

AGENDA

RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

**Thursday, March 5, 2020
9:30 a.m.**

PlanRVA James River Board Room

MEETING QUORUM (Certification by RRTPO Secretary)

PLEDGE OF ALLEGIANCE

A. ADMINISTRATION

Page(s)

1. Approval of RRTPO Meeting Agenda

(Hodges) -

ACTION REQUESTED

2. Approval of February 6, 2020 RRTPO Meeting Minutes

(Hodges) 1-8

ACTION REQUESTED

3. Consent Agenda

(Parsons/5 minutes) 9-20

a. TIP Amendments: VDOT

b. RRTPO Work Status and Financial Reports

ACTION REQUESTED

4. Open Public Comment Period

(Hodges/5 minutes) -

5. RRTPO Policy Board Vice Chairman Update

(Hodges/5 minutes) -

6. RRTPO Chairman's Report

(Hodges/5 minutes) -

7. RRTPO Secretary's Report

(Parsons/5 minutes) -

a. Current Work Efforts

b. Vision Zero Work Group

c. General Assembly Update

d. VTrans Mid-term Needs Update

B. NEW BUSINESS

- 1. SMART SCALE Regional Pre-Application Projects**
(Parsons/15 minutes)21-25
ACTION REQUESTED
- 2. FTA Section 5310 Projects Endorsement**
(Lantz/5 minutes).....26-34
ACTION REQUESTED
- 3. Transportation Alternatives Set-Aside Project Selection**
(Busching/10 minutes) 35-55
ACTION REQUESTED
- 4. Public Engagement Plan**
(Busching/10 minutes)56-58
ACTION REQUESTED

C. AGENCY AND COMMITTEE REPORTS

- a. Transportation Agency Updates**
(VDOT, DRPT/10 minutes) –
 - a. VDOT – Mann
 - b. DRPT – DeBruhl

D. OTHER BUSINESS

- 1. RRTPO Member Comments**
(Hodges/5 minutes) –
- 2. Future Meeting Topics - Suggestions**
(Hodges/5 minutes) 59-60
- 3. Next Meeting: April 2**
(Hodges) –

E. ADJOURNMENT: Targeted for 10:55 a.m.

Agenda Item A.2.

*Minutes of the February 6, 2020
RRTPO Policy Board Meeting*

1

REQUESTED ACTION

The RRTPO is requested to approve the Minutes of the February 6, 2020 RRTPO policy board meeting as presented.

**RICHMOND REGIONAL
TRANSPORTATION PLANNING ORGANIZATION
MINUTES OF MEETING
February 6, 2020**

MEMBERS PRESENT

John H. Hodges, **Chairman** Town of Ashland
Kevin Carroll Chesterfield County
Sean Davis Hanover County
Joi Taylor Dean RTMA
Jennifer B. DeBruhl (Non-voting) DRPT
Kimberly B. Gray City of Richmond
John Lumpkins, Jr. Goochland County
Shane Mann Secretary of Transportation Designee
Larry Nordvig Powhatan County
Patricia S. O'Bannon Henrico County
Patricia A. Paige New Kent County
Herbert A. Richwine (Non-voting) CTAC
Neil Spoonhower Goochland County
Frank J. Thornton Henrico County
Julie Timm GRTC Transit System
Von S. Tisdale (Non-voting) RideFinders
David T. Williams Powhatan County
Christopher Winslow Chesterfield County

ALTERNATE MEMBERS PRESENT, NOT VOTING

Richard Duran (Non-voting Alternate) FHWA
Todd Kilduff (Alternate) Goochland County
Mark Riblett (Alternate) Secretary of Transportation Designee

CALL TO ORDER

Richmond Regional Transportation Planning Organization (RRTPO) Chairman John H. Hodges called the February 6, 2020 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.

Chairman Hodges welcomed Kevin Carroll as a new member representing Chesterfield County, Sean Davis as a new member representing Hanover County, Todd Kilduff as a new alternate member representing Goochland County, Larry Nordvig as a new member representing Powhatan County, and Neil Spoonhower as a new member representing Goochland County. The Chair noted that MPO materials and training provided to new members would support the understanding of the proceedings of the organization (The ABC's of the PDC and the MPO).

A. ADMINISTRATION

1. Approval of RRTPO Meeting Agenda

No agenda changes were requested. On motion of David T. Williams, seconded by Frank J. Thornton, the RRTPO policy board unanimously approved the February 6, 2020 meeting agenda as presented.

2. Approval of December 5, 2019 RRTPO Meeting Minutes

Chairman Hodges called for corrections or changes to the minutes and there were none. On motion of Patricia S. O'Bannon, seconded by Kevin Carroll, the RRTPO policy board unanimously approved the minutes of the December 5, 2019 meeting as presented.

3. Open Public Comment Period

There were no requests to address the RRTPO.

4. Election of RRTPO Policy Board Vice Chairman

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. Therefore, there is a vacancy at least through June 2020. Traditionally, the office of Chairman is rotated among the members local governments in alphabetical order. Since a representative from Charles City County would be filling this position in July 2020, unsuccessful attempts have been made to receive feedback from Charles City County. The Executive Committee recommends reaching out again to ask for representation on the policy board. Mr. Parsons will follow up with Charles City County. No Action was requested.

5. RRTPO Chairman's Report

John Hodges, RRTPO Chairman, reported as follows:

- a. Executive Committee Meeting Report - Discussions of HB 1541, Central Virginia Transportation Authority, were held which will be considered under Item D.1. RRTPO Member Comments. A copy of HB 1541 was provided.
- b. Vision Zero Work Group - This is a recommendation from the Technical Advisory Committee (TAC). The creation of the Vision Zero Work Group would establish regional goals and gather support and coordination at the regional level. The work group would also support local transportation safety organizations to improve safety around the region. The City of Richmond volunteered to chair the work group. The RRTPO policy board was asked to request TAC's assistance in order to establish this sub-committee. The Chair requested action to authorize the TAC to review and provide a recommendation for integrating this program into the Unified Planning Work Program (UPWP).

On motion of Christopher Winslow, seconded by Patricia S. O'Bannon, the Richmond Regional Transportation Planning Organization (RRTPO) policy board unanimously approved the request.

6. RRTPO Secretary's Report

Chet Parsons, RRTPO Secretary, reported as follows:

Great efforts are made to provide members with resources online which resulted in cost-savings by not printing hardcopies of materials. New and current members are encouraged to reach out to Mr. Parsons with comments and questions.

a. **Current Work Efforts** – These are included under agenda tab four:

- Long-Range Transportation Plan - The LRTP Advisory Committee kick-off meeting was held on January 23. Staff also plan to kick off a series of public outreach meetings to hear about the regional transportation issues from citizens. The policy board was asked to consider allowing staff to speak and ask questions at their town hall meetings.
- Ashland Complete Streets Pilot Project – Staff is in the development process of a Complete Streets “tool-kit”. Also, staff is putting together graphics and visualizations on how complete streets can work which can be used as a resource for the region’s localities in their local planning.
- Ashland Trolley Line Trail Study and Ashland to Petersburg Trail Study - This VDOT-led study is completed and has been released on the VDOT website. It provides cost estimates for different sections so that it can be utilized for upcoming grant applications such as Smart Scale. Plan sheets that detail the trail from Petersburg to Ashland were developed. More information can be found at <http://www.virginiadot.org/projects/richmond/ashland-to-petersburg-trail-study.asp>
- Bicycle and Pedestrian Plan Update – The plan has not been updated since 2004. Staff is currently collecting data and updates on bicycle and pedestrian improvements and connections that were made in the last 16 years.

b. **Performance Based Planning: Safety Targets** - The methodology summary and selected MPO targets for performance -based planning were submitted to VDOT. This is a regular coordinated effort between RRTPO staff and VDOT. The targets are used to measure impacts of transportation improvements around the region. The targets were included in the agenda packet for informational purposes.

c. **RRTPO Work Status and Financial Reports** - The December 2019 work status reports and financial reports were included under tab four of the agenda packet. There were no questions.

B. NEW BUSINESS

1. CMAQ Programs Status Report

This was an information item; no action was requested. This item provides a summary of Congestion Mitigation and Air Quality (CMAQ) programs currently funded by the RRTPO. The City of Richmond provided updates on the City of Richmond Employee Trip Reduction Program. Ridefinders provided an overview of their programs and services.

**A copy of the presentation given by Dironna Moore Clarke, Multimodal Transportation Manager City of Richmond, is available at

Richmond Employee Trip Reduction Program Update

Following the presentation, there was discussion on several issues including the following questions:

- Where do participants start their commute going into the City of Richmond?
Ms. Clarke referred to the ETRP map in the presentation to see where commuter trips originated. It was noted that the program stretches beyond city borders into other counties and localities. This impacts the region's reduction in emissions.
- What is the cost-benefit analysis for the Employee Trip Reduction Program?
Based on CMAQ's program objectives, the benefits are measured by the air quality impact and the reduction in emissions on the region. VDOT uses emissions reduction performance measures and targets to measure the effectiveness of the program.
- How many parking spaces did not have to be created due to the ETRP?
This information is not available but could be incorporated in future performance measure targets.

