

# AGENDA

## **RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION POLICY BOARD**

**Thursday, July 1, 2021  
9:30 a.m.**

### **PlanRVA James River Board Room**

Members of the public may observe the meeting via YouTube Live Streaming at [www.youtube.com/c/PlanRVA](http://www.youtube.com/c/PlanRVA). Opportunities for sharing comments are described in the [Public Participation](#) guide on the [www.PlanRVA.org](http://www.PlanRVA.org) website.

<b>CALL TO ORDER</b> (Williams).....	
<b>PLEDGE OF ALLEGIANCE</b> (Williams).....	
<b>WELCOME AND INTRODUCTIONS</b> (Williams) .....	
<b>STATEMENT REGARDING VIRTUAL MEETINGS</b> (Parsons) .....	page 1
<b>CERTIFICATION OF A QUORUM</b> (Parsons).....	

### **A. ADMINISTRATION**

- 1. Consideration of Amendments to the Action Meeting Agenda**  
(Williams) .....
- 2. Approval of June 3, 2021 RRTPO Policy Board Action Meeting Minutes**  
(Williams) .....page 2  
**ACTION REQUESTED**
- 3. Open Public Comment Period**  
(Williams/5 minutes) .....
- 4. RRTPO Chair's Report**  
(Williams/5 minutes) .....
- 5. RRTPO Secretary's Report**  
(Parsons/5 minutes).....page 11
  - a. Current Work Efforts
  - b. RRTPO Work Status and Financial Report for May 2021
  - c. MPO Boundary Expansion

## **B. NEW BUSINESS**

1. **ConnectRVA 2045 – Constrained List of Projects**  
(Aryal/10 minutes).....page 28  
**ACTION REQUESTED**
2. **Richmond Urbanized Area Critical Urban Freight Corridor Designation**  
(Rozmus/10 minutes) .....page 74  
**ACTION REQUESTED**
3. **FY21 – FY24 TIP Amendments: VDOT Request**  
(Busching/10 minutes).....page 78  
**ACTION REQUESTED**
4. **Draft Regional Project Selection and Allocation Framework**  
(Busching/10 minutes) .....page 83  
**ACTION REQUESTED**

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

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

## **D. OTHER BUSINESS**

1. **Future Meeting Topics**  
(Williams/5 minutes) .....page 115
2. **RRTPO Member Comments**  
(Williams/5 minutes) .....
3. **Next Meeting: August 5, 2021**  
(Williams) .....

## **E. ADJOURNMENT**

CAP/nm  
Attachments

## **Opening Statement for Electronic Meetings**

Due to the 2020 COVID-19 virus and current guidance regarding physical distancing to reduce the potential for spread, meetings of the Richmond Regional Planning District Commissions have transitioned to a virtual format in accordance with provisions of Virginia Code § 2.2-3708.2 and related legislation approved by the General Assembly of Virginia during the period of the Governor's State of Emergency Declaration for COVID-19.

While we meet in a remote/virtual format, we remain committed to public accessibility and opportunity to participate. Staff provided notice of this meeting to members and the public on June 21, 2021 through electronic posting on the PlanRVA website and email distribution of notice to members, alternates, and known interested parties, including the media.

This meeting will be recorded. Audio and visual recordings of the meeting and materials will be posted on the PlanRVA website within 48 hours of this meeting.

Any member of the public participating as an observer during the meeting today may submit comments or questions at any time prior to or during the meeting via email at [rrtpoinput@PlanRVA.org](mailto:rrtpoinput@PlanRVA.org). All comments and questions submitted at this time will be reviewed following the meeting and to the extent practical, responses will be provided or posted on the PlanRVA website.

We ask that members identify themselves first when speaking so we can more accurately record the activities of the meeting. All lines should be muted to minimize additional noise and feedback. You may unmute your line at any time to request acknowledgement from the Chair.

Please let us know if you have any questions regarding the process for assuring effective facilitation of this meeting or for how members of the public may participate.

By providing this statement, staff certifies that we have followed the approved procedures for appropriate notice of this meeting and the means by which we are convening.

Please indicate your presence by saying "HERE" when your name is called during a roll call. Anyone who wishes to identify themselves following the roll call of members will be invited to do so.

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

*Minutes of the June 3, 2021 RRTPO Policy Board  
Action Meeting*

1

### **REQUESTED ACTION**

*The RRTPO Policy Board is requested to approve  
the Minutes of the June 3, 2021 RRTPO Policy Board  
action meeting as presented.*

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION  
POLICY BOARD**

**MINUTES OF ACTION MEETING**

**Thursday, June 3, 2021**

**9:30 a.m.**

**PlanRVA James River Board Room**

**MEMBERS and ALTERNATES (A) PRESENT:**

<b>Town of Ashland</b>		<b>Charles City County</b>		<b>Chesterfield County</b>	
John H. Hodges	x	Vice Chair William G. Coad		Kevin P. Carroll	x
Anita Barnhart (A)		Vacant (A)		James M. Holland (virtual)	x
				Christopher Winslow	
				Leslie Haley (A)	
<b>Goochland County</b>		<b>Hanover County</b>		<b>Henrico County</b>	
John L. Lumpkins Jr.	x	Sean M. Davis (virtual)	x	Patricia S. O'Bannon	x
Susan F. Lascolette	x	W. Canova Peterson (Virtual)	x	Frank J. Thornton	
Vacant (A)		Faye O. Prichard (A)		Thomas M. Branin (A)	
Vacant (A)		Vacant (A)		Vacant (A)	
<b>New Kent County</b>		<b>Powhatan County</b>		<b>City of Richmond</b>	
Chair Patricia A. Paige	x	David T. Williams	x	Andreas D. Addison (virtual)	x
C. Thomas Tiller Jr.		Karin M. Carmack (virtual)	x	Katherine L. Jordan (virtual)	x
Thomas W. Evelyn (A)		Vacant (A)		Stephanie A. Lynch	
Vacant (A)		Vacant (A)		Cynthia I. Newbille (virtual)	x
				Michael J. Jones (A)	
				Kristen Nye Larson (A)	
				Ellen F. Robertson (A)	
				Vacant (A)	
<b>Capital Region Airport Commission</b>		<b>GRTC Transit System</b>		<b>RIC Metropolitan Transp. Authority (RMTA)</b>	
John B. Rutledge		Julie E. Timm (virtual)	x	Joi Taylor Dean (virtual)	x
		Sheryl Adams (A)			
<b>Secretary of Transportation or Designee</b>		<b>CTAC</b>		<b>DRPT</b>	
R. Shane Mann	x	Robert L. Basham Jr. (non-voting)		Jennifer B. DeBruhl (non-voting) (virtual)	x
Mark E. Riblett (A)		Upton S. Martin (A) (non-voting)		Tiffany T. Dubinsky (A) (non-voting) (virtual)	x
<b>Federal Highway Administration (FHWA)</b>		<b>Federal Transit Administration (FTA)</b>		<b>RideFinders</b>	
Thomas L. Nelson Jr. (non-voting)		Daniel Koenig (Liaison)		Von S. Tisdale (non-voting)	
Richard Duran (A) (non-voting) (virtual)	x			Cherika N. Ruffin (A) (non-voting) (virtual)	x
<b>VA Dept. of Aviation (DOAV)</b>					
P. Clifford Burnette Jr. (non-voting)					

The technology used for the RRTPO Policy Board meeting was a web-hosted service created by Zoom and was accessible for participation by members of the public. A recording of this meeting is available on our [Plan RVA YouTube Channel](#).

## **CALL TO ORDER**

The Richmond Regional Transportation Planning Organization (RRTPO) Policy Board Chair, Patricia A. Paige, presided and called the June 3, 2021 RRTPO Policy Board action meeting to order at 9:31 a.m. in PlanRVA's James River Board Room.

## **WELCOME AND INTRODUCTIONS**

Chair Paige introduced Karin Carmack as the new policy board member representing Powhatan County.

## **ATTENDANCE ROLL CALL & CERTIFICATION OF MEETING QUORUM**

Nicole Mueller, Program Coordinator of the RRTPO, took attendance by roll call and certified that a quorum was present.

### **A. ADMINISTRATION**

#### **1. Consideration of Amendments to the Action Meeting Agenda**

There were no requested changes to the meeting agenda. Seeing and hearing no objections, Chair Paige approved the June 3, 2021 agenda.

#### **2. Approval of May 6, 2021 RRTPO Policy Board Action Meeting Minutes**

On motion of David T. Williams, seconded by Cynthia I. Newbille, the RRTPO Policy Board unanimously approved the minutes of the May 6, 2021 meeting as presented (voice vote).

#### **5.d. MPO Boundary Expansion**

Staff submitted this agenda item with a recommendation to accept the boundary change approval from VDOT and set in motion a plan to implement that boundary change by October 15, 2021 with a full understanding of its impacts on PlanRVA as administering agency for RRTPO.

On motion of Patricia S. O'Bannon, seconded by David T. Williams, the new action item *MPO Boundary Expansion* was added and the June 3, 2021 agenda was approved by acclamation as amended (voice vote).

On motion of David T. Williams, seconded by Cynthia I. Newbille, the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board unanimously approved the following resolution as presented (see Appendix A):

**RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board supports the update of the Metropolitan Planning Area boundary to include the entirety of Powhatan, Goochland, New Kent, and Charles City Counties;

**BE IT FURTHER RESOLVED**, that the RRTPO accepts the recognition of this boundary change by the Virginia Department of Transportation, Federal Highway Administration, and the Governor of Virginia;

**AND BE IT FURTHER RESOLVED**, that the RRTPO sets a date of October 15, 2021 for the boundary change to go into effect, allowing time for the agency to plan for impacts of the boundary change on its programs and practices.

## **B. NEW BUSINESS**

### **1. Action on RSTBG Budget Change and Allocation Correction**

On motion of W. Canova Peterson, seconded by David T. Williams, the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board unanimously approved the following resolution as presented (see Appendix A):

**RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board approves the reallocation of \$524,630 in FY23 and \$231,471 in FY24 funding from the RSTBG balance entry to the #SMART18 - RTE 360 WIDENING project in Hanover County (UPC 13551) to restore funding on the project and fully fund the project to the Smart Scale estimate; and,

**FURTHER RESOLVED**, that the RRTPO Policy Board approves a decrease of \$91,004 in FY22 allocations to UPC 13551 and the reallocation of an additional \$91,004 in FY23 funding from the RSTBG balance entry to UPC 13551; and,

**FURTHER RESOLVED**, that the RRTPO Policy Board approves the allocation of the remaining unallocated RSTBG funds in FY23 – FY27 to the RSTBG balance entry.

### **2. Action on FY22 Unified Planning Work Program (UPWP)**

On motion of David T. Williams, seconded by John H. Hodges, the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board unanimously approved the following resolution as presented (see Appendix A):

**RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board approves the *RRTPO Fiscal Year 2022 Unified Planning Work Program* as presented.

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

Attachment as digital link: [Draft FY22 Unified Planning Work Program \(UPWP\)](#)

### **3. Action on Title VI Plan Update**

On motion of Patricia S. O'Bannon, seconded by David T. Williams, the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board unanimously approved the following resolution by acclamation as presented (voice vote):

**RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board approves the *Title VI Plan: Limited English Proficiency Plan* as presented.

Attachment as digital link: [Draft Title VI Plan: Limited English Proficiency Plan](#)

**7. Election of FY22 RRTPO Officers**

On motion of Patricia S. O'Bannon, seconded by Kevin P. Carroll, the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board unanimously approved the following resolution as presented (see Appendix A):

**RESOLVED**, that the Richmond Regional Transportation Planning Organization elects David T. Williams as FY22 Chair and Susan F. Lascolette as FY22 Vice Chair.

**C. AGENCY AND COMMITTEE REPORTS**

**1. Transportation Agency Updates**

- a. \*\* A copy of the Virginia Department of Transportation update provided by Shane Mann is available at: [VDOT Update](#)
- b. \*\* A copy of the Virginia Department of Rail and Public Transportation update provided by Jennifer DeBruhl, Chief of Public Transportation at DRPT, is available at: [DRPT Update](#)

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

\*\* A copy of the CTAC meeting report can be found on pages 162-163 in the [June 3, 2021 RRTPO Policy Board agenda packet](#).

**D. OTHER BUSINESS**

**3. Next RRTPO Policy Board Meeting: July 1, 2021**

The next action meeting will be held on Thursday, July 1<sup>st</sup>, 2021, beginning at 9:30 a.m. in Richmond, Virginia.

**E. ADJOURNMENT:**

Chairwoman Paige adjourned the meeting at approximately 11:17 a.m. on June 3, 2021.



## APPENDIX A

### RRTPO Policy Board – Voting Record Tables

#### Item A.5.d. Action on MPO Boundary Expansion

Jurisdiction/Agency (No. of Votes)	Member/Alternate	Aye	Nay	Abstain	Absent
<b>Town of Ashland (1)</b>	John H. Hodges	x			
<b>Charles City County (1)</b>	William G. Coad				x
<b>Chesterfield County (4)</b>	Kevin P. Carroll	x			
	James M. Holland	x			
	Christopher Winslow				x
<b>Goochland County (2)</b>	John L. Lumpkins	x			
	Susan Lascolette	x			
<b>Hanover County (3)</b>	Sean M. Davis	x			
	W. Canova Peterson	x			
<b>Henrico County (4)</b>	Patricia S. O'Bannon	x			
	Frank J. Thornton				x
<b>New Kent County (2)</b>	Patricia A. Paige	x			
	C. Thomas Tiller				x
<b>Powhatan County (2)</b>	David T. Williams	x			
	Karin Carmack	x			
<b>City of Richmond (4)</b>	Andreas D. Addison	x			
	Katherine L. Jordan				x
	Stephanie A. Lynch				x
	Cynthia I. Newbille	x			
<b>Capital Region Airport Commission (CRAC) (1)</b>	John B. Rutledge				x
<b>GRTC Transit System (1)</b>	Julie Timm	x			
<b>RIC Metropolitan Transp. Authority (RMTA) (1)</b>	Joi Taylor Dean	x			
<b>Secty Trans Desig (1)</b>	R. Shane Mann	x			
<b>TOTAL</b>		25			

The bylaws of the RRTPO Policy Board define a quorum of the body to be 14 of the 27 total members.

