planning Organization (RRTPO) 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, 2019 and with the TAC at their meeting on January 14, 2020. 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 RRTPO policy board 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/>

## **Agenda Item C.2.**

*RRTPO Community Transportation Advisory  
Committee (CTAC) Meeting Report*

### **NO ACTION REQUESTED – INFORMATION ITEM**

*A brief report is provided on major discussion  
items from the November 21, 2019 CTAC  
meeting.*

# 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/



## **Agenda Item D.2.**

*Future RRTPO Meeting Topics*

### **NO ACTION REQUESTED – INFORMATION ITEM**

*Enclosed under this agenda tab is a brief list of topics for the March through May 2020 RRTPO policy board meetings and a list of future meeting topics to be scheduled later.*

## **RRTPO POLICY BOARD FUTURE MEETING TOPICS**

### **March 5**

- FTA Section 5310 Project Application Endorsements
- Transportation Alternatives Set-Aside Projects
- RRTPO Public Participation Plan

### **April 2**

- RSTP and CMAQ Allocations

### **May 7**

- FFY21 – 24 Transportation Improvement Program
- FY 21 Unified Planning Work Program
- Port of Virginia Update

## **OTHER FUTURE MEETING TOPICS**

- Ways to Expand Funding Resources – Regional Funding Mechanisms
- BUILD (Better Utilizing Investments to Leverage Development) Grant Program
- RRTPO Membership Changes