****A copy of the presentation given by Von S. Tisdale, Executive Director RideFinders (Division of GRTC Transit System), is available at [RideFinders FY19 Program Review](#)**

Following the presentation, there was discussion on several issues including the following questions:

- What are some of the destinations of vanpools?
Currently, vanpools arrive and/or depart in Chesterfield, Henrico, Richmond, Tri-Cities, Hanover, and New Kent. Other localities served include Northern Virginia: Washington D.C. (the Pentagon, Arlington, etc.). Vanpools to Northern Virginia are flexible and arrangements with riders are made as needed (incl. waitlists).
- Do any of the vans have bike racks?
No, not currently. However, GRTC buses provide bike storage on-board.
- What are the long-range strategic plans to expand service?
RideFinders has a six-year plan and wants to grow the program but remain within the regulations and confines of what the funds are used for. RideFinders would like to collaborate with the leaders in each jurisdiction to ascertain what the needs are.

2. Draft Transportation Improvement Program

Myles Busching gave an overview of the Transportation Improvement Program (TIP) including an updated list of transportation projects in the region. Action was requested.

****A copy of the presentation given by Myles Busching, Associate Planner, is available on the PlanRVA website.**

There was discussion on several issues including the following questions:

- What do the project UPC's (letters and numbers) stand for?
The UPC (Universal Product Code) is a number assigned to each project from start to completion. The revised project list includes primarily

paratransit vehicle replacements and purchases as well as operating expenses, for example:

- o CHS – purchase of para-transit vehicles
- o 0002 - mobility management
- o 0003 - operating expenses

More information on how to read the TIP can be found at

[Project Page Key](#)

- It was requested that RRTPO members be notified when the public review and comment period opens so it can be shared with their respective districts.
- Are there any new initiatives to allow for better public input and review? A community open house will give the public the opportunity to learn about the projects. Also, the maps will be uploaded online with the project lists for the public to see which projects are in their neighborhoods. To summarize, the strategies to receive public input are: the newspaper ads in the Richmond Times-Dispatch and the Richmond Free Press as well as digital outreach, social media, and in-person meetings.
- It was noted that better community involvement could be achieved through engaging public leaders. The new public engagement plan makes community engagement a priority.
- Is the region currently in compliance with the air quality standards? Yes, the region is currently an attainment area for all air quality standards.

On motion of Frank J. Thornton, seconded by David T. Williams, the Richmond Regional Transportation Planning Organization (RRTPO) policy board unanimously approved the following resolution:

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.

3. FY21 Unified Planning Work Program (UPWP) Priorities

Mr. Parsons explained that the policy board adopts the UPWP at the beginning of every July 1. It outlines the work that staff will be focusing on for the upcoming fiscal year in the region.

Focus areas for approval today are:

- ConnectRVA2045 which is the update to the Long-Range Transportation Plan.
- Transportation investments to capitalize on regional commerce, workforce mobility and accessibility (incl. planning activities involving freight, transit, multimodal connectivity, and equity).

- Expanding access to transit through multimodal connectivity (planning activities focus on regional bike/ped plan and connection to development of regional priorities). Priorities will be coordinated between GRTC and RRTPO leadership.
- Increasing opportunities for residents of the region to engage in public planning processes.
- Identifying strategies for improving performance measures including Safety and Security, Congestion Mitigation and System Reliability, Freight Mobility, Multimodal Connectivity, and Access to Employment.

There was discussion on the Richmond/Tri-Cities Travel Demand Model (TDM) including the following question:

- Where are we today and how will the TDM be improved on?
The Travel Demand Model needs to be done every four years in concert with the long-range plan. It has been rebuilt to bring it up to current standards. It reflects today's system and is almost complete. An effective TDM guides the impacts of any project that comes out of the long-range transportation planning process. The model is available as a resource to each locality for their transportation planning.

On motion of David T. Williams, seconded by Patricia O'Bannon, the Richmond Regional Transportation Planning Organization (RRTPO) policy board unanimously approved 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.

4. Transit Vision Plan Phase II: Corridor Analysis

Barbara Jacocks presented on the Transit Vision Plan (TVP) study. Phase II focuses on identifying the near-term efforts to continue advancing a long-term vision and building upon the visioning that was completed in the Greater Richmond Transit Vision Plan of April 2017 as well as the momentum of recent transit improvements in the Richmond region. On December 10, 2020 the detailed analysis for the 12 corridors was reviewed by the Steering Committee using factors such as access to community facilities, walkability, pedestrian network and connectivity, roadway suitability, and ridership potential. A technical memorandum will go out to the Steering Committee with a more detailed cost-benefit analysis. There were no questions or comments.

****A copy of the presentation given by Barbara Jacocks, Principal Planner, is available on the PlanRVA website.**

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) Last Meeting Update:

****A copy of the VDOT update distributed at the meeting is available at [VDOT Update](#)**

- b. **DRPT** – Jennifer DeBruhl, Transit Planning and Project Development Manager, reported as follows:

In December 2019, Governor Ralph Northam announced an agreement to expand reliability and service on Virginia's rail lines, creating a pathway to separate passenger and freight operations along the Richmond to Washington, D.C. corridor.

**A copy of the Virginia and CSX Announce Landmark Rail Agreement is available at

[Virginia and CSX Announce Landmark Rail Agreement](#)

Ms. DeBruhl provided details on General Assembly updates: [HB 1414](#) and [SB 890](#) restructure the transportation formula; all transportation revenue sources are put into a Commonwealth Transportation Fund and disburses those funds by mode which provides more stability and gives transit an additional \$125 million per year by 2024 to support agencies like GRTC with their capital needs. The bill also creates a Transit Incentive Program and a Virginia Passenger Rail Authority. Ms. DeBruhl responded to questions about the omnibus bill.

2. Community Transportation Advisory Committee Meeting Report

Mr. Herbert Richwine reported on the January 16, 2020 CTAC meeting as follows:

- Information on the Hanover DASH specialized transportation service was provided.
- An overview of the RRTPO Public Engagement Plan was provided.

D. OTHER BUSINESS

1. RRTPO Member Comments

HB 1541 was discussed during the Executive Committee meeting preceding the policy board meeting. In addition to the comments Mr. Parsons mentioned that RRTPO is not identified in this legislation but is very interested in having a role on the Central Virginia Transportation Authority. Chairman Hodges suggested that the policy board monitors the development of the bill and provides an update during the March 5, 2020 meeting.

2. Future Meeting Topics – Suggestions

Future Meeting Topics were noted in tab 10 of the agenda packet. Mr. Parsons added that regional SMART SCALE pre-application projects will be presented for approval. Updates on HB 1541 and approval of SMART SCALE regional pre-application projects will be added to the list.

3. Next Meeting: March 5

Chairman Hodges noted the next meeting will be March 5, 2020.

E. ADJOURNMENT:

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

Agenda Item A.3.

Consent Agenda

2

REQUESTED ACTION

Review and approval of consent agenda items as presented in this agenda tab. The resolution for each item is contained in the respective staff report for each item.

- a. TIP Amendments: VDOT*
- b. RRTPO Work Status and Financial Reports*

RRTPO AGENDA 3/5/20; ITEM A.3.a.

FY18 – FY21 TIP AMENDMENTS: VDOT REQUEST

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Review and recommend to the Richmond Regional Transportation Planning Organization (RRTPO) policy board a request from VDOT to amend the FY18 – FY21 Transportation Improvement Program (TIP) to add a construction phase to the Chesterfield Route 10 project.

BACKGROUND: The RRTPO policy board has received a request from VDOT to amend the TIP to add a construction phase to the following project. Amendment details are outlined below:

- UPC 104889: Route 10 Widening from Whitepine Road to Frith Lane project – Chesterfield County. RRTPO allocated RSTP funds \$8,750,000 for FY18, FY19 and FY21.

TAC RECOMMENDATION: The RRTPO Technical Advisory Committee (TAC) has reviewed and has no objection to approval of this VDOT request to amend the TIP.

STAFF RECOMMENDATION: Staff concurs with TAC and recommends approval of this amendment.

RRTPO POLICY BOARD ACTION REQUESTED: The following resolution is presented for RRTPO policy board consideration and approval:

RESOLVED, that the Richmond Regional Transportation Planning Organization policy board amends the *FY18 – FY21 Transportation Improvement Program (TIP)* adding the construction phase to the following project:

- UPC 104889: Route 10 Widening from Whitepine Road to Frith Lane project – Chesterfield County. RRTPO allocated RSTP funds \$8,750,000 for FY18, FY19 and FY21.

BE IT FURTHER RESOLVED, that this project is considered exempt from the conformity rule because this project is already included in the FY18 – FY21 TIP.

Attachment
CAP/jl

FY 2018 to FY 2021 Richmond Region TPO Transportation Improvement Program

Chesterfield

UPC 104889

Jurisdiction: Chesterfield County
Route/Street: 10/Iron Bridge Road
Description: Rt 10 - Widening
From: Whitepine Road
To: Frith Lane
System: Primary
Administered By: Locally
MPO Note: Project details and schedule may be revised



Schedule

Phase	Start	End	Status
Preliminary Engineering (PE):	9/1/2018	9/1/2020	Underway
Right of Way (RW):	9/1/2020	9/1/2023	FFY20
Construction (CN):	9/1/2023	9/1/2025	FFY23

Cost Estimates / Previous Obligations

Cost Estimates	Previous Obligations	
PE:	Fund Source	Obligation
RW:	TOTAL	\$0
CN:		
Total:		\$15,181,279

Federal Obligations

Phase	Fund Source	Match	Federal Obligations			
			FY18	FY19	FY20	FY21
PE	RSTP	\$300,000	\$1,200,000	\$0	\$0	\$0
RW	RSTP	\$39,000	\$0	\$0	\$156,000	\$0
CN	AC CONVERSION	\$1,286,256	\$0	\$0	\$0	\$5,145,023
CN	RSTP	\$1,411,000	\$0	\$0	\$5,644,000	\$0
CN AC	AC	\$1,286,256	\$0	\$0	\$5,145,023	\$0

Amendments

Amd 82 3/5/2020 Approved

1). Revise cost from \$12,000,000 to \$15,181,279. 2). Revise PE match funds from \$280,000 to \$300,000. 3). Revise FY20 RW RSTP funds from \$440,000 (match \$110,000) to \$156,000 (match \$39,000). 4). Add CN phase to FY21 and obligate \$5,145,023 AC Conversion funds (match \$1,286,256). 5). Add CN phase to FY20, and obligate \$5,644,000 RSTP funds (match \$1,411,000) and \$5,145,023 CN AC funds (match \$1,286,256). 6). Eliminate -\$80,000 FY20 PE RSTP funds.