### Item B.1. Action on RSTBG Budget Change and Allocation Correction

<b>Jurisdiction/Agency (No. of Votes)</b>	<b>Member/Alternate</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>
<b>Town of Ashland (1)</b>	John H. Hodges	x			
<b>Charles City County (1)</b>	William G. Coad				x
<b>Chesterfield County (4)</b>	Kevin P. Carroll	x			
	James M. Holland	x			
	Christopher Winslow				x
<b>Goochland County (2)</b>	John L. Lumpkins	x			
	Susan Lascolette	x			
<b>Hanover County (3)</b>	Sean M. Davis	x			
	W. Canova Peterson	x			
<b>Henrico County (4)</b>	Patricia S. O'Bannon	x			
	Frank J. Thornton				x
<b>New Kent County (2)</b>	Patricia A. Paige	x			
	C. Thomas Tiller				x
<b>Powhatan County (2)</b>	David T. Williams	x			
	Karin Carmack	x			
<b>City of Richmond (4)</b>	Andreas D. Addison	x			
	Katherine L. Jordan				x
	Stephanie A. Lynch				x
	Cynthia I. Newbille	x			
<b>Capital Region Airport Commission (CRAC) (1)</b>	John B. Rutledge				x
<b>GRTC Transit System (1)</b>	Julie Timm	x			
<b>RIC Metropolitan Transp. Authority (RMTA) (1)</b>	Joi Taylor Dean	x			
<b>Secty Trans Desig (1)</b>	R. Shane Mann	x			
<b>TOTAL</b>		25			

The bylaws of the RRTPO Policy Board define a quorum of the body to be 14 of the 27 total members.

## Item B.2. Action on FY22 Unified Planning Work Program (UPWP)

<b>Jurisdiction/Agency (No. of Votes)</b>	<b>Member/Alternate</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>
<b>Town of Ashland (1)</b>	John H. Hodges	x			
<b>Charles City County (1)</b>	William G. Coada				x
<b>Chesterfield County (4)</b>	Kevin P. Carroll	x			
	James M. Holland	x			
	Christopher Winslow				x
<b>Goochland County (2)</b>	John L. Lumpkins	x			
	Susan Lascolette	x			
<b>Hanover County (3)</b>	Sean M. Davis	x			
	W. Canova Peterson	x			
<b>Henrico County (4)</b>	Patricia S. O'Bannon	x			
	Frank J. Thornton				x
<b>New Kent County (2)</b>	Patricia A. Paige	x			
	C. Thomas Tiller				x
<b>Powhatan County (2)</b>	David T. Williams	x			
	Karin Carmack	x			
<b>City of Richmond (4)</b>	Andreas D. Addison	x			
	Katherine L. Jordan	x			
	Stephanie A. Lynch				x
	Cynthia I. Newbille	x			
<b>Capital Region Airport Commission (CRAC) (1)</b>	John B. Rutledge				x
<b>GRTC Transit System (1)</b>	Julie Timm	x			
<b>RIC Metropolitan Transp. Authority (RMTA) (1)</b>	Joi Taylor Dean	x			
<b>Secty Trans Desig (1)</b>	R. Shane Mann	x			
<b>TOTAL</b>		25			

The bylaws of the RRTPO Policy Board define a quorum of the body to be 14 of the 27 total members.

#### Item B.7. Election of FY22 RRTPO Officers

<b>Jurisdiction/Agency (No. of Votes)</b>	<b>Member/Alternate</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>
<b>Town of Ashland (1)</b>	John H. Hodges	x			
<b>Charles City County (1)</b>	William G. Coad				x
<b>Chesterfield County (4)</b>	Kevin P. Carroll	x			
	James M. Holland	x			
	Christopher Winslow				x
<b>Goochland County (2)</b>	John L. Lumpkins	x			
	Susan Lascolette	x			
<b>Hanover County (3)</b>	Sean M. Davis	x			
	W. Canova Peterson	x			
<b>Henrico County (4)</b>	Patricia S. O'Bannon	x			
	Frank J. Thornton				x
<b>New Kent County (2)</b>	Patricia A. Paige	x			
	C. Thomas Tiller				x
<b>Powhatan County (2)</b>	David T. Williams	x			
	Karin Carmack	x			
<b>City of Richmond (4)</b>	Andreas D. Addison				x
	Katherine L. Jordan	x			
	Stephanie A. Lynch				
	Cynthia I. Newbille				x
<b>Capital Region Airport Commission (CRAC) (1)</b>	John B. Rutledge				x
<b>GRTC Transit System (1)</b>	Julie Timm	x			
<b>RIC Metropolitan Transp. Authority (RMTA) (1)</b>	Joi Taylor Dean	x			
<b>Secty Trans Desig (1)</b>	R. Shane Mann	x			
<b>TOTAL</b>		25			

The bylaws of the RRTPO Policy Board define a quorum of the body to be 14 of the 27 total members.

## Agenda Item A.5.

*RRTPO Secretary's Report*

2

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

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

- a. Current Work Efforts..... pages*
- b. RRTPO Work Status and Financial  
Report for May 2021 ..... pages*
- c. MPO Boundary Expansion*

## **Current Work Efforts Update – Item A.5.a.**

### **ConnectRVA 2045 Long-Range Transportation Plan**

Staff has developed a draft cost constrained list of projects for the ConnectRVA 2045 plan from the “Universe of Projects”, which was approved by the RRTPO Policy Board on May 6. The constrained list of projects will come before RRTPO Policy Board for review and approval at their July 1 meeting.

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

Staff attended the Friends of the Fall Line meeting on May 26 to provide updates on the Trolley Line Trail committee. Staff continues to work with the National Park Service’s Rivers Trails and Conservation Assistance Program, including a meeting on June 8 with their staff to explore the opportunity for adding the skills of an NPS public historian for greater interpretation of the trolley line’s former role in community connections through signage and self-guided walking tours. Two story maps for the project illustrate the importance and potential for the 14-mile Trolley Line Trail, now a segment of the Fall Line Trail, and include [history of the trolley line](#) and a [design sketchbook](#).

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

Working with regional partners, staff continues to make additions and revise the interactive GIS story map data and foundational elements for the plan. The draft plan entitled *BikePedRVA 2045* including recommendations for priority projects to fulfill the regional network will be available for review by the steering committee at their next meeting on June 29 or 30<sup>th</sup>. This plan is being prepared concurrently with *ConnectRVA 2045* as a major update to the 2004 Richmond Regional Bicycle and Pedestrian Plan. The Complete Streets toolbox or illustrated [story map](#) continues to be updated as one resource intended to implement *BikePedRVA 2045*.

### **Active Transportation Work Group (ATWG)**

In addition to the regular quarterly meetings, staff continues to support Henrico staff on the County’s ATWG and efforts to develop the bicycle and pedestrian chapter of the county’s comprehensive plan. Staff also assists the East Coast Greenway on potential designations of segments of the future route of the trail through the Richmond region.

### **Public Transportation Work Group**

The RRTPO Public Transportation Work Group continues to meet as needed to support the development of the GRTC Regional Transportation Plan. The draft plan was shared with RRTPO TAC on June 8<sup>th</sup>, CVTA TAC on June 11<sup>th</sup>, and the full CVTA on June 25<sup>th</sup>.

### **Vision Zero Work Group**

The RRTPO Vision Zero Work Group is working with VDOT and their consultant on a regional action plan. The data collection and analysis kicked off with a work group meeting on May 13<sup>th</sup> and will progress for the next few months, with the next meeting scheduled for July 29<sup>th</sup>. This action plan will be a great resource for member localities

as they position for safety improvements around the region. A schedule for completion of the plan is being developed.

### **Rural Transportation Advisory Committee (RTAC)**

Staff has provided road network resiliency mapping and data to help the four (4) rural localities which have made up RTAC over the years of the Rural Transportation Program to consider long-term resiliency in their own planning and prioritization for roadway and bridge/culvert improvements. This data will help them work with VDOT to ensure better service to populations vulnerable to flooding. The data has also been useful throughout the Richmond region to assist in measuring “environmental resiliency” performance for project scoring through the LRTP process. Funding opportunities for implementing flood prevention measures, addressing hazard mitigation, and coastal resiliency have also been shared with RTAC. Staff will work with RTAC through the transition to inclusion of the full geography of the rural localities into the designated TPO jurisdiction by October 2021.



## Work Program Status Report May 2021

PlanRVA

9211 Forest Hill Avenue, Suite 200

Richmond, Virginia 23235

MAIN 804.323.2033 | WEB [WWW.PLANRVA.ORG](http://WWW.PLANRVA.ORG)



The RRTPO Work Program Progress Report provides a short summary of each activity for the month of May 2021. Please reference the [2021 UPWP](#) for details concerning the approved budget and work description for each task. Table 1 identifies all the tasks in the UPWP and the associated budget.

Table 1 summarizes overall federal and local revenues budgeted by PlanRVA in FY 2021 to support the work of RRTPO. Federal funds budgeted constitute 80 percent of the total; State and local matching funds constitute 20 percent, unless otherwise noted.

TABLE 1. SUMMARY OF FY 2021 RRTPO UPWP BUDGET

Work Task	RRTPO Budget				TOTAL
	PL	5303	CO 5303	OTHER (I)	
	Total	Total	Total	Total	
7110 Program Management	145,661	67,619	-	-	213,280
7120 UPWP, Budget, and Contract Administration	45,242	7,873	-	-	53,115
7210 Public Outreach and Equity Analysis	147,980	56,457	-	-	204,437
7220 Special Planning Efforts	53,813	-	-	-	53,813
7230 Contingency Funding	16,584	-	30,000	-	46,584
7310 Metropolitan Transportation Plan	370,904	134,734	-	-	505,637
7320 Travel Demand Modeling & Emission Analysis	120,935	48,062	-	593,550	762,547
7330 Transit	47,310	137,265	-	-	184,575
7340 Active Transportation- Bicycle & Pedestrian	145,615	23,201	-	-	168,816
7350 Systems Resilience Plan	105,285	-	-	-	105,285
7410 Performance Based Transportation Planning	66,441	20,515	-	-	86,955
7420 Financial Programming/ Transportation Improvement Program	305,928	20,354	-	-	326,282
7430 Rail, Freight & Intermodal Planning	14,621	8,959	-	-	23,579
7500 Rural Transportation	-	-	-	72,500	72,500
<b>TOTAL (\$)</b>	<b>1,586,320</b>	<b>525,038</b>	<b>30,000</b>	<b>666,050</b>	<b>2,807,408</b>

(I) 7320 funds are RSTBG funds for travel demand model development and scenario planning, 7500 funds are PlanRVA allocated rural transportation funds shown for reference

## 7100 Program Management

7100	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Program Management	\$266,395	\$10,265	\$141,936	53%	10

- Developed agenda packages for the RRTPO Policy Board, Technical Advisory Committee and Community Transportation Advisory Committee
- Met virtually with CTAC Chair Robert Basham on May 3 to review and finalize the agenda for the May 20 CTAC meeting. Assisted with the conduct of the May 20 meeting. Prepared a staff report summarizing the meeting for inclusion in the June TAC and TPO agenda packets. Made initial contacts with speakers for the July CTAC meeting
- Participated in the May 3 virtual VDOT Richmond District Spring Public Meeting: Fiscal Year 2022-2027 Six-Year Improvement Program. The meeting included remarks by Secretary of Transportation Shannon Valentine, VDOT Commissioner Steve Brich, VDRPT Director Sharon Mitchell, Richmond District CTB Member Carlos Brown, and Richmond District Administrator Shane Mann concerning anticipated funding levels, and current and proposed major transportation projects. Among the requests offered were to continue to fund bicycle and pedestrian access projects; provide funding for rural projects; continue to fund low/no fare transit services; fund projects that reduce emissions; and commit to projects that improve the environment
- Participated in the May 7 virtual meeting of the Tri-Cities MPO Technical Advisory Committee and prepared a summary of the main points of the meeting
- Participated in the May 7 virtual meeting of the CVTA Transit Service Governance Subcommittee. The meeting included a presentation on the makeup, governance and funding of the Little Rock, Arkansas, Region Metro service; an overview of the definition, powers and authorities, and responsibilities of three Virginia Transportation Districts; and opportunities and threats, key governance issues and potential paths to addressing the governance issues associated with establishing a transportation district.
- Participated in (observed) the May 10, 2021 virtual VAMPO Annual Business Meeting. In addition to the normal business and organizational financial matters, the meeting included discussions of the Census 2020 proposed policy changes and the Transportation and Climate Initiative (TCI). Regarding the proposed 2020 Census changes, several of the MPO's provided mapping illustrating how the proposed change in the designation of urbanized areas might affect their planning areas, as well as the types and amounts of planning funding they receive. It was noted that VAMPO and its member MPO's are submitting comments concerning the proposed change. As to the TCI, the background behind this program was presented, along with how it may impact transportation modeling programs, and the next steps in the process.
- Participated in (observed) the May 11 virtual Technical Advisory Committee meeting. Primary topics included the draft FY22 UPWP, draft RSTP/CMAQ guidelines, the draft regional public transportation plan, and the ConnectRVA 2045 project prioritization process

- Reviewed the Central Virginia Emergency Management Alliance draft Emergency Preparedness Guide and provided comments to Katie Moody. Participated in the May 24 virtual meeting of the CVEMA Outreach Committee.
- Participated in the May 13 virtual meeting of the Tri-Cities MPO and prepared a summary of the main points of the meeting
- Reviewed and provided suggested edits to the updated PlanRVA Title VI Plan
- Reviewed various federal and state websites for additional details on the removal of COVID-19 mask wearing mandates and the impact of this development on office re-openings.
- Participated in the May 19 United Way webinar, “The 411 on 211.” The presentation featured a review of the 211Virginia website and hotline, including the website search functions and data dashboard. Information was also presented on the following United Way special programs: RideUnited Vaccine Access, a program to help individuals secure transportation to COVID-19 vaccination sites; WomenRise, a program that provides scholarships and other forms of assistance to women who are seeking to complete their education; and Network2WorkRVA, a website that connects job seekers to employment training, support, and opportunities.
- Participated in the May 19 Richmond Bizsense virtual panel discussion, “The Future of Reopening Your Office.” The panelists discussed their respective workplaces’ approaches to re-opening post COVID; suggestions for handling worker mask wearing and vaccination requirements; offering incentives for worker vaccinations; and the current state of the workplace during the pandemic. Prepared a summary of the primary points from the panel discussion.
- Participated in the May 19 Expedia Group/Luum/Nelson Nygaard webinar, “Five Commute Policies You Should Implement for Your Return to the Office.” The program featured a panel discussion of how employers might structure employee commute programs post-COVID. The five policies reviewed by the panelists included: (1) transition from monthly parking permits; (2) provide transit passes for all staff; (3) support shared rides; (4) incentivize commuter choices; and (5) conducted targeted outreach and education.
- Participated in the May 20 PlanRVA Better Together webinar on water quality. The program consisted of presentations by representatives from the County of Henrico and City of Richmond on completed and planned watershed restoration projects. Among the topics covered were the benefits of watershed restoration, expenditures to date, and how technology is used to monitor and manage water quality.
- Participated in the May 24 staff meeting. Among the topics discussed were the expansion of the MPO area boundary; CVTA staffing and support; opportunities for partnerships on housing matters; staff capacity and opportunities; and considerations related to the return to in-person work and meetings.
- Met virtually with Martha Heeter and Sidd Kumar on May 27 to discuss the relaxation and removal of COVID-19 workplace safety requirements, creation of a simplified system to alert staff to each other’s preferences regarding in-office visits, and safety and security training associated with the return of staff to the office.

## **7210 Public Outreach & Equity Analysis**

7210	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Public Outreach & Equity Analysis	\$204,437	\$6,438	\$80,946	40%	12

- LRTP Public Engagement coordination meetings - internal
- General outreach to planning partners and stakeholders, relating to ConnectRVA 2045 and other transportation projects.

## **7220 Special Planning Efforts**

7220	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Special Planning Efforts	\$53,813	\$10,944	\$53,921	100%	14

- Data requests from planning partners and peer agencies
- GRP technical advisory steering committee
- Coordination with GRTC, RMTA, GRP, ChamberRVA and RRT on their initiatives and areas of overlap with our agencies.
- Data sharing discussions with GRTC, RMTA and GRP
- Coordination of speaking engagements to highlight agency achievements with groups like AMPO, NADO, and local/regional partners
- Coordinated with local staff, elected officials, and congressional representatives on developing project applications for potential federal earmarks.

### **7310 Long-Range Transportation Plan (ConnectRVA 2045)**

7310	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
L RTP	\$505,638	\$56,044	\$476,650	94%	16

- Worked in the testing process to score, rank, and prioritize the 'Universe of Projects' into a refined draft cost constrained project list. The master list of potential regional projects, a 'Universe of Projects', was approved by the RRTPO Policy Board on May 6.
- Continued groundwork and participation in the internal staff meetings to execute various tasks for the L RTP Including constrained plan development, plan evaluation, public participation strategy and website maintenance.
- Participated in the May 13 virtual meeting of the Vision Zero Work Group. The primary topics included a presentation on identifying the high injury network; equity considerations using the health opportunity index; pedestrian considerations using the VDOT Pedestrian Safety Action Plan; and next steps in the development of the plan
- Participated in the May 19 virtual meeting of the Long-Range Transportation Plan Public Engagement Committee. Among the topics discussed were summarizing and presenting the results of the most recent MetroQuest survey, presenting and obtaining public comments on the recommendations of the constrained long-range plan, and scheduling meetings with the various project champions to review the constrained plan.

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

7320	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
RTDM	\$762,547	\$10,110	\$115,101	15%	17

#### *Consultant Support*

- Participated in a few virtual meeting sessions with the consultants to finalize the scoring process of the ConnectRVA 2045 Universe of projects in the RTC Model.
- Continued discussion with the consultants and refinement of the tools being developed for Task 8: ConnectRVA 2045 Tools Development including RTC model-based tools, the accessibility tool, the Benefit Cost Analysis Tool and the Economic Impact Analysis Tool.
- Reviewed on-call consultant invoice and developed invoice cover memo for the two invoices delivered on May 24, 2021.

### Data Request

- Provided the VEC employment data to Henrico County staff for the Henrico County Comprehensive Plan development. Plan RVA has a data sharing agreement with VEC and Henrico County.

## 7330 Transit

7330	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Transit	\$184,575	\$10,066	\$137,746	71%	18

- Participated in a May 5 virtual meeting with Chrystal Robinson of Moovit. Provided an overview of the current public transportation services in the area, as well as how those services might change with the establishment of the Central Virginia Transportation Authority. Followed up by providing a brief summary of the discussion to Emily DelRoss of GRTC and Tony Williams of Senior Connections.
- Reviewed the following documents:
  - Mobility on Demand: A Smart, Sustainable and Equitable Future
  - Shaping the Future of Urban Mobility with MaaS (Moovit solutions brochure)
  - The Role of Transit, Shared Modes, and Public Policy in the New Mobility Landscape
  - Shared Micromobility in the US
  - Guidebook and Research Plan for Communities to Improve Access to Health Care
- Participated in (observed) the May 10 virtual meeting of the CVTA Technical Advisory Committee. The primary meeting topics included an update on the regional project prioritization process, the draft regional public transportation plan, and the transit service governance report.
- Participated in (observed) the May 12 virtual meeting of the CVTA Finance Committee. Primary meeting topics included a discussion of staffing and support services; local jurisdiction spending plans; regional prioritization update; and financing considerations including borrowing capacity, reserve levels, minimum debt service coverage, and amortization timelines.
- Participated in the May 13 TRB webinar, "How Ridehailing Companies Affect Airport Revenues and Operations." The program featured an overview of the Airport Cooperative Research Program report, "Transportation Network Companies: Impacts to Business and Operations-Reference Guide." The research identifies practical strategies for integrating TNC operations into overall airport ground access systems; summarizes the impacts of TNC's on airport revenues and operations; and provides a tool for estimating TNC impacts on airport ground transportation mode share and revenue.
- Participated in the May 18 virtual meeting of the GRTC Board of Directors. Among the primary meeting topics were an update on the FY2022 regional transportation plan; the agency wide enterprise resource planning assessment; and the draft FY22 operations and capital budget.

- Participated in the May 18 TRB webinar, "Improving Access to Health Care." The primary points of the presentation included why communities should improve transportation to health care; factors impacting transportation access to health care; suggested steps for creating effective health care and transportation partnerships; keys to sustaining health care transportation services; and examples of collaborative practices
- Participated in (observed) the May 21 virtual meeting of the CVTA Transit Service Governance Subcommittee. The primary topic was a presentation and discussion of key issues associated with a change in the current public transit service governance structure. The pros and cons of having a governance structure comprised of elected or appointed representatives were presented, along with a peer study summary of the governance structures of four peer transit agencies. A list of GRTC governance documents that would require revision to change its current governance structure was presented, along with a suggested path forward.
- Participated in the May 21 Metro Magazine webinar, "How Technology Can Make Social distancing a Public Transportation Reality." The webinar included a discussion of how COVID-19 has impacted transit ridership; suggested practices for enhancing the recovery of riders; and how technology will contribute to riders' safety. Among the practices being implemented are use of validators; mobile ticketing apps; print-at-home ticketing; and self-serve ticket vending machines.

#### *Paratransit and CHSMP*

- Reviewed the following documents:
  - Older Drivers and Transportation Network Companies: investigating Opportunities for Increased Safety and Improved Mobility
- Participated in the May 5 Eno Center for Transportation webinar, "Improving Access to All-Bringing On-Demand Technology to Paratransit." The webinar featured a panel discussion with representatives of the National Center for Mobility Management, Denver RTD, Boston's MBTA, and Uber concerning their perspectives on the use of services such as Uber and Lyft to provide service that supplements conventional paratransit service. In all cases the additional services were being tested to overcome some of the deficiencies of paratransit, such as high costs, long rides, and long lead times for trip requests. The panelists noted that contracting with accessible ridehailing services had enabled their customers to experience "seamless spontaneity", live fuller lives, and have more reliable service. The panelists also noted the importance of meeting customers where they were, training drivers in assisting passengers with disabilities, and limiting the number of trips provided during the pilot.
- Prepared summaries of regional transportation matters in preparation for presentations to the Goochland Community Partners on May 12 and the Senior Connections Board of Directors on May 18. Participated in the virtual meeting of the Goochland Community Partners. Also briefed the Senior Connections Board on the following topics: ConnectRVA2045, the regional public transportation plan, the May 20 CTAC meeting, and recent activities of the CVTA
- Participated in the May 25 National Aging and Disability Transportation Center webinar, "Trusted Ride: A New Approach to Provide Transportation Assistance." The program featured several presentations on how Trusted Ride-certified ride chaperones have been able to assist seniors in obtaining and using ridehailing transportation services such as Lyft to access medical and shopping destinations. In addition to discussing the role and value of the ride chaperones, information was presented on recruiting and training volunteer chaperones, documenting the trips they provided, and future directions for the program post-COVID
- Participated in the May 28 virtual quarterly meeting of the Longevity Project. The meeting included a discussion of how the project has addresses the four pillars related

to aging (convene, research, educate and advocate); upcoming activities and initiatives; and a discussion of how advocates for the aging might re-engage and re-connect post-pandemic.

### **7340 Active Transportation: Bicycle and Pedestrian**

7340	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Active Transp.	\$168,816	\$11,445	\$143,229	85%	19

#### *Active Transportation Work Group*

- Staff held the May ATWG meeting on May 18 with presentations from GRTC and the East Coast Greenway Alliance (ECG) and staff updates on regional bicycle and pedestrian planning efforts. Staff continues to work with Henrico staff on the County's ATWG and efforts to develop the bicycle and pedestrian chapter of the county's comprehensive plan.

#### *East Coast Greenway*

- Staff continued to work with East Coast Greenway Alliance (ECG) on updates to designated sections of the trail the Richmond region. ECG staff participated in the May ATWG to present on how trail can be designated as trail and to look at potential trail segment designations in the Richmond area.

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

- Staff continues to consult with partners to make additions and revise the interactive GIS story map data collected for the plan. The draft plan is being written for review by the steering committee in late June.
- As part of the Bike/Ped plan, staff continues to develop and revise the [regional plan story map](#). The map and data have been presented to the steering committee and staff will continue to revise.
- Continued update of a SharePoint website and a Google Drive updated for committee members to share resources and their own observations of travel around the region on foot or bike. Committee continues to update a [WikiMap](#) shared by the LRTP.

#### *Town of Ashland Pilot Project and Regional Guidance for Complete Streets*

- Complete streets guidelines, or a “tool-box” of resources, depicted through graphic and photographic examples will to serve as implementation support for the regional bike/ped plan. These images are intended to show specific locations where good standards have been implemented and where infrastructure improvements could incorporate complete streets elements for better solutions throughout the region. The illustrated [story map](#) is available for review and continues to be updated in conjunction with the bike ped plan update.



*Fall Line (formerly Ashland Trolley Line Trail / Ashland to Petersburg Trail)*

- Staff attended the Friends of the Fall Line meeting on May 26 to represent the trolley line portion of the trail to add value with a sense of history, community identity, and recognition of the unique character of the landscape and communities along the trail route from Lakeside to Ashland and in-between. The Trolley Line Trail group will continue to meet with the next gathering expected to be in the fall.
- The National Park Service (NPS) Rivers, Trails, and Conservation Assistance (RTCA) program continues to provide technical assistance for the participating localities. A meeting is scheduled for June 8 to continue planning for the historic interpretation of the Trolley Line. Two story maps for the project illustrate the importance and potential for the 14-mile Trolley Line Trail, including [history of the trolley line](#) and a [design sketchbook](#).

### **7350 Systems Resilience Plan**

7350	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Systems Resil. Plan	\$105,285	\$4,175	\$19,946	19%	20

- Continued Coordination with coastal program initiatives, and hazard mitigation plan effort, including data mapping and overlap in programs among the eastern counties in the MPO study area; held internal staff meeting May 12.
- Development of GIS analysis to develop water risk areas (sea level rise, storm surge, floodplain), mapping potential flood closures, and identifying vulnerable populations
- Coordination through participation of the transportation work group for the RVA Green 2050 plan being prepared by the City of Richmond Office of Sustainability.

### **7410 Performance Based Transportation Planning**

7410	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Perf. Based Transp. Plng.	\$86,956	\$3,077	\$61,795	71%	21

*System Performance*

- Updated the dashboard (<https://planrva.org/transportation/covid-19-pandemic/>) to track various PlanRVA transportation related metrics and the changes in those metrics due to

the COVID-19 pandemic. The dashboard is on the Transportation home page of the PlanRVA website. The interactive dashboard was created using Tableau.