Date Requested 2/11/2020

Adjustments

Adj 109 1/16/2020 Completed

1). Add PE phase to FY18 and obligate \$1,200,000 RSTBG funds (match 280,000), and to FY20 and obligate -\$80,000 RSTBG funds. 2). Add RW phase to FY20 and obligate \$440,000 RSTBG funds (match \$110,000). 3). Eliminate FY19 \$1,040,000 RSTBG PE funds

FY 2018 to FY 2021 Richmond Region TPO Transportation Improvement Program

Chesterfield

UPC 104889

(match \$260,000) and FY21 \$1,600,000 RSTBG RW funds (match \$400,000).

Date Requested 1/16/2020

FY 2018 to FY 2021 Richmond Region TPO Transportation Improvement Program

Project Amendments - Tracking Records

Amd 82 104889 Chesterfield County Rt 10 - Widening

3/5/2020 Approved 1). Revise cost from \$12,000,000 to \$15,181,279. 2). Revise PE match funds from \$280,000 to \$300,000. 3). Revise FY20 RW RSTP funds from \$440,000 (match \$110,000) to \$156,000 (match \$39,000). 4). Add CN phase to FY21 and obligate \$5,145,023 AC Conversion funds (match \$1,286,256). 5). Add CN phase to FY20, and obligate \$5,644,000 RSTP funds (match \$1,411,000) and \$5,145,023 CN AC funds (match \$1,286,256). 6). Eliminate -\$80,000 FY20 PE RSTP funds.

Date Requested 2/11/2020

RRTPO WORK STATUS REPORT – January 2020

7100 Program Management

7110 Program Management

- Developed agenda packages for the RRTPO policy board, Technical Advisory Committee, and Community Transportation Advisory Committee for the month of January.
- 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 January
- 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 internal staff meetings to develop various aspects of LRTP including public engagement.
- Participated in the LRTP Advisory Committee meeting on January 23. The meeting included a staff presentation on the partial developed inventory of multimodal transportation issues based on regional and local plans and the public engagement plan for the LRTP.
- Worked on geographically and categorically grouping the multimodal transportation issues in the Richmond region.
- Worked on the data development and mapping for the *2020 Richmond Region Bridge and Culvert Study*.
- Completed the final review of the *SE Data Analysis Report*.
- Distributed materials and information regarding COnnectRVA2045 to the following organizations: Hanover Human Service Network, Hands Across Powhatan, and Goochland human service networks

7320 Regional Travel Demand Model (RTDM)

Consultant Support

- Worked to finalize the scope of work for Task Order 6: LRTP Needs Plan Modeling support.
- Worked to develop the scope of work for Task Order 7: Land Use Allocation Model.

- Worked to develop the underlying GIS data needed for Task Order 7.

RTC Model Update

- Attended web-based meetings on the RTC model development process.
- Worked on beta testing of the new RTC model.

7330 Transit

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

- Work on more detailed cost and return on investment analysis continues on 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
- Presentation updates made to TAC on January 14, GRTC Board on January 21, and TPO Policy Board on February 6.

Paratransit and CHSMP

- Reviewed the following documents:
 - Considerations for Evaluating Automated Transit Bus Programs
 - Autonomous Vehicles in the United States: Understanding Why and How Cities and Regions Are Responding
 - Automated Vehicles Have Arrived: What's a Transit Agency to Do?
 - Ensuring American Leadership in Automated Vehicle Technologies. Automated Vehicles 4.0
 - Self-Driving Cars: Mapping Access to a Technology Revolution
 - U.S. Department of Transportation Public Listening Summit on Automated Vehicle Policy
 - How the Commonwealth is Using Transit and Transportation Demand Management to Reduce Congestion and Use of Single-occupant Vehicles
 - Emerging Technologies and Cities: Assess the Impacts of New Mobility on Cities
 - The State of Transportation and Health Equity
 - Roadblocks Ahead for Seniors Who Don't Drive
 - Public Transportation. Enhanced Federal Information Sharing on Coordination Could Improve Rural Services
 - (Pennsylvania) Human Service Transportation Coordination Study. Summary Report
 - Transportation Coordination in Iowa

- Participated in the January 14 meeting of the Longevity Project for a Greater Richmond (formerly Greater Richmond Age Wave) at Senior Connections. The primary discussion topic was Naborforce, a service that provides various types of non-medical assistance for area seniors.
- Reviewed and provided comments on the draft Goochland Community Health Improvement Plan. Participated in the January 16 plan review meeting at the Goochland County administrative building.
- Prepared a staff report for the February TAC meeting concerning the submission and approval of applications for Section 5310 funds.
- Participated in the January 28 Longevity Project Town Hall series Leadership Event “Where Policy Meets Practice: Older Americans Act” at the VCU College of Health Professions. The event featured an overview of the Older Americans Act, including the seven titles within the act, funding levels, programs supported by the act, and the provisions of the House and Senate reauthorization bills that have been introduced but not yet acted upon.

7340 Active Transportation: Bicycle and Pedestrian

Active Transportation Work Group

- Arranged February meeting speaker Chris Gensic of the City of Charlottesville to introduce the proposed Three Notch'd Trail from Charlottesville to Richmond and updates on projects around the region, including the update to the Regional Bicycle and Pedestrian Plan

Richmond Regional Bicycle and Pedestrian Plan

- Staff visits to localities and partners are being scheduled to confirm existing conditions and review future plans.
- Shared folder set up for committee members to share resources and their own observations of travel around the region on foot or bike.
- Held first steering committee meeting on January 14, 2020 to review purposed, scope and timeline for update of the 2004 plan.

Town of Ashland pilot project and regional guidance for Complete Streets

- Work continues on the framework for the illustrative guideline tool box of complete streets solutions and practices for use by the localities in their own planning work and to support implementation of the regional bicycle and pedestrian plan.

Ashland Trolley Line Trail / Ashland to Petersburg Trail

- Continued coordination by PlanRVA staff with VDOT on the Ashland to Petersburg trail.
- Site visits with Dominion Energy for segments in Hanover and Henrico are being planned for February to assist in defining segments of independent utility which may be submitted for funding.

7420 Transportation Improvement Program (TIP)

Development:

- Reviewing the FY21 – FY24 draft TIP documents: Introduction, financial plan, ungrouped projects—143 projects, grouped projects—212 projects and appendixes.
- Compared air quality conformity analysis projects with the FY21 – FY24 new TIP projects. The air quality conformity analysis has been conducted by VDOT/consultant.
- Preparing Financial Plans on transit portion GRTC provided on 1/2/20 to be included in the upcoming FY21 – FY24 new TIP.
- Continue to review a TIP amendment and Administrative Modification document to be included in the FY21 – FY24 new TIP.
- Received requests of inclusion of their selected FY21 FTA Section 5310 grant projects in the TPO TIP from seven social service organizations as follows:
 - Chesterfield Community HUMAN Services--\$230,000 requested.
 - Chesterfield County Department of Mental Health Support Services--\$130,000 requested.
 - Goochland Cares: Free Clinic and Family Services--\$50,000 requested.
 - Hanover County--\$168,377 requested.
 - Senior Connections: The Capital Area Agency on Aging--\$426,800 requested.
 - SOA365 (formerly Greater Association of Retarded Citizens) --\$180,000 requested.
 - St. Joseph's Villa--\$100,000 requested.
- Submitted seven grant application projects, total requesting FTA Sec 5310 funds (\$1,285,200) and staff comments to DRPT on January 30, 2020. The TPO will endorse the seven projects at the March 5, 2020 TPO meeting, and then the endorsed document/resolution will be submitted to DRPT.
- Received FY21/22 Transportation Alternatives Set-Aside Program (TAP) projects with scorings from VDOT on 1/6/2020. Based on available funds (\$2,123,924), the TPO Policy Board will approve them at the March 5, 2020 meeting.

Maintenance:

- Received a FY18 – FY21 TIP adjustment request from VDOT for three projects on 1/8/2020 as follows:

Maintenance: Preventive Maintenance and System Preservation—Project Groupings Summary

Revise FY20 Federal-NHS/NHPP CN funds from \$64,777,681 to \$8,194,023.

Revise FY20 Federal-STP/STBG CN funds from \$16,284,737 to \$19,317,021.
Revise FY20 CN Total from \$81,062,418 to \$27,511,044.

Maintenance: Preventive Maintenance for Bridges—Project Grouping Summary

Eliminate \$3,096,503 FY20 CN Federal-BR funds.
Add \$1,000,000 Federal-NHS/NHPP CN funds to FY20.
Revise FY20 CN Federal-STP/STBG funds from \$2,414,757 to \$24,294,977.
Revise FY20 CN Total from \$5,511,260 to \$25,294,977.