- Attended the NPMRDS webinar. There were presentations on two groups of analytical tools:
  - the FHWA Freight Mobility Trends Analysis Tool, an interactive freight dashboard
  - analytical tools developed by ODOT and the University of Oklahoma - Route and Congestion Analysis, Incident Analysis, Performance Measures, and Snowplow Activity Analysis
- Attended training on Replica a data platform that makes complex, rapidly-changing urban ecosystems easier to understand.
- Updating the CMP StoryMap.

## **7420 Transportation Improvement Program (TIP)**

7420	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
TIP	\$326,282	\$16,568	\$234,157	72%	23

### *Maintenance*

Based on a TIP **amendment** request from GRTC, TIP amendment documents for the three following projects were prepared and included in the TPO meeting agenda package for their approval at the 5/6/21 TPO meeting:

- UPC GRTC065: Articulated Buses—GRTC
- UPC GRTC067: Consultant Services—GRTC
- UPC GRTC068: BRT Station Modification—GRTC

After the TPO approval, amendment documents were submitted to GRTC and DRPT on 5/11/21. Updated TIP was posted on the PlanRVA web site on 5/11/21.

Received a TIP **amendment** request from DRPT for two following FTA Section 5310 grant projects and the TIP amendment documents were prepared and included in the TPO meeting agenda package for their approval at the 5/6/21 TPO meeting.

- UPC CBI0001: Paratransit Vehicles—FTA Section 5310 project
- UPC HHI0001: Paratransit Vehicles—FTA Section 5310 project

After the TPO approval, amendment documents were submitted to DRPT on 5/11/21. Updated TIP was posted on the PlanRVA web site on 5/11/21.

Received a TIP **amendment** request on a project grouping summary table from VDOT on 3/16/21. The TIP amendment documents for the following Project Grouping Summary Table were prepared and included in the TPO meeting agenda package for their approval at the 5/6/21 TPO meeting.

Revision of Project Grouping Summary Table—Construction: Bridge Rehabilitation/Replacement/Reconstruction

- PE: Add
  - \$2,476,840 NHS/NHPP funds to FY21.
- RW: Add
  - \$268,060 NHS/NHPP funds to FY21;
  - \$1,478,205 NHS/NHPP funds to FY23;
  - \$266,357 STP/STBG funds to FY23.
- CN: Add
  - \$13,738,026 AC Conversion funds to FY22;
  - \$4,012,221 AC Conversion funds to FY24.
  - \$1,463,471 NHFP funds to FY21;
  - \$9,995,039 NHS/NHPP funds to FY21;
  - \$7,805,103 NHS/NHPP funds to FY24;
  - \$3,344,097 STP/STBG funds to FY24.
- CN: Revise
  - FY23 AC Conversion funds from \$200,000 to \$9,012,602.
- CN Fed AC funds: Revise
  - FY21 Fed CN AC funds from \$3,519,000 to \$30,223,322.
- CN AC Other funds: Add
  - \$9,329,785 CN AC Other funds to FY21;
  - \$8,470,585 CN AC Other funds to FY24.
- CN AC funds: Add
  - \$8,470,585 CN AC funds to FY24;
- CN AC funds Revise
  - FY21 CN AC funds from \$3,519,000 to \$39,553,107.

After TPO approval, amendment documents were submitted to VDOT and updated TIP was posted on the PlanRVA web site on 5/11/21.

Received a TIP **adjustment** request from VDOT on 4/26/21. After receiving concurrences from locals, TIP adjustment documents were prepared and submitted to VDOT and RideFinders on 5/5/21 for the following projects:

- UPC T203: Regionwide Air Pollution Reduction Program – RideFinders
- UPC 109988: Rt 715 (Beaver Dam Rd) Bridge Replacement with Added Capacity over Newfound River – Hanover County

The updated TIP was posted on the PlanRVA web site.

Received a CMAQ funds (\$31,015) **transfer** request from the regionwide project (#101492) to the City of Richmond Arthur Ashe P-N-R bus purchase project (#115222) from VDOT on 5/3/21. After obtaining concurrence from the City of Richmond staff, prepared transfer documents and submitted to VDOT on 5/13/21.

Based on TPO approval on 5/6/21, CMAQ and RSTBG funds **transfers** will be completed for the following projects at the beginning of June:

- Transferred \$134,568 FY06 CMAQ funds from the Balance Entry (#70719) to the Henrico County Brook Rd and Hilliard Rd trail project (#118153); and \$21,776 FY16 CMAQ funds from the regionwide project (#101492) to the Henrico County Brook Rd and Hilliard Rd trail project (#118153).
- Transferred \$21,750 FY05 CMAQ funds and \$303,551 FY07 CMAQ funds from the Balance Entry (#70719) to the Henrico County Brook Rd and Hilliard Rd trail project (#118153).

- o Transferred \$28,717 FY05 CMAQ funds from the Balance Entry (#70719) to the Chesterfield Rt 360 intersection improvements at Spring Run Rd project (#104886).
- o Transferred \$379,334 FY21 RSTBG funds from the Henrico County West Broad St intersection improvements at Dominion Blvd and Cox Rd (#118597) to the Hanover County Rt 360 widening project (#13551).

Received a RSTP funds **transfer** request from VDOT to shift \$48,770 from the Charles City Rt 609 reconstruction between Rt 603 to Rt 602 closeout project (#85337) to the regionwide project (#101492) on 5/10/21. The transfer will be completed at the beginning of June.

#### *Project Selection Guidelines Update*

The draft RSTP & CMAQ project selection guidelines were forwarded to the full TAC for consideration by the subcommittee guiding the update. A summary of the major changes proposed for the program was presented at the May TAC meeting. TAC members are reviewing the draft document and action will be requested at the June meeting.

## **7430 Rail, Freight, Intermodal Planning**

7430	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Rail, Freight, Interim. Pang.	\$23,580	\$528	\$11,842	50%	24

#### *Staples Mill Road Station Advance Planning and Design Study*

- DRPT and their consultant are in the final stage of completing 30% design documents for the replacement of the Staples Mill Amtrak Station. The final Staples Mill Road Station Area Transit-Oriented Development Concept Plan recommended a corridor working group be formed that consists of Henrico, VDOT, DRPT, and PlanRVA to guide the VDOT sub-area plan and more detailed traffic studies of Staples Mill Road to improve both multimodal access to the station and usher in a more supportive land use pattern within the corridor.
- The working group is being formed by VDOT for the next stage of the sub-area plan.

#### *Other*

- Staff coordinated with OIPI on designations for critical urban freight corridors in the region
- Staff is working with Crater PDC to make suggested changes to OIPI freight corridor designations
- Staff is serving on an advisory committee working with the Greater Washington Partnership, GRTC, PHA, and local partners to explore opportunities for enhancing transit-oriented development along a north-south transit corridor

### **7500 Rural Transportation**

7500	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Rural Transportation	\$72,500	\$8,161	\$35,748	49%	25

#### *Rural Transportation Advisory Committee (RTAC)*

- Staff met with the 4 members of the RTAC (Tom Coleman of Goochland, Andrew Pompeii of Powhatan, Kelli Le Duc of New Kent, and Rhonda Russell of Charles City) followed up on the February meeting with data layer which shows the populations in the rural counties which are the most vulnerable to being cut off from road access due to road flooding from extreme weather events, poor road/bridge conditions or sea level rise, all factors which contribute to an assessment of the rural road system with regard to “resilience”. Follow up is planned to determine how mapping and data can best be used for local planning.
- Opportunities related to environmental and coastal resources and hazard mitigation plan development have also been shared with the RTAC.

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

### *ConnectRVA 2045 – Constrained List of Projects*

#### **REQUESTED ACTION**

*Review and approval of the draft Constrained List of Projects for the ConnectRVA 2045 long-range transportation plan.*

#### **RESOLUTION**

*The following resolution is presented for RRTPO Policy Board consideration:*

**RESOLVED**, that the RRTPO Policy Board approves the draft ‘Constrained List of Projects’ for the ConnectRVA 2045 Long-Range Transportation Plan as presented by staff and

**FURTHER RESOLVED**, that the RRTPO Policy Board approves the Constrained List of Projects in the ConnectRVA 2045 Long-Range Transportation Plan and ungrouped projects of FY21-24 Transportation Improvement Plan (TIP) as 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

## **RRTPO POLICY BOARD AGENDA 7/1/21; ITEM B.1.**

### **ConnectRVA 2045 – Constrained List of Projects**

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

**REQUESTED ACTION:** Review and approval of the draft ‘Constrained List of Projects’ for the ConnectRVA 2045 long-range transportation plan.

**BACKGROUND:** RRTPO staff evaluated, scored and ranked all the projects in “Universe of Projects” based on the [ConnectRVA 2045 Project Evaluation and Scoring Process](#) and developed the staff recommended cost-constrained list of projects. This list was presented to the LRTP-Advisory Committee on their June 2 meeting. Following the meeting, RRTPO staff met with all the Project Champions (localities/agencies) and addressed any question related to the evaluation process or any concern regarding the Constrained List of Projects.

The public review period for the staff recommended constrained list of projects ran from June 2, 2021 until June 17, 2021 to invite public comments on projects not mentioned but are needed, projects that should not be included, projects that have public support, or general questions of clarity.

Significant public comment was received through a combination of comments placed on the [Wikimap](#) of potential projects, direct comments on the [ConnectRVA 2045 website](#), or direct emails received by staff. In total, staff received 150 total comments across this range of opportunities for engagement over the 16-day period. A compilation of the comments is included with this report.

Based on the public comments and the meetings with the Project Champions, RRTPO staff have revised the staff recommended constrained list of projects. The final draft Constrained List of Projects is included with this report for the Policy Board review.

**STAFF RECOMMENDATION:** Staff recommends approval of the draft Constrained List of Projects as presented.

**ACTION REQUESTED:** The following resolution is presented for RRTPO Policy Board approval:

**RESOLVED**, that the RRTPO Policy Board approves the draft ‘Constrained List of Projects’ for the ConnectRVA 2045 Long-Range Transportation Plan as presented by staff and

**FURTHER RESOLVED**, that the RRTPO Policy Board approves the Constrained List of Projects in the ConnectRVA 2045 Long-Range Transportation Plan and ungrouped projects of FY21-24 Transportation Improvement Plan (TIP) as 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.

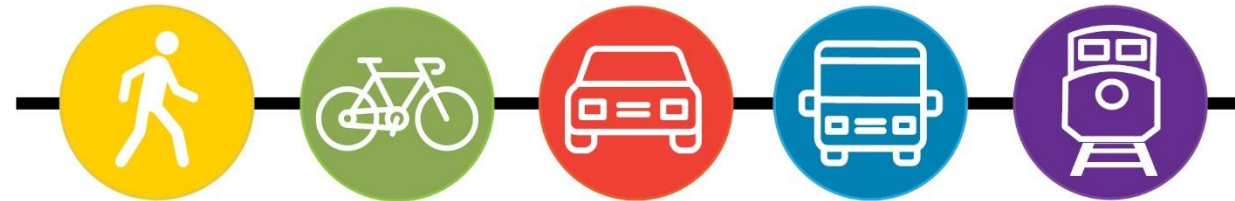
SA

Attachments:

1. Final Draft Constrained List of Projects – PDF Version
2. Constrained List of Projects – All Public Comments
3. Final Draft Constrained List of Projects – [Excel Version Link to download](#)



# Connect RVA 2045



## Draft Constrained List of Projects

ConnectRVA 2045 - Cost Constrained List of Regional Projects - Time Band 1 (FY22-FY27) Committed

UPC	Description	Cost (Thousands)	Prev	FY22	FY23-FY27	Time-Band 1 Total	Balance
110394	#HB2.FY17 RTE 64 - MAJOR WIDENING GARVEE DEBT SERVICE	\$ 77,238.00	\$ 18,080.00	\$ 4,925.00	\$ 9,849.00	\$ 14,774.00	\$ 44,385.00
111984	#SMART18 - I-95 AUXLANES B/W RTE.288/RTE.10-GARVEE DEBT SERV	\$ 34,490.00	\$ 1,066.00	\$ 813.00	\$ 4,002.00	\$ 4,815.00	\$ 28,609.00
111981	#SMART18 - BBC PH 1-BAILEY BR, BRAD MCNEER-GARVEE DEBT SERV	\$ 29,203.00	\$ -	\$ 557.00	\$ 3,464.00	\$ 4,021.00	\$ 25,183.00
112974	RTE 668 (WOOLRIDGE ROAD, RT 288-OLD HUNDRED ROAD) EXTENSION	\$ 47,000.00	\$ 15,300.00	\$ 800.00	\$ 8,432.00	\$ 9,232.00	\$ 22,468.00
110393	#HB2.FY17 RT 10 (BERM TRI TO MEADOWV) GARVEE DEBT SERVICE	\$ 32,546.00	\$ 4,271.00	\$ 2,113.00	\$ 4,227.00	\$ 6,340.00	\$ 21,934.00
101492	RICHMOND REGION-WIDE TRAFFIC/OPERATIONS IMPROVEMENTS	\$ 34,540.00	\$ 555.00	\$ -	\$ 20,656.00	\$ 20,656.00	\$ 13,329.00
109310	#HB2.FY17 SHOCKOE VALLEY ST IMPROVEMENT	\$ 39,250.00	\$ 17,846.00	\$ 2,577.00	\$ 7,620.00	\$ 10,197.00	\$ 11,207.00
118470	W BROAD ST PEDESTRIAN AND TRANSIT IMPROVEMENTS - GLENSIDE DR	\$ 11,272.00	\$ -	\$ -	\$ 2,195.00	\$ 2,195.00	\$ 9,077.00
118597	W BROAD ST INTERSECTION IMPROVEMENTS AT DOMINION AND COX	\$ 13,952.00	\$ 379.00	\$ -	\$ 8,327.00	\$ 8,327.00	\$ 5,246.00
50529	RTE 9999 (THREE CHOPT ROAD) WIDEN TO 4 LANES	\$ 30,819.00	\$ 24,654.00	\$ -	\$ 962.00	\$ 962.00	\$ 5,203.00
107088	RTE 636 - NASH ROAD EXTENSION	\$ 30,052.00	\$ 8,122.00	\$ 878.00	\$ 16,216.00	\$ 17,094.00	\$ 4,836.00
118153	BROOK ROAD & HILLIARD ROAD TRAIL	\$ 4,757.00	\$ -	\$ -	\$ 2,196.00	\$ 2,196.00	\$ 2,561.00
118146	ROUTE 1 (HOLIDAY LANE - WILLIS ROAD) SHARED-USE PATH	\$ 4,370.00	\$ -	\$ -	\$ 1,832.00	\$ 1,832.00	\$ 2,538.00
113323	RTE 632 (FAIRGROUND ROAD) EXTENSION	\$ 6,101.00	\$ 1,500.00	\$ 563.00	\$ 1,734.00	\$ 2,297.00	\$ 2,303.00
101034	#HB2.FY17 RTE 6 PATTERSON AVE AT PARHAM RD INTERSECTION	\$ 14,000.00	\$ 9,358.00	\$ 4,210.00	\$ -	\$ 4,210.00	\$ 432.00
117049	S. LABURNUM/ROUTE 5 INTERSECTION IMPROVEMENTS	\$ 290.00	\$ -	\$ -	\$ 228.00	\$ 228.00	\$ 61.00
109260	POLE GREEN RD WIDENING	\$ 20,000.00	\$ 5,764.00	\$ 1,904.00	\$ 12,302.00	\$ 14,206.00	\$ 29.00
T25026	#SMART22 - ASHCAKE ROAD PEDESTRIAN IMPROVEMENTS	\$ 4,622.00	\$ -	\$ 1,500.00	\$ 3,102.00	\$ 4,602.00	\$ 20.00
111713	#SMART18 - BBC PH 1 - BAILEY BR CONN., BRAD MCNEER CONN.	\$ 22,960.00	\$ 2,069.00	\$ 13,000.00	\$ 7,891.00	\$ 20,891.00	\$ -
T25110	#SMART22 - ROUTE 1 PHASE II IMPROVEMENTS	\$ 13,242.00	\$ -	\$ 5,819.00	\$ 7,423.00	\$ 13,242.00	\$ -
13551	#SMART18 - RTE 360 WIDENING	\$ 23,953.00	\$ 13,457.00	\$ 5,207.00	\$ 5,288.00	\$ 10,495.00	\$ -
109320	#HB2.FY17 SB I95 BELVIDERE ST INTERCHANGE SAFETY IMPROVEMENT	\$ 10,229.00	\$ 3,341.00	\$ 5,162.00	\$ 1,727.00	\$ 6,889.00	\$ -
107083	RTE 621 (WINTERPOCK, 360-ROYAL BIRKDALE) - MAJOR WIDENING	\$ 21,478.00	\$ 7,667.00	\$ 4,806.00	\$ 9,005.00	\$ 13,811.00	\$ -
111467	#SMART18 - SB RT 288 TO WB US 360 WB OFF-RAMP, US360 PNRLOT	\$ 14,562.00	\$ 9,831.00	\$ 4,730.00	\$ -	\$ 4,730.00	\$ -
104889	RT 10 (WHITEPINE TO FRITH) WIDENING	\$ 15,171.00	\$ 9,908.00	\$ 3,263.00	\$ 2,000.00	\$ 5,263.00	\$ -
111716	#SMART18 - RICHMOND-HENRICO TURNPIKE -- SOUTH SGMT	\$ 18,642.00	\$ 10,392.00	\$ 3,216.00	\$ 5,034.00	\$ 8,250.00	\$ -
118091	LAKESIDE COMMUNITY TRAIL PHASE 2	\$ 2,971.00	\$ 1,462.00	\$ 1,509.00	\$ -	\$ 1,509.00	\$ -
112042	ROUTE 1 IMPROVEMENTS: ASHCAKE RD TO ARBOR OAK DR	\$ 11,312.00	\$ 3,648.00	\$ 1,295.00	\$ 6,369.00	\$ 7,664.00	\$ -
115815	I-64 EXPRESS BARGE SERVICE EXPANSION	\$ 3,000.00	\$ -	\$ 920.00	\$ 2,080.00	\$ 3,000.00	\$ -
113832	RICHMOND MARINE TERMINAL (RMT) GATE IMPR. & NEW DROP-OFF LOT	\$ 3,379.00	\$ 2,526.00	\$ 852.00	\$ -	\$ 852.00	\$ -
111465	#SMART18 - I-95/I-64 OVERLAP: EMERGENCY PULL-OFFS	\$ 2,780.00	\$ 2,000.00	\$ 780.00	\$ -	\$ 780.00	\$ -
109322	#HB2.FY17 RTE 95 - IMPROVE INTERCHANGE AT RTE 10	\$ 11,426.00	\$ 9,945.00	\$ 701.00	\$ 781.00	\$ 1,482.00	\$ -
118065	LAKESIDE COMMUNITY TRAIL PHASE 1	\$ 1,824.00	\$ 1,311.00	\$ 513.00	\$ -	\$ 513.00	\$ -
104890	RTE 360 E (LONAS PKWY TO CASTLE ROCK RD) - WIDENING	\$ 7,034.00	\$ 6,840.00	\$ 194.00	\$ -	\$ 194.00	\$ -
115415	#SMART20 - RT 1 (FALLING CK. WAYSIDE - FOOD LION) BIKE/PED	\$ 3,331.00	\$ 487.00	\$ 150.00	\$ 2,694.00	\$ 2,844.00	\$ -
110910	#SMART18 - PARHAM RD PEDESTRIAN & TRANSIT STOP IMPROVEMENTS	\$ 726.00	\$ 667.00	\$ 59.00	\$ -	\$ 59.00	\$ -
T25107	#SMART22 - BROAD STREET STREETScape W/ PULSE BRT EXPANSION	\$ 26,803.00	\$ -	\$ -	\$ 26,803.00	\$ 26,803.00	\$ -
T25106	#SMART22 - NINE MILE RD MULTIMODAL MOBILITY & SAFETY IMPROVE	\$ 14,116.00	\$ -	\$ -	\$ 14,116.00	\$ 14,116.00	\$ -
T25027	#SMART22 - WILLIAMSBURG RD PEDESTRIAN & TRANSIT IMPROVEMENTS	\$ 15,440.00	\$ -	\$ -	\$ 15,440.00	\$ 15,440.00	\$ -
115414	#SMART20 - JUDE'S FERRY ROAD & ROUTE 60	\$ 2,472.00	\$ 347.00	\$ -	\$ 2,125.00	\$ 2,125.00	\$ -

ConnectRVA 2045 - Cost Constrained List of Regional Projects - Time Band 1 (FY22-FY27) Committed

UPC	Description	Cost (Thousands)	Prev	FY22	FY23-FY27	Time-Band 1 Total	Balance
106296	RTE 155 - CONSTRUCT TRAIL (PE ONLY)	\$ 400.00	\$ -	\$ -	\$ 400.00	\$ 400.00	\$ -
T25108	#SMART22 - ARTICULATED VEHICLES FOR BUS RAPID TRANSIT EXPANS	\$ 3,356.00	\$ -	\$ -	\$ 3,356.00	\$ 3,356.00	\$ -
111637	#SMART18 - BROAD ST PEDESTRIAN & TRANSIT STOP IMPROVEMENTS	\$ 1,367.00	\$ 536.00	\$ -	\$ 831.00	\$ 831.00	\$ -
115417	#SMART20 - W BROAD ST PEDESTRIAN AND TRANSIT IMPROVEMENTS	\$ 10,857.00	\$ 1,153.00	\$ -	\$ 9,704.00	\$ 9,704.00	\$ -
115555	#SMART20 - SCOTT'S ADD BRT STATION PED SAFETY/STREETSCAPE	\$ 1,612.00	\$ -	\$ -	\$ 1,612.00	\$ 1,612.00	\$ -
115195	ATLEE STATION RD WIDENING	\$ 31,529.00	\$ 4,106.00	\$ -	\$ 27,423.00	\$ 27,423.00	\$ -
T25168	#SMART22 - SLIDING HILL ROAD/PEAKS ROAD ROUNDABOUT	\$ 7,501.00	\$ -	\$ -	\$ 7,501.00	\$ 7,501.00	\$ -
115411	#SMART20 - N LABURNUM AVE PED AND TRANSIT IMPROVEMENTS	\$ 3,054.00	\$ 365.00	\$ -	\$ 2,689.00	\$ 2,689.00	\$ -
T25109	#SMART22 - JAMES RIVER BRANCH - RAIL TO TRAIL GREENWAY	\$ 14,303.00	\$ -	\$ -	\$ 14,303.00	\$ 14,303.00	\$ -
T24908	#SMART22 - GILLIES CREEK GREENWAY	\$ 3,759.00	\$ -	\$ -	\$ 3,759.00	\$ 3,759.00	\$ -
115410	#SMART20 - RIVERFRONT/ORLEANS BRT STATION PED SAFETY/STREETS	\$ 2,057.00	\$ -	\$ -	\$ 2,057.00	\$ 2,057.00	\$ -
115416	#SMART20 SHOCKOE BOTTOM BRT STATION PED SAFETY/STREETSCAPE	\$ 4,900.00	\$ -	\$ -	\$ 4,900.00	\$ 4,900.00	\$ -
108649	RTE 5 (MAIN STREET) - NEW ROAD	\$ 2,800.00	\$ 599.00	\$ 1,136.00	\$ 1,067.00	\$ 2,203.00	\$ (2.00)
109321	#HB2.FY17 RTE 95 - IMPROVE INTERCHANGE AT MAURY ST	\$ 7,905.00	\$ 7,757.00	\$ 191.00	\$ -	\$ 191.00	\$ (43.00)
104148	SADLER RD - RECONSTRUCTION	\$ 27,107.00	\$ 17,587.00	\$ -	\$ 10,103.00	\$ 10,103.00	\$ (583.00)
111466	#SMART18 - I-95 AUX LANES (NB & SB) B/W RTE. 288 & RTE. 10	\$ 27,912.00	\$ 7,199.00	\$ 10,000.00	\$ 11,571.00	\$ 21,571.00	\$ (858.00)
104281	DEEPWATER TERMINAL RD - EXTEND EXISTING ROADWAY	\$ 5,458.00	\$ 2,676.00	\$ 3,501.00	\$ 1,234.00	\$ 4,735.00	\$ (1,953.00)
T25115	#SMART22 - POWHITE NB AT CHIPPENHAM CAPACITY AND SAFETY IMPR	\$ 17,169.00	\$ -	\$ -	\$ 17,169.00	\$ 17,169.00	\$ -
TBD	Powwhite SB at Chippenham Capacity and Safety Improvements	\$ 9,436.18	\$ -	\$ -	\$ 9,436.18	\$ 9,436.18	\$ -
TBD	Ashland to Petersburg Trail US 1 Walmsley to Bellemeade	\$ 16,171.26	\$ -	\$ -	\$ 16,171.26	\$ 16,171.26	\$ -
TBD	Ashland to Petersburg Trail - Chickahominy River Crossing	\$ 4,989.91	\$ -	\$ -	\$ 4,989.91	\$ 4,989.91	\$ -
TBD	A-to-P Trail: Rt. 1 (Falling Creek Ave. - Food Lion)	\$ 12,547.06	\$ -	\$ -	\$ 12,547.06	\$ 12,547.06	\$ -
						\$ 466,787.41	

ConnectRVA 2045 - Cost Constrained List of Regional Projects - Time Band 1 (FY22-FY27) (Draft 6-18-2021)