Maintenance: Traffic and Safety Operations--Project Groupings Summary

Revise FY20 CN Federal-STP/STBG funds from \$7,504,431 to \$7,079,990.

Prepared the TIP adjustment document and submitted to VDOT on 1/9/2020.
Updated TIP was placed on the PlanRVA web site.

- Received a FY18 – FY21 TIP adjustment request from VDOT for the Chesterfield Rt 10 (Ironbridge Rd) widening from Whitepine Road to Frith Lane RSTBG funded project (UPC #104889) on 1/16/2020. The concurrence on the adjustment was obtained from Chesterfield County staff on 1/16/2020. The TIP adjustment document was prepared and submitted to VDOT on 1/16/2020. The updated TIP was placed on the PlanRVA web site.
- Received a FY18 – FY21 TIP adjustment request from VDOT for the Richmond Marine Terminal (RMT) gate improvement & new drop-off lot project (#113832) on 1/22/2020. Received concurrence from RMT on 1/28/20 and submitted the TIP adjustment document to VDOT on 1/29/2020.
- Reviewed the December TAC meeting minutes and provided Sharon with review comments on 1/7/2020.
- Received a RSTBG fund transfer request from VDOT on 1/8/2020 for the Charles City Rt 155 (Courthouse Rd) shared-use path projects from the road segment between Rt 602 (Lott Cary Rd) and New Kent CL (#106296) to the road segment between Rt 5 and Rt 602 (#97688). Updated the TPO tracking sheets with the transfer and submitted VDOT on 1/23/2020. The updated TPO tracking sheets were placed on the PlanRVA web site.

RSTBG and CMAQ:

- Scorings for new FY21 – FY26 RSTBG and CMAQ candidate projects: Met VDOT staff (Mark, Liz, and Jake), DRPT staff (Tiffany) and TPO staff (Chet, Myles and Greta) to assign scorings for 32 candidate projects (RSTBG 12, CMAQ 6 and both 14) at the TPO office on 1/21/2020.

Requested new RSTBG and CMAQ funds are as follows:

- FY21: \$14,023,454
- FY22: \$14,712,000
- FY23: \$21,141,165

- FY24: \$18,188,308
- FY25: \$6,885,920
- FY26: \$27,720,313

TPO
PL/Section 5303 Financial Status Report for January 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
			Q3 FY 20	APR 20	MAY 20	JUN 20				
7110 Program Management	PL	\$ 132,000	10,773	\$ -	\$ -	\$ -	80%	\$ 81,288		\$ 50,712
	Sec. 5303	\$ 33,000	1,973	\$ -	\$ -	\$ -	20%	\$ 17,886		\$ 15,114
	RRPDC TOTAL	\$ 165,000	\$ 12,746	\$ -	\$ -	\$ -		\$ 99,174	60%	\$ 65,826
7120 UPWP,Budget, & Contract Admin	PL	\$ 24,421	1,905	\$ -	\$ -	\$ -	52%	\$ 13,277		\$ 11,144
	Sec. 5303	\$ 22,579	1,758	\$ -	\$ -	\$ -	48%	\$ 12,260		\$ 10,319
	RRPDC TOTAL	\$ 47,000	\$ 3,663	\$ -	\$ -	\$ -		\$ 25,537	54%	\$ 21,463
7210 Public Outreach & Equity Analysis	PL	\$ 97,750	4,595	\$ -	\$ -	\$ -	85%	\$ 51,141		\$ 46,609
	Sec. 5303	\$ 17,250	811	\$ -	\$ -	\$ -	15%	\$ 9,003		\$ 8,247
	RRPDC TOTAL	\$ 115,000	\$ 5,406	\$ -	\$ -	\$ -		\$ 60,144	52%	\$ 54,856
7220 Special Planning Efforts	PL	\$ 99,000	2,935	\$ -	\$ -	\$ -	100%	\$ 32,410		\$ 66,590
	RRPDC TOTAL	\$ 99,000	\$ 2,935	\$ -	\$ -	\$ -		\$ 32,410	33%	\$ 66,590
7230 Contingency Funding	PL	\$ 109,858	-	\$ -	\$ -	\$ -	100%	\$ -		\$ 109,858
	RRPDC TOTAL	\$ 109,858	\$ -	\$ -	\$ -	\$ -		\$ -	0%	\$ 109,858
7310 Long-Range Transportation Plan	PL	\$ 242,096	32,351	\$ -	\$ -	\$ -	80%	\$ 139,065		\$ 103,031
	Sec. 5303	\$ 60,524	6,523	\$ -	\$ -	\$ -	20%	\$ 31,554		\$ 28,970
	RRPDC TOTAL	\$ 302,620	\$ 38,874	\$ -	\$ -	\$ -		\$ 170,618	56%	\$ 132,002
7320 Trvl Demand Model & Emis Analy	PL	\$ 218,500	6,081	\$ -	\$ -	\$ -	66%	\$ 54,838		\$ 163,662
	Sec. 5303	\$ 11,500	3,132	\$ -	\$ -	\$ -	3%	\$ 27,832		\$ (16,332)
	Other	\$ 100,000					30%	\$ -		\$ 100,000
	RRPDC TOTAL	\$ 330,000	\$ 9,213	\$ -	\$ -	\$ -		\$ 82,669	25%	\$ 247,331
7330 Transit	PL	\$ 115,500	2,942	\$ -	\$ -	\$ -	30%	\$ 66,663		\$ 48,837
	Sec. 5303	\$ 259,170	22,430	\$ -	\$ -	\$ -	67%	\$ 203,984		\$ 55,186
	Sec. 5303-CO	\$ 10,330	-	\$ -	\$ -	\$ -	3%	\$ 10,330		\$ -
	RRPDC TOTAL	\$ 385,000	\$ 25,371	\$ -	\$ -	\$ -		\$ 280,977	73%	\$ 104,023
7340 Active Transport - Bicycle & Ped	PL	\$ 178,500	16,516	\$ -	\$ -	\$ -	85%	\$ 95,504		\$ 82,996
	Sec. 5303	\$ 31,500	1,951	\$ -	\$ -	\$ -	15%	\$ 48,825		\$ (17,325)
	RRPDC TOTAL	\$ 210,000	\$ 18,467	\$ -	\$ -	\$ -		\$ 144,328	69%	\$ 65,672
7350 Systems Resilience Plan	PL	\$ 110,682	\$ 1,416				100%	\$ 13,017		\$ 97,665
	RRPDC TOTAL	\$ 110,682	\$ 1,416					\$ 13,017	12%	\$ 97,665
7410 Performance Based Transport Plan	PL	\$ 97,750	3,869	\$ -	\$ -	\$ -	85%	\$ 58,854		\$ 38,896
	Sec. 5303	\$ 17,250	438	\$ -	\$ -	\$ -	15%	\$ 10,015		\$ 7,235
	RRPDC TOTAL	\$ 115,000	\$ 4,307	\$ -	\$ -	\$ -		\$ 68,869	60%	\$ 46,131
7420 Financial Program/Transport Improv Program	PL	\$ 282,625	27,426	\$ -	\$ -	\$ -	95%	\$ 159,217		\$ 123,408
	Sec. 5303	\$ 14,875	1,443	\$ -	\$ -	\$ -	5%	\$ 8,380		\$ 6,495
	RRPDC TOTAL	\$ 297,500	\$ 28,869	\$ -	\$ -	\$ -		\$ 167,597	56%	\$ 129,903
7430 Rail, Freight & Intermodal Planning	PL	\$ 4,200	294	\$ -	\$ -	\$ -	40%	\$ 1,975		\$ 2,225
	Sec. 5303	\$ 6,300	442	\$ -	\$ -	\$ -	60%	\$ 2,963		\$ 3,337
	RRPDC TOTAL	\$ 10,500	\$ 736	\$ -	\$ -	\$ -		\$ 4,938	47%	\$ 5,562
Total All Projects		\$ 2,297,160	\$ 152,003	\$ -	\$ -	\$ -	\$ -	\$ 1,150,278		\$ 1,146,882

SUMMARY

Funding Source	FY20					FY20 Spent To Date	Percent Spent	Balance
PL	\$ 1,712,882	\$ 111,102	\$ -	\$ -	\$ -	75%	\$ 767,248	\$ 945,634
Sec. 5303	\$ 473,948	\$ 40,901	\$ -	\$ -	\$ -	21%	\$ 372,700	\$ 101,248
CO-Sec. 5303	\$ 10,330	\$ -	\$ -	\$ -	\$ -	0%	\$ 10,330	\$ -
Other	\$ 100,000					4%	\$ -	\$ 100,000
GRAND TOTAL	\$ 2,297,160	\$ 152,003	\$ -	\$ -	\$ -	100%	\$ 1,150,278	\$ 1,146,882

(1) FY2020 UPWP approved June 27, 2019

Agenda Item B.1.

SMART SCALE Regional Pre-Application Projects

REQUESTED ACTION

Approval of the regional project candidate pool to develop the Richmond Regional Transportation Planning Organization (RRTPO) regional SMART SCALE applications.

RESOLUTION

The following resolution is presented for RRTPO policy board approval:

RESOLVED, that the Richmond Regional Transportation Planning Organization (TPO) approves the candidate regional projects for Smart Scale Round 4 applications as presented.

3

RRTPO POLICY BOARD AGENDA 03/05/20; ITEM B.1.