SN (UoP)	Project ID	Route/Corridor/ Intersection/ Interchange	Project Description	Project Type	Direction	From	To	Jurisdiction	Inflated Cost
7	FHW-7	Bethlehem Rd	Widening with added capacity and bike/ped facilities	Road Widening	Both	Libbie Ave	Dickens Rd	Henrico	\$7,175,000
26	FHW-26	Dickens Rd	Widening with added capacity and bike/ped facilities	Road Widening	Both	Staples Mill Rd	Oconto Rd	Henrico	\$8,831,000
29	FHW-29	Hockett Rd	Realignment/Construction of a new road	Road Realignment	Both	Hockett Rd	Broad Street Rd	Goochland	\$3,699,000
30	FHW-30	Horsepen Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Three Chopt Rd	Dexter Rd	Henrico	\$6,181,000
33	FHW-33	I-295	Construction of a SB auxiliary lane between the existing lane drop on I-295 SB and Chamberlayne Rd (Exit 41) off ramp (0.4mi)	Auxiliary Lane	SB	I-95 Southbound Branch	Chamberlayne Rd (Exit- 41) off ramp	Hanover/Henrico	\$585,000
35	FHW-35	I-295	Widening of the cross-section between I-295 SB deceleration and Exit 43 (Brook Rd) to a two-lane section (0.5mi)	Interchange Modification	SB	I-295 SB deceleration lane	Exit 43 C	Henrico	\$4,415,000
39	FHW-39	I-295 & Creighton Rd	Widening of the NB VA- 288 Off-Ramp to Two Lanes.	Interchange Modification	NB	I-295 NB	Creighton Rd NB	Hanover	\$3,311,000
45	FHW-45	I-64	Construction of an auxiliary lane between Exit 185 (US-33) and Exit 186 (I-195)	Auxiliary Lane	WB	Exit 185	Exit 186	Henrico/Richmond	\$13,246,000
59	FHW-59	I-95	Widening with added capacity	Road Widening	Both	Exit 62 (VA-288 )	Exit 64 (Willis Rd)	Chesterfield	\$15,453,000
68	FHW-68	I-95 & VA-161	Conversion of SB I-95 off-ramp at VA-161 (Exit 78) to two lanes. Removal of one lane from SB I-95 prior to on-ramp from EB I-64. Merge 3 lanes to 2 before on-ramp from I-64. Convert off-ramp to Boulevard ( VA-161) to 2 lanes (I choose lane).	Interchange Modification	N/A	N/A	N/A	Richmond	\$5,850,000
70	FHW-70	I-95 & VA-54	Connection SB I-95 off-ramp to Hill Carter Pkwy	Interchange Modification	N/A	N/A	N/A	Ashland	\$3,863,000
83	FHW-83	Mill Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Mill Place Dr	Mountain Rd	Henrico	\$2,760,000
90	FHW-90	Old Hundred Road	Widening with added capacity	Road Widening	Both	US-60	Mt Hermon Rd	Chesterfield	\$6,071,000
97	FHW-97	Pouncey Tract Rd	Widening with added capacity (0.25 mi)	Road Widening	Both	Henrico Co. Line	Ashland Rd	Hanover	\$3,311,000
107	FHW-107	S Airport Dr	Widening with added capacity and bike/ped facilities	Road Widening	Both	Audubon Dr	Williamsburg Rd	Henrico	\$5,519,000
110	FHW-110	Springfield Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Staples Mill Rd	Francistown Rd	Henrico	\$8,279,000
119	FHW-119	US-1 & E Parham Rd	Operational improvements and pedestrian accommodations	Intersection Improvement	NA	NA	NA	Henrico	\$1,656,000
122	FHW-122	US-250 & Glenside Drive	Operational improvements and pedestrian accommodations	Intersection Improvement	N/A	N/A	N/A	Henrico	\$5,519,000
124	FHW-124	US-250 & Pouncey Tract Rd	Increase capacity at US-250 & Pouncey Tract Rd intersection with an additional lane	Intersection Improvement	NA	NA	NA	Henrico	\$5,519,000
129	FHW-129	US-360 & Broad Rock Blvd	Construction of an alternative intersection with displaced left turns	Intersection Improvement	NA	NA	NA	Richmond	\$5,519,000
132	FHW-132	US-360, Midlothian Turnpike & Clopton Rd	Construction of a new roundabout in the five legged intersection	Intersection Improvement	NA	NA	NA	Richmond	\$8,831,000
137	FHW-137	US-60 & Dorset Rd	Reconfiguration of the intersection of US- 60 and Dorset Road( VA-622) to a RCUT with two northbound right-turn lanes.	Intersection Improvement	NA	NA	NA	Powhatan	\$4,084,000
138	FHW-138	US-60 & Judes Ferry Rd	Reconfiguration of the intersections of US Route 60 and Judes Ferry Road into an RCUT	Intersection Improvement	NA	NA	NA	Powhatan	\$5,353,000
139	FHW-139	US-60 & Stavemill Rd	Installation of a second left-turn lane along westbound US-60	Intersection Improvement	NA	NA	NA	Powhatan	\$2,567,000
146	FHW-146	VA-150 & Dalebrook Dr	Elimination of On and Off-Ramps	Interchange Modification	NB	N/A	N/A	Chesterfield	\$5,519,000
147	FHW-147	VA-150 & Dalebrook Dr	Elimination of On and Off-Ramps	Interchange Modification	SB	N/A	N/A	Chesterfield	\$5,519,000
150	FHW-150	VA-150 & Strathmore Rd	Elimination of On and Off-Ramps	Interchange Modification	NB	N/A	N/A	Chesterfield	\$5,519,000
156	FHW-156	VA-161, Brookland Pkwy & Westwood	Construction of a new roundabout in the five legged intersection	Intersection Improvement	NA	NA	NA	Richmond	\$8,831,000
163	FHW-163	VA-288 & US-250	Construction of a dual NB right-turn lanes at the SB VA- 288 ramp intersection and widening the northbound VA- 288 off-ramp to two lanes	Interchange Modification	SB	N/A	N/A	Goochland	\$5,409,000
169	FHW-169	VA-54	Widening with added capacity	Road Widening	Both	Frances Rd	East Corporate Limits	Ashland	\$6,093,000
182	FHW-182	Woodman Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Hermitage Rd	Hilliard Rd	Henrico	\$5,519,000
201	FAT-1	Fall Line / Route 1	Chesterfield Fall Line Trail: Segment 2B - MM 4.0 to MM 9.4 (Only Portion Within RRTPO)	Off- Road/On-Road Trail	N/A	Brander Bridge Rd	VA- 10/W. Hundred Rd	Chesterfield	\$698,000
203	FAT-3	Fall Line / Route 1	Chesterfield Fall Line Trail: Segment 2D - MM 10.7 to MM 12.9	Off- Road/On-Road Trail	N/A	Chester Rd	Galena Ave	Chesterfield	\$4,603,000
204	FAT-4	Fall Line / Route 1	Chesterfield Fall Line Trail: Segment 3A - MM 12.9 to MM 13.6	Off- Road/On-Road Trail	N/A	Galena Ave	Kingsdale Rd	Chesterfield	\$1,947,000
208	FAT-8	Fall Line / Route 1	Chesterfield Fall Line Trail: Segment 3D - MM 16.8 to MM 17.7	Off- Road/On-Road Trail	N/A	Wayside Park/Falling Creek	US-1	Chesterfield	\$1,743,000
210	FAT-10	Fall Line / Route 1	Chesterfield Fall Line Trail: Segment 3E - MM 17.7 to MM 18.6	Off- Road/On-Road Trail	N/A	US-1	Walmsley Blvd	Chesterfield	\$659,000
212	FAT-12	Fall Line / Route 1	Richmond Fall Line Trail: Segment 4B - MM 20.7 to MM 21.8	Off- Road/On-Road Trail	N/A	Bellemeade Rd	Commerce Rd.	Richmond	\$1,071,000

ConnectRVA 2045 - Cost Constrained List of Regional Projects - Time Band 1 (FY22-FY27) (Draft 6-18-2021)

SN (UoP)	Project ID	Route/Corridor/ Intersection/ Interchange	Project Description	Project Type	Direction	From	To	Jurisdiction	Inflated Cost
213	FAT-13	Fall Line / Route 1	Richmond Fall Line Trail: Segment 4C - MM 21.8 to MM 23.9	Off- Road/On-Road Trail	N/A	Commerce Rd	Decatur St	Richmond	\$6,316,000
214	FAT-14	Fall Line / Route 1	Richmond Fall Line Trail: Segment 4D - MM 23.9 to MM 24.3	Off- Road/On-Road Trail	N/A	Semmes Ave	Potterfield Bridge	Richmond	\$664,000
215	FAT-15	Fall Line / Route 1	Richmond Fall Line Trail: Segment 5B - MM 25.6 to MM 26.6	Off- Road/On-Road Trail	N/A	3rd St.	W. Duval St	Richmond	\$1,189,000
216	FAT-16	Fall Line / Route 1	Richmond Fall Line Trail: Segment 5C - MM 26.6 to MM 27.6	Off- Road/On-Road Trail	N/A	W. Duval St	Admiral St	Richmond	\$3,471,000
217	FAT-17	Fall Line / Route 1	Richmond Fall Line Trail: Segment 5D - MM 27.6 to MM 28.5	Off- Road/On-Road Trail	N/A	Admiral St	Brookland Pkwy	Richmond	\$1,583,000
218	FAT-18	Fall Line / Route 1	Richmond Fall Line Trail: Segment 6A - MM 28.5 to MM 30.5	Off- Road/On-Road Trail	N/A	Brookland Pkwy	Bellevue Ave	Richmond	\$3,610,000
219	FAT-19	Fall Line / Route 1	Richmond Fall Line Trail: Segment 6B - MM 30.5 to MM 31.2	Off- Road/On-Road Trail	N/A	Bellevue Ave	Lakeside Ave	Richmond	\$540,000
220	FAT-20	Fall Line / Route 1	Henrico Fall Line Trail Phase 4: Lakeside Community Trail Section III	Off- Road/On-Road Trail	N/A	Lakeside Recreation Ar	Hilliard Rd	Henrico	\$4,749,000
221	FAT-21	Fall Line / Route 1	Henrico Fall Line Trail Phase 6: Villa Park	Off- Road/On-Road Trail	N/A	Lakeside Ave	Parham Rd	Henrico	\$4,636,000
224	FAT-24	Fall Line / Route 1	Hanover Fall Line: Segment 7C - MM 37.4 to MM 43.3	Off- Road/On-Road Trail	N/A	Winfrey Rd (Henrico)	Gwathmey Church Rd	Hanover	\$4,873,000
225	FAT-25	East End Trail/West Creek Trail	Trail through West Creek area of Goochland County	Off Road Trail	N/A	West Creek/Patterson	Wilkes Ridge Pkwy	Goochland	\$1,285,000
228	FAT-28	Nuckols Rd Trail	Multiuise Trail	Off Road Trail	N/A	Springfield Rd	Francistown Rd	Henrico	\$4,415,000
230	FAT-30	Magolia Ridge Dr	Multiuise trail connecting Fall Line to Virginia Center Commons	Off Road Trail	N/A	Brook Rd	Woodman Rd Extended	Henrico	\$717,000
232	FAT-32	Connector to Stratton Park	Shared Use Path (eventually connecting Stratton Park to Pocahontas State Park)	Off Road Trail	N/A	VA-150	Jessup Road	Chesterfield	\$1,766,000
236	FPR-2	Lewistown Rd/Lakeridge Pkwy or As	New P&R Lot of 200 spaces on 1.4 AC	Park & Ride	N/A	NA	NA	Hanover or Ashland	\$4,967,000
237	FPR-3	Midlothian @ Chippenham	New P&R lot of 270 spaces on 1.9 AC	Park & Ride	N/A	NA	NA	Chesterfield	\$8,058,000
238	FPR-4	East End CBD at Pulse Terminus-Ro	New P&R lot of 130 spaces on 0.9 AC parcel	Park & Ride	N/A	NA	NA	Henrico or Richmond	\$3,311,000
239	FPR-5	I-64/US-60 at Laburnum Rd	New P&R lot of 120 spaces on 0.8 AC parcel	Park & Ride	N/A	NA	NA	Henrico	\$3,146,000
240	FPR-6	I-295at US-60-Technology Blvd/Elko	New P& R lot of 120 space on 0.8 AC as alternative to Bottoms Bridge P&R expansion which is over-capacity	Park & Ride	N/A	NA	NA	Henrico or New Kent	\$3,146,000
242	FPR-8	US-250 at Willow Lawn/Staples Mill (	New P&R lot subject of much site search, 290 spaces on 2.0 AC	Park & Ride	N/A	NA	NA	Henrico	\$6,623,000
243	FPR-9	Huguenot Rd at Forest Hill Ave	New P&R lot to replace unofficial lot, 130 spaces on 0.9 AC	Park & Ride	N/A	NA	NA	Chesterfield	\$3,311,000
244	FPR-10	I-64 at I-295 in Short Pump	New P& R lot of 320 spaces on 2.2 AC	Park & Ride	N/A	NA	NA	Henrico	\$7,727,000
245	FPR-11	VA- 76/US-60	New P& R lot	Park & Ride	N/A	NA	NA	Chesterfield	\$5,519,000
246	FPR-12	VA-76/Jhanke	New P& R lot	Park & Ride	N/A	NA	NA	Chesterfield	\$5,519,000
247	FPR-13	VA-288 at US-250	New P & R lot near US 288/US 250 interchange of 100 parking spaces	Park & Ride	N/A	NA	NA	Goochland	\$1,987,000
248	FPR-14	I-64 & VA- 623 (Ashland Rd)	Relocating existing P & R lot with 180 parking spaces	Park & Ride	N/A	NA	NA	Goochland	\$1,987,000
267	FTR-10	NA	23rd Street & Franklin Street Neighborhood Transit Center	New Transit Transfer Center	N/A	NA	NA	Richmond	\$340,000
269	FHW-900	Elmont Rd	Construction of a new 2-lane road	Road Extension	Both	Medical Dr	VA-54/Vaughan Rd	Ashland	\$2,181,000
270	FHW-901	Woolridge Rd	Widening with added capacity	Road Widening	Both	Watermill Pkwy	Genito Rd	Chesterfield	\$16,883,000
272	FHW-903	VA-76 (Powwhite Pkwy Ext)	Powwhite Parkway Extension Phase 1. Little Tomahawk Creek to Woolridge Rd (2 to 4 lanes), Charter Colony Pkwy (Grade-Separation), Brandermill Pkwy(Overpass)	Road Extension	Both	Little Tomahawk Creek	Woolridge Rd	Chesterfield	\$170,000,000
273	FHW-904	VA-76 (Powwhite Pkwy Ext)	Powwhite Parkway Extension Phase 2. Woolridge Rd to Genito Rd (0-2 Lanes), Otterdale Rd overpass, at-grade Genito Rd intersection. Genito Rd Magnolia Green Pkwy (0 to 2 lanes), at-grade Magnolia Green Pkwy intersection	Road Extension	Both	Woolridge Rd	Magnolia Green Pkwy	Chesterfield	\$174,000,000
276	FTR-901	NA	Downtown Transfer Center	New Transit Transfer Center	N/A	NA	NA	Richmond	\$19,869,000
									<b>\$669,115,000</b>



ConnectRVA 2045 - Cost Constrained List of Regional Projects - Time Band 2 (FY28-FY33) (Draft 6-18-2021)

SN (UoP)	Project ID	Route/Corridor/ Intersection/ Interchange	Project Description	Project Type	Direction	From	To	Jurisdiction	Inflated Cost
3	FHW-3	Ashland Rd	Widening with added capacity	Road Widening	Both	I-64 Ramp NB	I-64 Ramp SB	Goochland	\$21,633,000
9	FHW-9	Carter Gallier Blvd	Construction of a new two lane road from Carter Gallier Boulevard to Luck Stone Road completing a road parallel to US Route 60	Road Extension	NA	NA	NA	Powhatan	\$19,653,000
14	FHW-14	Charles City Rd	Widening with added capacity	Road Widening	Both	Laburnum Ave	Monahan Rd	Henrico	\$19,201,000
19	FHW-19	Commerce Rd & Walmsley Blvd	Construction of a roundabout at Commerce Rd and Walmsley Boulevard Intersection	Intersection Improvement	NA	NA	NA	Richmond	\$16,385,000
20	FHW-20	Courtney Rd	Widening with added capacity and bike/ped facilities	Road Widening	Both	Staples Mill Rd	Mountain Rd	Henrico	\$16,001,000
21	FHW-21	Creighton Rd	Widening with added capacity (1.1mi)	Road Widening	Both	I-295	Cold Harbor Rd	Hanover	\$15,361,000
23	FHW-23	Creighton Rd	Widening with added capacity and bike/ped facilities	Road Widening	Both	Sandy Ln	City Limits	Henrico	\$17,921,000
24	FHW-24	Darbytown Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	S Laburnum Ave	Doran Rd	Henrico	\$23,042,000
34	FHW-34	I-295	Construction of a single northbound auxiliary lane between the onramp from Nuckols Road SB (Exit 51) on-ramp and I-295 NB and I-64 Branch	Auxiliary Lane	NB	Nuckols Rd (Exit 51)	Western Terminus	Henrico	\$25,602,000
36	FHW-36	I-295	Widening to a two-lane section from I-95 SB on ramp onto I-295(Exit 43) NB to end of C-D lane (0.5 mi)	Interchange Modification	NB	I-95 SB on ramp	Exit 43 C	Henrico	\$10,241,000
41	FHW-41	I-64	Construction of an auxiliary lane between Exit 180 (Gaskins Rd) and Exit 181 (Parham Rd)	Auxiliary Lane	EB	Exit 180	Exit 181	Henrico	\$27,906,000
43	FHW-43	I-64	Construction of an auxiliary lane between Exit 183 (US-250) and Exit 185 (US-33)	Auxiliary Lane	EB	Exit 183	Exit 185	Henrico	\$34,562,000
44	FHW-44	I-64	Construction of an auxiliary lane between Exit 183 (US-250) and Exit 185 (US-33)	Auxiliary Lane	WB	Exit 183	Exit 185	Henrico	\$35,842,000
48	FHW-48	I-64	Construction of an auxiliary lane between Welcome Center to Exit 214 (VA-155)	Auxiliary Lane	EB	Welcome Center	Exit 214 (VA-155)	New Kent	\$5,120,000
49	FHW-49	I-64	Construction of an auxiliary lane between Welcome Center to Exit 214 (VA-155)	Auxiliary Lane	WB	Welcome Center	Exit 214 (VA-155)	New Kent	\$11,521,000
56	FHW-56	I-64 & US-33	Addition of a southbound through lane on Staples Mill Road between I-64 west on-ramp and I-64 east on-ramp. New two-phase signal at a widened, 2 lanes to 3 lanes, I-64 off ramp to limit SB weaving. Intersection improvements include added capacity at the US-33 and Bethlehem Rd intersection via additional turn bays and an RCUT/directional median at Millstone Rd	Interchange Modification	NA	NA	NA	Henrico	\$20,481,000
69	FHW-69	I-95 & VA-54	Conversion of the interchange to a Diverging Diamond (DDI) (Exit 92)	Interchange Modification	NA	NA	NA	Ashland	\$12,801,000
73	FHW-73	Judes Ferry Rd	Widening with added capacity (0.5 mi)	Road Widening	Both	US-60	Old Church Road	Powhatan	\$9,503,000
74	FHW-74	Judes Ferry Rd	Construction of a new 2-lane road (1.2mi)	Road Extension	Both	Judes Ferry Road 0.4 miles N of Hancock Road	0.25 mi S of Federal Hill Farms Rd	Powhatan	\$14,852,000
76	FHW-76	Lauderdale Dr	Widening with added capacity and bike/ped facilities	Road Widening	Both	Westbriar Dr	Eadenbury Dr	Henrico	\$10,241,000
77	FHW-77	Lewistown Rd & Ashcake Rd	Reconfiguration from a stop controlled "T" intersection to a roundabout	Intersection Improvement	NA	NA	NA	Hanover	\$12,417,000
78	FHW-78	Manakin Town Ferry Rd	Construction of a new 2-lane road (0.6 mi)	Road Extension	Both	Page Road	US-60 Aligned with Oakbridge Drive	Powhatan	\$6,638,000
79	FHW-79	Masonic Ln/Brittles Ln	Widening with added capacity and bike/ped facilities	Road Widening	Both	Nine Mile Rd	Williamsburg Rd	Henrico	\$33,282,000
81	FHW-81	Meadowbridge Rd	Widening with added capacity (1.35 mi)	Road Widening	Both	Henrico Co. Line	Atlee Rd	Hanover	\$17,281,000
87	FHW-87	New Road	Construction of a new 2-lane road	New Road	Both	Hockett Rd	Future Wilkes Ridge Parkway Extension	Goochland	\$19,758,000
88	FHW-88	Nuckols Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Shady Grove Rd	Springfield Rd	Henrico	\$38,403,000
89	FHW-89	Oilville Rd	Widening with added capacity	Road Widening	Both	Broad Street Road	I-64	Goochland	\$25,556,000
93	FHW-93	Parham Rd & Patterson Ave	Construction of additional turn lanes and pedestrian accommodations	Intersection Improvement	NA	NA	NA	Henrico	\$17,921,000
98	FHW-98	Pouncey Tract Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	US-250	N. Gayton Rd	Henrico	\$25,602,000
99	FHW-99	Pouncey Tract Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Grey Oaks Park Dr	N. Gayton Rd	Henrico	\$16,641,000
100	FHW-100	Pouncey Tract Rd	Widening with added capacity (to include center turnlane, two through lanes each direction) and bike/ped facilities	Road Widening	Both	Nuckols Rd	Grey Oaks Park Dr	Henrico	\$12,801,000
101	FHW-101	Pump Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Walbrook Rd	Waltham Dr	Henrico	\$9,601,000

ConnectRVA 2045 - Cost Constrained List of Regional Projects - Time Band 2 (FY28-FY33) (Draft 6-18-2021)

SN (UoP)	Project ID	Route/Corridor/ Intersection/ Interchange	Project Description	Project Type	Direction	From	To	Jurisdiction	Inflated Cost
102	FHW-102	Red Lane Rd	Construction of a new two-lane road to connect Red Lane Road with Lees Landing Road	Road Realignment	Both	Intersection of Three B	Red Lane Road 0.6 miles south of its intersection with Three Bridge Road	Powhatan	\$8,664,000
108	FHW-108	Shady Grove Rd	Widening with added capacity and bike/ped facilities	Road Widening	Both	Nuckols Rd	Hanover County line	Henrico	\$10,241,000
114	FHW-114	Three Chopt Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Skipwith Rd	Horsepen Rd	Henrico	\$19,201,000
116	FHW-116	US- 301 & VA-54	Converting "Y" intersection to a roundabout	Intersection Improvement	NA	NA	NA	Hanover	\$5,760,000
120	FHW-120	US-1 & VA-30	Reconfiguration from a stop controlled "T" intersection to a "Continuous Green-T" thereby adding a signal and dedicated left and right turn lanes on US-1	Intersection Improvement	NA	NA	NA	Hanover	\$8,705,000
123	FHW-123	US-250 & Parham Rd	Operational improvements and pedestrian accommodations	Intersection Improvement	NA	NA	NA	Henrico	\$14,081,000
125	FHW-125	US-33	Widening with added capacity (1.3 mi)	Road Widening	Both	Overhill Lake Ln	Winns Church Rd	Hanover	\$20,481,000
136	FHW-136	US-60 & Belt Blvd	Removal of the existing traffic signals in the vicinity of the interchange at the ramps. Construction of two new roundabouts, one in north and other in south of the bridge.	Interchange Modification	NA	NA	NA	Richmond	\$25,602,000
140	FHW-140	US-60 & US-522	Construction of a roundabout at US- 522 and a quadrant roadway from the roundabout to US-60 at the northeast corner of the intersection. Construction of a CGT at the intersection of the quadrant road and US- 60.	Intersection Improvement	NA	NA	NA	Powhatan	\$21,889,000
141	FHW-141	US-60 & VA-13	Construct of a RCUT at the intersection of US-60 and VA-13 (including additional turn lanes	Intersection Improvement	NA	NA	NA	Powhatan	\$9,214,000
143	FHW-143	VA-10 & Walmsley Blvd	Construction of a new roundabout	Intersection Improvement	NA	NA	NA	Richmond	\$10,241,000
144	FHW-144	VA-106	Widening of the Bridge Overpass at I-64	Road Widening	Both	I-64 EB On Ramp	I-64 WB Off Ramp	New Kent	\$21,004,000
151	FHW-151	VA-150 & Strathmore Rd	Elimination of On and Off-Ramps	Interchange Modification	SB	NA	NA	Chesterfield	\$6,400,000
155	FHW-155	VA-161 & Broad Rock Blvd	Construction of a new roundabout	Intersection Improvement	NA	NA	NA	Richmond	\$10,241,000
159	FHW-159	VA-288	Construction of a new SB Auxiliary Lane (1.4 mi)	Auxiliary Lane	SB	US -250	Tuckahoe Creek Pkwy	Goochland	\$22,350,000
160	FHW-160	VA-288	Construction of a Hard Shoulder Running Auxiliary Lane	Auxiliary Lane	NB	VA-711 (Huguenot Tr)	VA-6	Goochland/Powhatan	\$26,786,000
161	FHW-161	VA-288	Construction of a Hard Shoulder Running Auxiliary Lane	Auxiliary Lane	SB	West Creek Pkwy	VA-711 (Huguenot Tr)	Goochland/Powhatan	\$45,100,000
165	FHW-165	VA-288 & US-250	Construction of a New Directional On-Ramp (1-lane)	Interchange Modification	SB	WB US-250	SB VA-288	Goochland	\$25,410,000
181	FHW-181	Wilkes Ridge Parkway	Construction of a new 2-lane road	Road Extension	Both	Wilkes Ridge Parkway	Tuckahoe Creek Pkwy	Goochland	\$29,637,000
184	FHW-184	Woodside Ln	Construction of a new 2-lane road (1.1 mi)	Road Extension	Both	Jamestown Rd	Hickory Hill Rd	Hanover	\$16,001,000
202	FAT-2	Fall Line / Route 1	Chesterfield Fall Line Trail: Park Ext to Chester Rd.	Off- Road/On-Road Trail	NA	VA-10/W. Hundred Rd	Chester Rd	Chesterfield	\$16,110,000
206	FAT-6	Fall Line / Route 1	Chesterfield Fall Line Trail: Segment 3C - MM 14.9 to MM 16.8	Off- Road/On-Road Trail	NA	Gettings Ln	Wayside Park/Falling Cr	Chesterfield	\$8,892,000
207	FAT-7	Fall Line / Route 1	Chesterfield Fall Line Trail: Elliham Avenue to Dwight Avenue	Off- Road/On-Road Trail	NA	Elliham Ave	Dwight Ave	Chesterfield	\$10,430,000
227	FAT-27	Cox Rd	Cox Rd Bike Facility	Segregated Bike Lane	NA	US-250	North end of Cox Rd	Henrico	\$11,521,000
233	FAT-33	Mountain Rd	Shared Use Trail	Shared Use Path	NA	Woodman Rd	Staples Mill Rd	Henrico	\$15,361,000
234	FAT-34	Wilton on the James Trail	Shared Use Trail	Shared Use Path	NA	VA-5	James River	Henrico	\$6,400,000
235	FPR-1	VA Center Commons/I-295/I-95	New P&R Lot of 380 Spaces on 2.6 AC	Park & Ride	NA	NA	NA	Henrico	\$10,625,000
241	FPR-7	VA-10/VA- 288 at I-95/I-295	New P&R lot of 250 spaces on 1.7 AC	Park & Ride	NA	NA	NA	Chesterfield	\$7,168,000
258	FTR-1	Midlothian	14.3 miles, from CBD to Stonebridge replace less frequent service with more frequency; new service from Stonebridge to Chesterfield Town Center	Enhanced 15 min transit	Both	CBD	Chesterfield Town Center	Richmond-Chesterfield	\$51,843,000
262	FTR-5	Rt 1 North	15.7 miles from The Pulse BRT downtown to Ashland along US 1	Bus Rapid Transit	Both	CBD	Ashland	Richmond/ Henrico/ Hanover/ Ashland	\$54,404,000
263	FTR-6	Broad St	11.5 miles from Willow Lawn to Short Pump	Enhanced route of existing Sho	Both	Willow Lawn	Short Pump	Richmond/ Henrico	\$30,722,000
271	FHW-902	I-64 & Oilville Rd	Construction of a one-lane roundabout at the westbound I-64 ramp at the Oilville Rd. interchange	Interchange Modification	NA	NA	NA	Goochland	\$7,719,000
275	FTR-900	NA	Southside Transfer Center	Transit Transfer Center	NA	NA	NA	Richmond	\$3,840,000
									\$1,195,813,000

ConnectRVA 2045 - Cost Constrained List of Regional Projects - Time Band 3 (FY34-FY39)(Draft 6-18-2021)