SMART SCALE: CANDIDATE PROJECT POOL

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Approval 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 the Policy Board. 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 low-performing applications before final submittals are due. TAC has approved the list of candidate projects and recommends that the Policy Board approve the projects for pre-application.

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.

POLICY BOARD ACTION REQUESTED: The following resolution is presented for RRTPO policy board approval:

RESOLVED, that the Richmond Regional Transportation Planning Organization (TPO) approves the candidate regional projects for Smart Scale Round 4 applications as presented.

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)	✓	\$11,717,240	✓	✓	From MM 18.65 to MM 20.73; Segment 4A
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.				✓	From MM 39.12 to MM 38.48; part of Segment 7C
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	✓	✓	MM 11.68 to MM 10.16; parts of Segments 2C and 2D
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	✓	✓	

Agenda Item B.2.

FTA Section 5310 Projects Endorsement

ACTION REQUESTED

RRTPO policy board action is requested to endorse the applications submitted by Richmond area local governments, human service agencies, and supporting organizations for Federal Transit Administration (FTA) Section 5310 program grant funds.

RESOLUTION

The following resolution is presented 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*

TPO AGENDA 3/5/20; ITEM B.2.

FTA SECTION 5310 PROGRAM GRANT APPLICATIONS ENDORSEMENT

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: RRTPO policy board action is requested to endorse the 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 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 Transportation Planning Organization approve the proposed resolution as presented.

RRTPO ACTION REQUESTED: The following resolution is presented 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

**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).



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

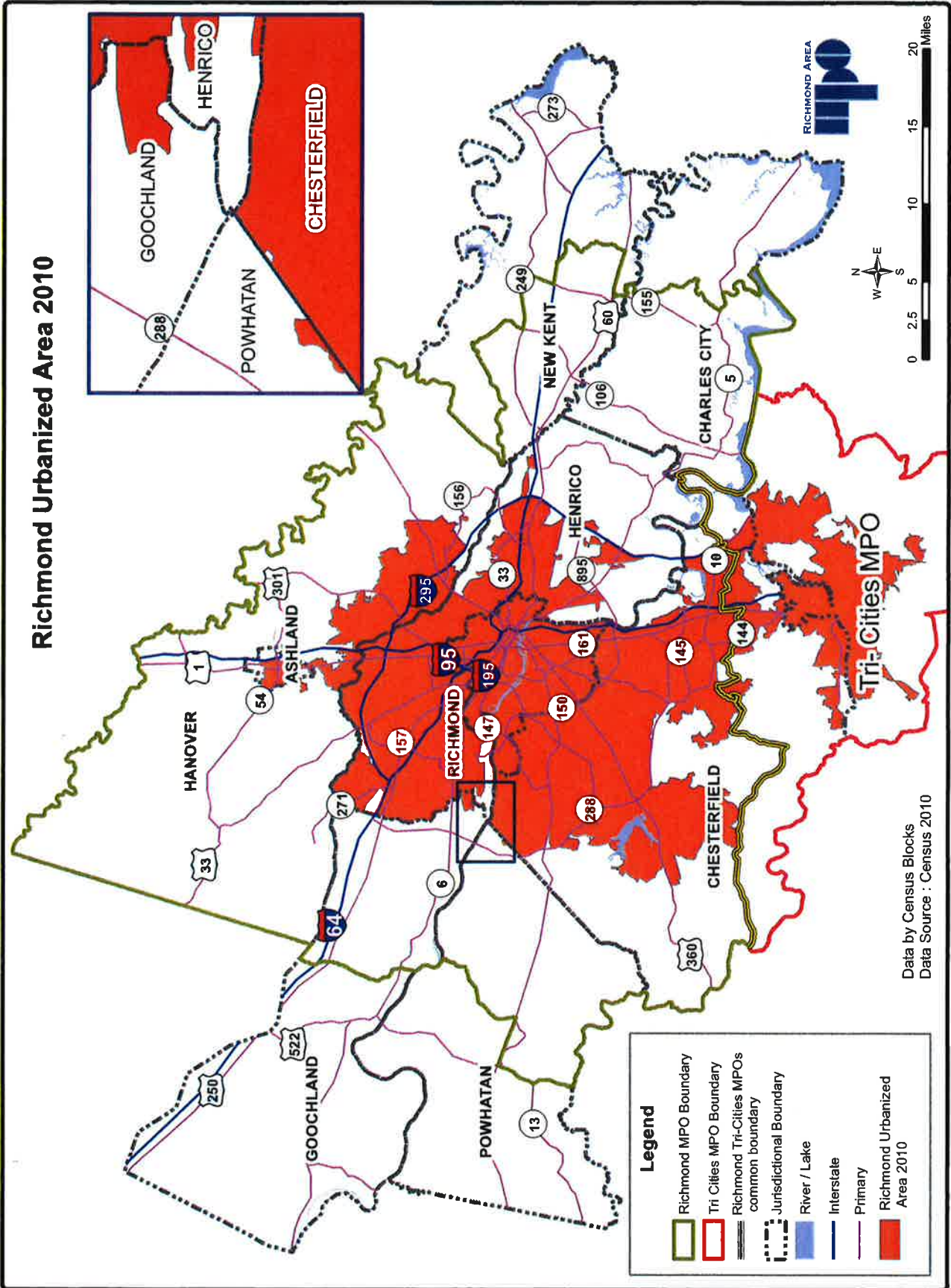
Final FTA Section 5310/5317 Grant Projects

<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 Urbanized Area 2010



Agenda Item B.3.

Transportation Alternatives (TA) Set-Aside Project Selection

REQUESTED ACTION

*Review and approval of the FY21 - FY22
Transportation Alternatives (TA) Set-Aside project
allocations.*

RESOLUTION

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

RESOLVED, that the Richmond Regional Transportation
Planning Organization (RRTPO) approves the allocation of
FY21 – FY22 Transportation Alternatives (TA) Set-Aside
funding as presented.

RRTPO POLICY BOARD AGENDA 03/05/20; ITEM B.3.

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

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: Review and approval 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/FY20 cycle.

The TAC recommended allocations are included in the attached table. This recommendation fully funds seven (7) of the 18 requests. This table also includes the draft CTB member selections which will fully fund three (3) additional projects and partially fund one (1) project in the region. The second attachment a description and summary of each project submitted for TA funding.

TAC RECOMMENDATION: TAC has reviewed the proposed TA project selection and recommends approval as presented.

STAFF RECOMMENDATION: Staff concurs with the TAC recommendation.

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

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

Attachments

MAB

FY21/FY22 Transportation Alternatives Set-Aside Program Projects (REVISED)

Score	Jurisdiction	Project	Total Cost	Total Expected Request	Current Request	New / Existing	FY19/FY20	FY21/FY22	TPO Total	CTB Selections
205.3	Richmond	2nd/3rd St bike infrastr (phase II)	\$ 600,000	\$ 480,000	\$ 240,000	Existing			\$ -	\$ 240,000
192.7	Richmond	Rt 161 bike infra (phase I)	\$ 500,000	\$ 400,000	\$ 400,000	New	\$ 400,000		\$ 400,000	
187.3	Chesterfield	Rt 1 (Getting - Dwight) SW/bike project	\$ 575,000	\$ 460,000	\$ 460,000	New	\$ 445,372	\$ 14,628	\$ 460,000	
185.3	Richmond	Greene Elementary pedestrian (phase II)	\$ 675,000	\$ 540,000	\$ 540,000	New		\$ 540,000	\$ 540,000	
183.7	Chesterfield	Pedestrian HAWK signal at Rt 1 & Marina	\$ 476,000	\$ 380,800	\$ 380,800	New		\$ 380,800	\$ 380,800	
179.3	Richmond	Maymont sidewalk (phase II)	\$ 430,000	\$ 344,000	\$ 344,000	New		\$ 344,000	\$ 344,000	
177.3	Richmond	Commerce Rd ped safety (phase I)	\$ 400,000	\$ 320,000	\$ 320,000	New			\$ -	
177.0	Richmond	Rt 161 bike infra (phase II)	\$ 499,778	\$ 399,822	\$ 440,000	New		\$ 399,822	\$ 399,822	
175.3	Richmond	Tredegar St transportation project	\$ 380,000	\$ 304,000	\$ 304,000	New			\$ -	\$ 155,000
174.7	Chesterfield	Courthouse (Courts Complex - Rt 10) trail	\$ 550,000	\$ 440,000	\$ 440,000	New		\$ 440,000	\$ 440,000	
174.3	Richmond	Rt 147 ped safety (phase II)	\$ 500,000	\$ 400,000	\$ 400,000	New			\$ -	
173.0	Richmond	Rt 147 ped safety (phase I)	\$ 480,000	\$ 384,000	\$ 384,000	New			\$ -	
170.7	Henrico	Nuckols Rd Corridor share-use path	\$ 3,207,750	\$ 1,990,200	\$ 1,990,200	New			\$ -	
170.3	Richmond	Carnation St sidewalks (phase II)	\$ 400,000	\$ 320,000	\$ 320,000	New			\$ -	
166.3	Henrico	Lakeside Community trail (phase II)	\$ 2,971,330	\$ 1,899,464	\$ 1,899,464	New			\$ -	
163.3	Henrico	Lakeside Community trail (phase I)	\$ 1,823,840	\$ 1,037,472	\$ 1,037,472	New			\$ -	\$ 1,037,472
159.7	Henrico	Lakeside Community trail (phase III)	\$ 4,301,550	\$ 1,994,840	\$ 1,994,840	New			\$ -	
157.3	Richmond	Brown's Island Connector (phase III)	\$ 250,000	\$ 200,000	\$ 200,000	New			\$ -	
Total					12,094,776		\$ 845,372	\$ 2,123,924	\$ 2,969,296	
Remaining							\$ -	\$ 4,674	\$ 4,674	
							0.0%	0.2%	0.2%	

District:	Richmond	Sponsor/Locality:	Richmond City - EXISTING
Project Name:	F 2nd/3rd St Bike Infrastr (Phase II)		
Application Number:	5569	Current Funding Request:	\$240,000
Total Project Cost:	\$600,000	Total Anticipated TAP Request:	\$480,000
<u>Project Description</u>			
This project constructs design plans that have been finalized to complete a previous TAP application. The project scope includes converting existing on-street parking into a two way cycle track that is protected by a buffer and parked vehicles on 3rd Street from Broad Street to Byrd Street. It provides for a two way cycle track on Byrd Street from 3rd Street to 2nd Street. This project provides a separated bike lane on 2nd Street from Byrd Street to Spring Street.			
<u>Project Short Description</u>			
The project scope includes converting existing on-street parking into a two way cycle track that is protected by a buffer and parked vehicles on 3rd Street from Broad Street to Byrd Street			
Average Score:	205.3	Priority Ranking:	2
<u>Remarks</u>			
Existing Project – UPC 109294; Previous Funding: \$240,000			
Population Area:	>200,000	MPO/TMA:	YES - RRTPO

District:	Richmond	Sponsor/Locality:	Richmond City
Project Name:	D State Route 161 Bike Infra Phase I		
Application Number:	5567	Current Funding Request:	\$400,000
Total Project Cost:	500,000	Total Anticipated TAP Request:	\$400,000
<u>Project Description</u>			
<p>This project will create separated bike infrastructure on Westover Hills Boulevard from the Boulevard Bridge to Clarence Street and a Bike-Walk Boulevard from Clarence Street to CSX Right-of-Way just south of Hill Top Drive. This corridor is a critical link to existing and future bike infrastructure projects including Forest Hill Avenue and the James River Branch Greenway. This project connects several neighborhoods to a growing commercial area as well as the expansive James River park system and also addresses critical barriers to safe bicycle access, namely the James River, and State Route 161. There will be a combination of techniques used to create separated and shared bike infrastructure, namely pavement markings, ADA access, crossings, flex posts or other physical separation as needed, etc. This project is very close to the Westover Hills Elementary School.</p>			
<u>Project Short Description</u>			
<p>This project will create separated bike infrastructure on Westover Hills Boulevard from the Boulevard Bridge to Clarence Street and a Bike-Walk Boulevard from Clarence Street to CSX Right-of-Way just south of Hill Top Drive.</p>			
Average Score:	192.7	Priority Ranking:	NA
<u>Remarks</u>			
Population Area:	>200,000	MPO/TMA:	YES - RRTPO

District:	Richmond	Sponsor/Locality:	Chesterfield County
Project Name:	RT 1 (Gettings - Dwight) SW/Bike Project		
Application Number:	5847	Current Funding Request:	\$460,000
Total Project Cost:	\$575,000	Total Anticipated TAP Request:	\$460,000
<u>Project Description</u>			
Construct a concrete sidewalk with ADA accessible ramps on the east side of Route 1 between Getting Lane and Dwight Avenue; utilize the existing pavement to provide a bike accommodation via a wide outside lane; install a high-visibility crosswalk, ADA accessible ramps, and audible, pedestrian-actuated signals at the intersection of Route 1 and Dwight Avenue. These improvements will connect to the existing sidewalk along the east side of Route 1. This project is included in the County's Bikeways and Trails Plan (see attached and will enhance pedestrian accessibility in the Bensley neighborhood. This area has a high percentage of individuals living in poverty and one/no-car households, as a result, there is more pedestrian activity. In recent years, the county and VDOT have made strides in retrofitting sidewalk along Route 1 in this area of the county (UPC 15988 - Route 1 Bridge Replacement at DSCR), but this will be the first location with a pedestrian-actuated signal for crossing the road. The suggestion for the audible, pedestrian actuated signal was made by a visually-impaired person who crosses Route 1 daily to get to and from work; however, these infrastructure improvements will benefit the many pedestrians who cross Route 1.			
<u>Project Short Description</u>			
Construct a sidewalk on the east side of RT 1 from Gettings to Dwight; provide a bike accommodation via a wide outside lane; and install a high-visibility crosswalk, ADA ramps, and audible, pedestrian-actuated signals at the RT1/Dwight intersection.			
Average Score:	187.3	Priority Ranking:	NA
<u>Remarks</u>			
Population Area:	>200,000	MPO/TMA:	YES - RRTPO

District:	Richmond	Sponsor/Locality:	Richmond City
Project Name:	B Greene Elementary (Phase II)		
Application Number:	5565	Current Funding Request:	\$540,000
Total Project Cost:	\$675,000	Total Anticipated TAP Request:	\$540,000
<u>Project Description</u>			
<p>This project will enhance pedestrian safety for children walking to Greene Elementary School from the surrounding neighborhoods. The installation of new sidewalks will improve pedestrian access and safety. This scope is to provide sidewalks and crosswalks, where none exist, for elementary school aged children from a densely populated area. The Project is broken into two directional phases. Phase I of the project (approved in FY17 TAP) constructed sidewalk from an apartment complex at the intersection of Clarkson Road and Clarkson Court . The sidewalk continues along the north side of Clarkson Road and ends at Kingswood street. Phase II will complete the sidewalk at Kingswood to Catalina Drive and the elementary school. Phase II includes sidewalk on Catalina Drive between Cranford Avenue and Clarkson road.</p>			
<u>Project Short Description</u>			
Construct new sidewalks on Catalina Drive from Clarkson Road to Cranford Avenue			
Average Score:	185.3	Priority Ranking:	NA
<u>Remarks</u>			
Not a SRTS Project			
Note: Application noted that project not in TMA – the entire City of Richmond is in TMA			
Population Area:	>200,000	MPO/TMA:	YES - RRTPO

District:	Richmond	Sponsor/Locality:	Chesterfield
Project Name:	Pedestrian HAWK Signal at RT 1 & Marina		
Application Number:	6463	Current Funding Request:	\$380,800
Total Project Cost:	\$476,000	Total Anticipated TAP Request:	\$380,800
<u>Project Description</u>			
<p>Proposed project includes installation of pedestrian hybrid beacons (HAWK) and all required ancillary features. Construction activities to accommodate pedestrians and hybrid beacons include (see Project Sketch for proposed HAWK project details): 1) Construct sidewalk in median between northbound and southbound directions of Route 1, between southbound Route 1 and parallel sidewalk along west side of Route 1, and along the east side of Route 1 between Marina Drive and Chester Hill Circle. Construction of sidewalk in median between the Route 1 travel lanes requires passage over drainage ditch. 2) Construct ADA-compliant curb cut ramps at the ends of new sidewalk in the median, where the crosswalk will tie into existing sidewalk on the west side of Route 1 and new sidewalk on the east side, and at the ends of the new sidewalk along the east side of Route 1. 3) Sight distance approaching proposed beacons on southbound Route 1 appears marginal. Trees within horizontal curve in advance of beacons may require limbing and/or removal to gain necessary sight distance. 4) Hybrid beacon equipment installation includes two mast arm poles with three hybrid beacon faces for northbound traffic and two faces southbound, controller with cabinet mounted on one pole, with a total of four pole installations to accommodate pedestrian push buttons. 5) Standard pedestrian crosswalk across Route 1 and appropriate signing.</p>			
<u>Project Short Description</u>			
Proposed project includes installation of pedestrian hybrid beacons (HAWK) and all required ancillary features.			
Average Score:	183.7	Priority Ranking:	NA
<u>Remarks</u>			
Population Area:	>200,000	MPO/TMA:	YES - RRTPO

District:	Richmond	Sponsor/Locality:	Richmond City
Project Name:	H Maymont Sidewalk Phase II		
Application Number:	5571	Current Funding Request:	\$344,000
Total Project Cost:	\$430,000	Total Anticipated TAP Request:	\$344,000
<u>Project Description</u>			
<p>This is Phase II of previously funded Phase I sidewalk TA Project . The Maymont Neighborhood has a high level of pedestrian traffic that travels to destinations such as Maymont Park, Texas Beach within the James River Park System, and GRTC transit stops. Numerous streets located throughout the Maymont neighborhood do not have sidewalks nor ADA-compliant curb ramps. To create a safe and accessible pedestrian environment, sidewalks are needed throughout the neighborhood. . The Maymont neighborhood, located immediately to the east of Maymont Park, and southeast of Byrd Park, is a densely developed older community. There are two public schools, including the Amelia Street School which provides alternative and special education services for students with disabilities. The neighborhood also has 16 GRTC transit stops, with boardings and alightings as high as 200 riders per day. As a result the community has a great deal of pedestrian activity, however the community has significant gaps in sidewalk continuity. Additionally, the eastern entrance to Maymont Park is on Hampton Street and during special events there are large numbers of visitors that park their vehicles throughout the neighborhood and walk to the park. . The installation of new sidewalk will help improve the pedestrian safety throughout the Maymont Neighborhood Area. Phase II will consist of new sidewalks on New York Ave form Hampton st to Southampton Ave, Hampton St from New York Ave to Pennsylvania Ave and from Nevada Ave to Dakota Ave, Nevada Ave from Hampton St to South Meadow St, Dakota Ave from Hampton St to Greenville Ave and Colorado Ave from Carter St to Alley.</p>			
<u>Project Short Description</u>			
Construct Sidewalk on New York, Pennsylvania, Nevada, Dakota, and Colorado Avenues from Hampton St to Southhamton Avenue			
Average Score:	179.3	Priority Ranking:	NA
<u>Remarks</u>			
Note: Application noted that project not in TMA – the entire City of Richmond is in TMA			
Population Area:	>200,000	MPO/TMA:	YES - RRTPO

District:	Richmond	Sponsor/Locality:	Richmond City
Project Name:	K Commerce Road Ped Safety Phase I		
Application Number:	5574	Current Funding Request:	\$320,000
Total Project Cost:	\$400,000	Total Anticipated TAP Request:	\$320,000
<u>Project Description</u>			
<p>This project will provide bicycle and pedestrian safety and access improvements on Commerce Road to better connect two Smart Scale projects funded for Hull Street and Kanawha Plaza on the south side and north side of the James River, respectively. This project will create separated bike infrastructure on Commerce Road from the Manchester Bridge on/ramps to Bainbridge Street. This corridor is a critical link to existing and future bike infrastructure projects including Manchester Bridge. This project connects several neighborhoods, like Manchester and Blackwell, to downtown as well as the expansive James River park system. The project also addresses critical barriers to safe bicycle access, namely the James River, and Commerce Road. There will be a combination of techniques used to create separated bike infrastructure, namely pavement markings, ADA access, crossings, flex posts or other physical separation as needed, etc. This project will also utilize a low cost systemic approach to improve pedestrian safety and access along Commerce Road from the Manchester Bridge to Decatur Street. This project constructs pedestrian safety curb extensions on the cross streets to guarantee a narrower crossing distance for people crossing the street, managed speeds, and permanently preserve sight distance on the cross street. The dense mixed land use anchored by the Manchester neighborhood makes it an ideal candidate for these curb extensions. The corridor also serves a robust commercial district and Blackwell Elementary School. The proposed pedestrian improvements plus ancillary items will address long standing safety concerns expressed by the community.</p>			
<u>Project Short Description</u>			
<p>This project will provide bicycle and pedestrian safety and access improvements on Commerce Road to better connect two Smart Scale projects funded for Hull Street and Kanawha Plaza on the south side and north side of the James River, respectively.</p>			
Average Score:	177.3	Priority Ranking:	
<u>Remarks</u>			
Population Area:	>200,000	MPO/TMA:	YES - RRTPO

District:	Richmond	Sponsor/Locality:	Richmond City
Project Name:	I State Route 161 Bike Infra Phase II		
Application Number:	5572	Current Funding Request:	\$440,000
Total Project Cost:	\$499,778	Total Anticipated TAP Request:	\$399,822*
<u>Project Description</u>			
This project will create separated bike infrastructure on State Route 161 (Park Drive from the Boulevard Bridge to Blanton Avenue and from Blanton Avenue to French Street). This corridor is a critical link to existing and future bike infrastructure projects including Grayland Avenue and Douglasdale Avenue. This project connects several neighborhoods to Maymont Park, Byrd Park, Dogwood Dell Amphitheatre and the expansive James River park system. The project also addresses critical barriers to safe bicycle access, namely the James River, and State Route 161. There will be a combination of techniques used to create separated and shared bike infrastructure, namely shoulder wedging, pavement markings, ADA access, crossings, flex posts or other physical separation as needed, etc. This project is very close to the JB Cary Elementary School.			
<u>Project Short Description</u>			
This project will create separated bike infrastructure on State Route 161 (Park Drive from the Boulevard Bridge to Blanton Avenue and from Blanton Avenue to French Street).			
Average Score:	177.0	Priority Ranking:	NA
<u>Remarks</u>			
*Application requests \$440,000 but total anticipated TAP funding amount noted as \$399,822			
Population Area:	>200,000	MPO/TMA:	YES - RRTPO

District:	Richmond	Sponsor/Locality:	Richmond City
Project Name:	A Tredegar Street Transportation Project		
Application Number:	5564	Current Funding Request:	\$304,000
Total Project Cost:	\$380,000	Total Anticipated TAP Request:	\$304,000
<u>Project Description</u>			
<p>Significant investment has been made to improve full, universal access to the Richmond Riverfront through the construction of the T. Tyler Potterfield Memorial Bridge (TTPMB). However, on the north side of the River near Brown's Island, the accessible path for those who require universal access to move among the many uses in the area--especially those near the two parking lots along Tredegar--are not in place. This project will construct an ADA-accessible path along both sides of Tredegar St., between S. 7th Street and the Lee Bridge, where needed, covering a length of approximately 2,500 lineal feet of new walkway, including ramps across Tredegar St. and Brown's Island Way to help support the crossing of Tredegar for visitors to all of the Riverfront amenities. This includes not only Brown's Island, the TTPMB, but also for the increasing numbers of visitors to the Tredegar/American Civil War Museum complex. Almost a million annual visits occur in this area, but if a visitor can't make it from the parking lot to the amenities, accessing these resources is limited and, in some areas, essentially inaccessible.</p>			
<u>Project Short Description</u>			
Construct brick sidewalk, ADA-compliant ramps, and crosswalk improvements on the north and south sides of Tredegar Street from Belle Isle Pedestrian Bridge to S. 7th Street.			
Average Score:	175.3	Priority Ranking:	NA
<u>Remarks</u>			
Note: Application noted that project not in TMA – the entire City of Richmond is in TMA			
Population Area:	>200,000	MPO/TMA:	YES - RRTPO

District:	Richmond	Sponsor/Locality:	Chesterfield County
Project Name:	Courthouse (Courts Complex - RT10) Trail		
Application Number:	5842	Current Funding Request:	\$440,000
Total Project Cost:	\$550,000	Total Anticipated TAP Request:	\$440,000
<u>Project Description</u>			
<p>Construct a 10-foot wide multi-use trail on the south side of Courthouse Road from Courts Complex Road to Route 10. This project fills in the gap between the future sidewalk on Route 10 from Frith Lane to Courthouse Road (UPC 104889) and the future trail from Salem Church Road to Courts Complex Road (UPC 111715); will add to the surrounding pedestrian/bike network along Route 10, Salem Church Road, Courthouse Road, and Belmont Road (see sketch); and is part of the larger Pocahontas Trail as shown in the County's Bikeways and Trails Plan (see attached). Pocahontas Park continues to add miles of single-track mountain biking trails and the new ride center (an official designation for a large-scale collection of mountain bike trails that offer recreational opportunities for all skill levels, from families to expert) has a new trailhead sign, expanded parking and plans to expand to add bathrooms. A future phase of the Pocahontas Trail will extend west along Courthouse Road providing access to the various Pocahontas State Park activities and ultimately provide a connection throughout the County. This project will continue to improve multimodal accessibility to the Chesterfield Government Center, Lloyd C. Bird High School, Chesterfield Technical Center, OB Gates Elementary, and the Chesterfield County Fair Grounds located along Courthouse Road. This quarter-mile long construction project will result in a 1.85 mile long trail.</p>			
<u>Project Short Description</u>			
Construct a 10-foot wide multi-use trail on the south side of Courthouse Road from Courts Complex Road to Route 10.			
Average Score:	174.7	Priority Ranking:	NA
<u>Remarks</u>			
Population Area:	>200,000	MPO/TMA:	YES - RRTPO

District:	Richmond	Sponsor/Locality:	Richmond City
Project Name:	J State Route 147 Ped Safety Phase II		
Application Number:	5573	Current Funding Request:	\$400,000
Total Project Cost:	\$500,000	Total Anticipated TAP Request:	\$400,000
<u>Project Description</u>			
<p>This project is a low cost systemic approach to improve pedestrian safety and access along State Route 147 (Cary Street) from State Route 161 (Arthur Ashe Boulevard) to US Route 1 (Belvidere Street). This project constructs pedestrian safety curb extensions on the upstream side of the cross streets to guarantee a narrower crossing distance for people crossing the street, managed speeds, and permanently preserve sight distance on the cross street. State Route 147 has been identified by VDOT's Pedestrian Safety Action Plan as a corridor that is over-represented by pedestrian crashes. The dense mixed land use anchored by Carytown, the Museum District, the Fan District and Virginia Commonwealth University makes it an ideal candidate for these curb extensions. The corridor also serves a robust commercial district and Binford Middle School. The proposed improvements plus ancillary items will address long standing safety concerns expressed by the community.</p>			
<u>Project Short Description</u>			
This project is a low cost systemic approach to improve pedestrian safety and access along State Route 147 (Cary Street) from State Route 161 (Arthur Ashe Boulevard) to US Route 1 (Belvidere Street).			
Average Score:	174.3	Priority Ranking:	NA
<u>Remarks</u>			
Population Area:	>200,000	MPO/TMA:	YES - RRTPO

District:	Richmond	Sponsor/Locality:	Richmond City
Project Name:	E State Route 147 Ped Safety Phase I		
Application Number:	5568	Current Funding Request:	\$384,000
Total Project Cost:	\$480,000	Total Anticipated TAP Request:	\$384,000
<u>Project Description</u>			
<p>This project is a low cost systemic approach to improve pedestrian safety and access along State Route 147 (Main Street) from US Route 1 (Belvidere Street) to State Route 161 (Arthur Ashe Boulevard). This project constructs pedestrian safety curb extensions on the upstream side of the cross streets to guarantee a narrower crossing distance for people crossing the street, managed speeds, and permanently preserve sight distance on the cross street. State Route 147 has been identified by VDOT's Pedestrian Safety Action Plan as a corridor that is over-represented by pedestrian crashes. The dense mixed land use anchored by the Virginia Commonwealth University, the Fan District, and the Museum District makes it an ideal candidate for these curb extensions. The corridor also serves a robust commercial district and Binford Middle School. The proposed improvements plus ancillary items will address long standing safety concerns expressed by the community.</p>			
<u>Project Short Description</u>			
<p>This project is a low cost systemic approach to improve pedestrian safety and access along State Route 147 (Main Street) from US Route 1 (Belvidere Street) to State Route 161 (Arthur Ashe Boulevard).</p>			
Average Score:	173.0	Priority Ranking:	NA
<u>Remarks</u>			
Population Area:	>200,000	MPO/TMA:	YES - RRTPO

District:	Richmond	Sponsor/Locality:	Henrico County
Project Name:	Nuckols Road Corridor Shared Use Path		
Application Number:	5731	Current Funding Request:	\$1,990,200
Total Project Cost:	\$3,207,750	Total Anticipated TAP Request:	\$1,990,200
<u>Project Description</u>			
Approximately 5200-ft of shared use path connecting Springfield Road to Francistown Road. Approximately 3200-ft will be off-road accommodations and 2000-ft on-road accommodations. Construction will include one 16-ft wide bridge approximately 200-ft in length going over the Meredith Branch tributary. Trail will follow the existing Nuckols Road right of way alignment.			
<u>Project Short Description</u>			
5,200-ft of shared use path connecting Springfield Rd to Francistown Rd. 3,200-ft will be off-road accommodations and 2,000-ft on-road accommodations. Construction will include one 16-ft wide bridge going over the Meredith Branch.			
Average Score:	170.7	Priority Ranking:	NA
<u>Remarks</u>			
Project funding request is for CONSTRUCTION ONLY. Design Work has not started.			
Population Area:	>200,000	MPO/TMA:	YES - RRTPO

District:	Richmond	Sponsor/Locality:	Richmond City
Project Name:	C Carnation Street (Phase II)		
Application Number:	5566	Current Funding Request:	\$320,000
Total Project Cost:	\$400,000	Total Anticipated TAP Request:	\$320,000
<u>Project Description</u>			
Construct new sidewalks on Carnation Street from Warwick Rd to Hioaks Rd , sidewalks along Carnation street would provide for pedestrian and wheelchair travel along the Corridor making a link from Hioaks to Midlothian pedestrian friendly , viable and safe. This new sidewalk would serve an underserved population with access to needed commercial and health services and when constructed will enhance pedestrian safety and improve mobility. Carnation street itself has many high density apartment dwellings along the way. Sidewalk exists on Midlothian and Hioaks, but no sidewalk exist along Carnation, which is a direct connector to Midlothian and Hioaks.			
<u>Project Short Description</u>			
Construct new sidewalks on Carnation Street from Warwick Road to Hioaks Road			
Average Score:	170.3	Priority Ranking:	NA
<u>Remarks</u>			
Note: Application noted that project not in TMA – the entire City of Richmond is in TMA			
Population Area:	>200,000	MPO/TMA:	YES - RRTPO

District:	Richmond	Sponsor/Locality:	Henrico County
Project Name:	Lakeside Community Trail Phase 2		
Application Number:	5729	Current Funding Request:	\$1,899,464
Total Project Cost:	\$2,971,330	Total Anticipated TAP Request:	\$1,899,464
<u>Project Description</u>			
Approximately 0.50 miles of 12-ft wide paved multi-use trail, termini points are Dumbarton Road and Lakeside Recreation Area; Two 16-ft wide wooden bridges totaling 500-ft spanning over the Upham Brook waterway. Trail will connect to Phase 1 with an at-grade crossing of Dumbarton Road. A spur trail, approximately 250-ft in length, will connect to the Brook Run Drive (Overlook at Brook Run apartment community).			
<u>Project Short Description</u>			
Approximately 0.50 miles of 12-ft wide paved multi-use trail, termini points are Dumbarton Road and Lakeside Recreation Area; Two 16-ft wide bridges totaling 500-ft spanning over the Upham Brook. . A spur trail will connect to the Brook Run Drive			
Average Score:	166.3	Priority Ranking:	NA
<u>Remarks</u>			
Project funding request is for CONSTRUCTION ONLY. Design work has not started.			
Population Area:	>200,000	MPO/TMA:	YES - RRTPO

District:	Richmond	Sponsor/Locality:	Henrico
Project Name:	Lakeside Community Trail Phase 1		
Application Number:	5679	Current Funding Request:	\$1,037,472
Total Project Cost:	\$1,823,840	Total Anticipated TAP Request:	\$1,037,472
<u>Project Description</u>			
Approximately 0.66 miles of 12-ft wide multi-use trail, termini points are Spring Park and Dumbarton Road. A trailhead with a parking lot located at the southeast corner of Dumbarton Road and Gillespie Avenue.			
<u>Project Short Description</u>			
Approximately 0.66 miles of 12-ft wide multi-use trail, termini points are Spring Park and Dumbarton Road. A trailhead with a parking lot located at the southeast corner of Dumbarton Road and Gillespie Avenue.			
Average Score:	163.3	Priority Ranking:	NA
<u>Remarks</u>			
Project funding request is for CONSTRUCTION ONLY. Design work has not started.			
Population Area:	>200,000	MPO/TMA:	YES - RRTPO

District:	Richmond	Sponsor/Locality:	Henrico County
Project Name:	Lakeside Community Trail Phase 3		
Application Number:	5730	Current Funding Request:	\$1,994,840
Total Project Cost:	\$4,301,550	Total Anticipated TAP Request:	\$1,994,840
<u>Project Description</u>			
Approximately 0.80 miles of 12-ft wide paved multi-use trail, termini points are Lakeside Recreation Area and Hilliard Road. A 16-ft wide wooden bridge will connect the trail to Lakeside Recreation Area.			
<u>Project Short Description</u>			
Approximately 0.80 miles of 12-ft wide paved multi-use trail, termini points are Lakeside Recreation Area and Hilliard Road. A 16-ft wide wooden bridge will connect the trail to Lakeside Recreation Area.			
Average Score:	159.7	Priority Ranking:	NA
<u>Remarks</u>			
Project funding request is for CONSTRUCTION ONLY. Design work has not started.			
Population Area:	>200,000	MPO/TMA:	YES - RRTPO

District:	Richmond	Sponsor/Locality:	Richmond City
Project Name:	G Brown's Island Connector (Phase III)		
Application Number:	5570	Current Funding Request:	\$200,000
Total Project Cost:	\$250,000	Total Anticipated TAP Request:	\$200,000
<u>Project Description</u>			
This project will construct bicycle and pedestrian (ADA-compliant) access improvements on Browns Island from Tredegar Street to the T. Tyler Potterfield Memorial Bridge, a dedicated pedestrian and bicycle bridge crossing of the James River that links Downtown Richmond with the Manchester community on the south side of the river. Improvements will include replacement and improvement of a narrow, dated ramp structure that provides inadequate, and non-ADA access to the recently constructed bridge. Improvements will also be made to enhance bicycle and pedestrian access on Browns Island between the Potterfield Bridge and Tredegar Street, improving access and flow of users on and off the bridge, on and off the island, and reducing user conflicts during heavily used days and during special events that are often hosted on the Island. These access improvements will tie into planned pedestrian improvements along Tredegar Street, site of the United States Civil War Museum and other heavily-visited James River Park System attractions.			
<u>Project Short Description</u>			
Construct Trail Access Improvements on Brown Island form Tredegar Street to Potterfield Bridge			
Average Score:	157.3	Priority Ranking:	NA
<u>Remarks</u>			
Note: Application noted that project not in TMA – the entire City of Richmond is in TMA			
Population Area:	>200,000	MPO/TMA:	YES - RRTPO

Agenda Item B.4.

Public Engagement Plan

REQUESTED ACTION

The Richmond Regional Transportation Planning Organization (RRTPO) is requested to review and adopt the draft Public Engagement Plan.

RESOLUTION

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

RESOLVED, that the Richmond Regional Transportation Planning Organization (TPO) adopts the Public Engagement Plan (PEP) as submitted.

RRTPO POLICY BOARD AGENDA 03/05/20; ITEM B.4.

PUBLIC ENGAGEMENT PLAN

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: The Richmond Regional Transportation Planning Organization (RRTPO) is requested to review and adopt the draft Public Engagement Plan.

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).

The current 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 RECOMMENDATION: TAC has reviewed the draft Public Engagement Plan and recommends approval with two changes to the text. The requested changes have been made are documented in the appendix of the plan and include:

- Rewording to RRTPO philosophy on page 7 to include all interested parties who have not been able to participate historically
- Eliminate "Historically these groups have been left out of the planning process and have suffered from negative environmental and health impacts" under Executive Order 12898 - Environmental Justice.

STAFF RECOMMENDATION: Staff recommends approval of the Public Engagement Plan as presented.

ACTION REQUESTED: The following resolution is presented 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

Agenda Item D.2.

Future RRTPO Meeting Topics

NO ACTION REQUESTED

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

RRTPO POLICY BOARD FUTURE MEETING TOPICS

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 policy board and Executive Committee Membership Changes
- Legislative Update