SN (UoP)	Project ID	Route/Corridor/ Intersection/ Interchange	Project Description	Project Type	Direction	From	To	Jurisdiction	Inflated Cost
1	FHW-1	Archie Cannon Dr	Construction of a bridge over CSX RR	New Overpass	Both	NA	NA	Ashland	\$38,597,000
2	FHW-2	Ashland Rd	Widening with added capacity	Road Widening	Both	Broad Street Rd	I-64	Goochland	\$35,560,000
5	FHW-5	Ashland Rd	Widening with added capacity (2.65 mi)	Road Widening	Both	US-33	Blanton Rd	Hanover	\$47,504,000
6	FHW-6	Atlee Station Rd	Widening with added capacity (1.5 mi)	Road Widening	Both	Kings Charter Dr	Sliding Hill Rd	Hanover	\$47,504,000
10	FHW-10	Cauthorne Rd	Widening with added capacity (4.0 mi)	Road Widening	Both	Ashland Rd	Henrico Co. Line	Hanover	\$41,566,000
11	FHW-11	Cedar Ln	Widening with added capacity (2.1 mi)	Road Widening	Both	US-1	Elmont Rd	Hanover	\$37,113,000
13	FHW-13	Charles City Rd	Widening with added capacity	Road Widening	Both	Williamsburg Rd	Eastport Blvd	Henrico	\$38,597,000
18	FHW-18	Church Rd	Widening with added capacity and bike/ped facilities	Road Widening	Both	Three Chopt Rd	John Rolfe Pkwy	Henrico	\$46,020,000
22	FHW-22	Creighton Rd	Widening with added capacity and bike/ped facilities	Road Widening	Both	Cedar Fork Rd	Hanover County Line	Henrico	\$38,597,000
42	FHW-42	I-64	Construction of an auxiliary lane between Exit 181 (Parham Rd) and Exit 183 (US-250)	Auxiliary Lane	EB	Exit 181	Exit 183	Henrico	\$76,304,000
52	FHW-52	I-64 & Ashland Rd (VA-623)	Reconstruction of the existing Diamond Interchange to a single-lane Diverging Diamond Interchange (DDI)	Interchange Modification	NA	NA	NA	Goochland	\$35,422,000
54	FHW-54	I-64 & Parham Rd	Improvement of Interchange Configuration. Widening EB ramp terminal to include dual right turn lanes	Interchange Modification	NA	NA	NA	Henrico	\$37,113,000
58	FHW-58	I-95	Construction of an SB auxiliary lane between Exit 67 (VA-150) and Exit 69 (Bells Rd)	Auxiliary Lane	SB	Exit 67 (VA-150)	Exit 69 (Bells Rd)	Chesterfield/Richmond	\$37,855,000
61	FHW-61	I-95 & Belvidere St	Improvement of interchange configuration at Belvidere St/Chamberlayne Ave (Exit 76). Construct C-D Road from Exit 76 to Exit 75.Construct SPUI (single Point Urban Interchange) at Belvidere Street and remove the northbound off-ramp to Chamberlayne Avenue.	Interchange Modification	NA	NA	NA	Richmond	\$96,493,000
65	FHW-65	I-95 & I-64	Improvement of interchange configuration with I-64 to improve the SB I-95 to WB I-64 ramp (Exit 79). Merge 3 lanes to 2 after on-ramp from Laburnum. 2-lane on-ramp from SB I-95.Convert WB I-64 on-ramp from SB I-95 to two lanes. Remove one lane from WB I-64 prior to on-ramp.	Interchange Modification	NA	NA	NA	Richmond	\$74,225,000
66	FHW-66	I-95 & Parham Rd	Construction of a new Partial Cloverleaf Interchange (Exit 83). Improve interchange configuration at Parham Road to remove weaving movements.	Interchange Modification	NA	NA	NA	Henrico	\$29,690,000
84	FHW-84	N Gayton Rd	Widening with added capacity (to include center turnlane, one through lanes each direction) and bike/ped facilities	Road Widening	Both	US-250	Lauderdale Dr	Henrico	\$34,144,000
85	FHW-85	New Ashcake Rd	Construction of a new 2-lane road (1.75 mi)	Road Extension	Both	New Ashcake Rd	Air Park Rd	Hanover	\$29,690,000
94	FHW-94	Pemberton Rd	Widening with added capacity and bike/ped facilities	Road Widening	Both	Quioccasin Rd	US-250	Henrico	\$62,349,000
95	FHW-95	Pole Green Rd	Widening with added capacity (1.85 mi)	Road Widening	Both	Rural Point Rd	Walnut Grove Rd	Hanover	\$31,175,000
96	FHW-96	Pole Green Rd	Widening with added capacity (2.15 mi)	Road Widening	Both	Walnut Grove Rd	US-360	Hanover	\$35,628,000
104	FHW-104	River Road	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Sleepy Hollow Rd	E/O VA-150	Henrico	\$33,401,000
106	FHW-106	Rural Point Rd	Widening with added capacity (2.1 mi)	Road Widening	Both	Studley Rd	Pole Green Rd	Hanover	\$37,113,000
111	FHW-111	Springfield Rd	Construction of a new two-lane road with bike/ped facilities	Road Relocation	Both	Francistown Rd	Olde Millbrooke Way	Henrico	\$37,113,000
112	FHW-112	Three Chopt Rd	Construction of a new 1,500 ft., two-lane divided road segment to reconnect existing segments of Three Chopt Rd under VA- 288 (underpass)	New Underpass	Both	0.1 mile west of VA-288	0.1 mile east of VA- 288	Goochland	\$27,952,000
113	FHW-113	Three Chopt Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Gaskins Rd	N Parham Rd	Henrico	\$51,958,000
118	FHW-118	US-1	Widening with added capacity	Road Widening	Both	US-54	Archie Cannon Dr	Ashland	\$34,144,000
126	FHW-126	US-33	Widening with added capacity (2.4 mi)	Road Widening	Both	Winns Church Rd	Ashland Rd	Hanover	\$43,051,000
148	FHW-148	VA-150 & Hopkins Rd	Construction of a diverging diamond interchange	Interchange Modification	NA	NA	NA	Chesterfield	\$36,258,000
153	FHW-153	VA-150 & US-360	Removal of SE, NE loops and signalization of NB ramp terminal	Interchange Modification	NA	NA	NA	Chesterfield	\$48,989,000
154	FHW-154	VA-150 & US-60	Construction of a Partial Cloverleaf Interchange with contraflow left turns	Interchange Modification	NA	NA	NA	Chesterfield	\$50,612,000
157	FHW-157	VA-288	Widening with added capacity	Road Widening	Both	VA-76 (Powwhite Pkwy)	US-360	Chesterfield	\$63,388,000
164	FHW-164	VA-288 & US-250	Construction of a New Directional On-Ramp (I-lane)	Interchange Modification	NB	WB US-250	NB VA-288	Goochland	\$31,175,000



ConnectRVA 2045 - Cost Constrained List of Regional Projects - Time Band 3 (FY34-FY39)(Draft 6-18-2021)

SN (UoP)	Project ID	Route/Corridor/ Intersection/ Interchange	Project Description	Project Type	Direction	From	To	Jurisdiction	Inflated Cost
231	FAT-31	Route 155	Connection between Charles City and New Kent courthouses (spur from Virginia Capital Trail)	Off Road Trail	NA	VA-5(Charles City Schools)	New Kent County Line	Charles City	\$24,940,000
265	FTR-8	West End South	15.85 miles enhanced 15-min service	Combination of enhanced existing route to Regency and extension to Gayton Crossing	Both	Cary/Main	Gayton Crossing	Richmond/ Henrico	\$198,924,000
									<b>\$1,670,164,000</b>

ConnectRVA 2045 - Cost Constrained List of Regional Projects - Time Band 4 (FY40-FY45)(Draft 6-18-2021)

SN (UoP)	Project ID	Route/Corridor/ Intersection/ Interchange	Project Description	Project Type	Direction	From	To	Jurisdiction	Inflated Cost
4	FHW-4	Ashland Rd	Widening with added capacity (3.7 mi)	Road Widening	Both	Henrico Co. Line	US-33	Hanover	\$74,888,000
8	FHW-8	Carolina Ave	Widening with added capacity and bike/ped facilities	Road Widening	Both	Richmond Henrico Tpk	Laburnum Ave	Henrico	\$61,288,000
28	FHW-28	Greenwood Rd	Widening with added capacity and bike and pedestrian accommodations	Road Widening	Both	Woodman Road	County Line	Henrico	\$70,584,000
32	FHW-32	I- 64 & N. Gayton Rd	Construction of a new Interchange at I-64 in Short Pump	New Interchange	NA	NA	NA	Henrico	\$163,549,000
40	FHW-40	I-64	Construction of an EB & WB auxiliary lane between Exit 178 (US-250) and Exit 180 (Gaskins Rd). Reconstruction of Cox Rd Bridge. Widening of EB US-250 (W Broad Street/Short Pump) to EB I-64 ramp to two lane.	Auxiliary Lane	Both	Exit 178	Exit 180	Henrico	\$129,634,000
46	FHW-46	I-64	Widening with added capacity (5.9 mi)	Road Widening	EB	Exit 205 (Bottoms Bridge)	Exit 211 (VA-106)	New Kent	\$126,458,000
47	FHW-47	I-64	Widening with added capacity (5.9 mi)	Road Widening	WB	Exit 205 (Bottoms Bridge)	Exit 211 (VA-106)	New Kent	\$129,309,000
53	FHW-53	I-64 & Gaskins Rd	Improvement of Interchange Configuration. Convert Interchange to Partial-Cloverleaf. Removal of eastbound I-64 off-ramp to northbound Gaskins Road loop ramp and the westbound I-64 off-ramp to southbound Gaskins Road loop ramp. Allow left turn movements from the remaining eastbound and westbound I-64 off-ramps by installing left turn lanes and signalized ramp terminals.	Interchange Modification	NA	NA	NA	Henrico	\$82,291,000
67	FHW-67	I-95 & VA-10	Construction of a new Partial Cloverleaf Interchange (Exit 61) Reconfigure interchange ramps to accommodate the partial cloverleaf configuration Eliminate southbound I-95 to eastbound Route 10 off-ramp Eliminate northbound I-95 to westbound Route 10 off-ramp Realign westbound Route 10 to northbound I-95 on-ramp	Interchange Modification	NA	NA	NA	Chesterfield	\$90,457,000
72	FHW-72	I-95 & Willis Rd	Construction of a new Double Roundabout Interchange (Exit 64)	Interchange Modification	NA	NA	NA	Chesterfield	\$116,169,000
75	FHW-75	Judes Ferry Rd	Construction of a new 4-lane road (1.8 mi)	Road Extension	Both	US-60	Dorset Rd	Powhatan	\$58,516,000
103	FHW-103	Richmond Henrico Tpk	Widening with added capacity and bike/ped facilities	Road Widening	Both	Hanover County Line	Railroad Crossing	Henrico	\$51,647,000
105	FHW-105	Rural Point Rd	Widening with added capacity (2.6 mi)	Road Widening	Both	US-301	Studley Rd	Hanover	\$53,369,000
117	FHW-117	US-1	Widening with added capacity	Road Widening	Both	Ashcake Rd	Southern Town Limits	Ashland	\$62,493,000
121	FHW-121	US-1 & West Hundred Rd	Construction of Innovative Intersection: Median u-turns all approaches	Intersection Improvement	NA	NA	NA	Chesterfield	\$77,471,000
127	FHW-127	US-360	Widening with added capacity	Road Widening	Both	E. of Cosby Rd	Magnolia Green Pkwy	Chesterfield	\$72,995,000
131	FHW-131	US-360 & Various	Construction of US-360 Superstreet at Winterpock Road, Spring Run Road, Chital Drive, Deer Run Road, and Harbor Pointe Parkway	Intersection Improvement	NA	NA	NA	Chesterfield	\$92,621,000
135	FHW-135	US-60	Widen bridge over Belt Blvd and extend deceleration and acceleration lanes over CSX	Road Widening	Both	Division Street	CSX RR	Richmond	\$68,863,000
152	FHW-152	VA-150 & US-1	Reconfiguration of the interchange to partial cloverleaf	Interchange Modification	NA	NA	NA	Chesterfield	\$56,812,000
166	FHW-166	VA-288 & US-360	1) Construction of Route 288 NB Flyover Ramp (1 lane) widening to 2 lanes at partial Diverging Diamond Interchange (DDI), 2) Reconstruction of SB on-ramp, 3) Realignment and widening of SB off-ramp to 2 lanes before DDI, 4) Roundabouts: Bailey Bridge Connector at Commonwealth Centre Connector (2 lane), Commonwealth Centre Connector at Commonwealth Centre Parkway (1 lane) , 5) Cul-de-sac Commonwealth Centre Parkway	Interchange Modification	NA	NA	NA	Chesterfield	\$87,972,000
180	FHW-180	Walmsley Blvd	Construction of a new 2-lane road	Road Extension	Both	US-1	Commerce Road.	Richmond	\$90,038,000
183	FHW-183	Woodman Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Mountain Rd	Hungary Rd	Henrico	\$77,471,000
205	FAT-5	Fall Line / Route 1	Chesterfield Fall Line Trail: Segment 3B - MM 13.6 to MM 14.9	Off- Road/On-Road Trail	NA	US-1/Kingsdale Rd	Gettings Ln	Chesterfield	\$6,679,000
222	FAT-22	Fall Line / Route 1	Henrico Fall Line Trail Phase 7: Longdale	Off- Road/On-Road Trail	NA	Parham Rd	Woodman Rd Extended	Henrico	\$44,772,000
260	FTR-3	RIC Airport	10.5 miles from CBD to Airport via Williamsburg Rd	Enhanced Route 7A/7B-15 min transit	Both	CBD	RIC Airport	Richmond/ Henrico	\$41,318,000
									<b>\$1,987,664,000</b>

ConnectRVA 2045 - Cost Constrained List of Regional Projects - State of Good Repair (SGR)/Bridge Projects (Draft 6-18-2021)

SN (UoP)	Project ID	Route/Corridor/ Intersection/ Interchange	Project Description	Project Type	Direction	From	To	Jurisdiction	Inflated Cost
185	FBR-1	US-1	Bridge - Replacement/Rehabilitation - Jeff Davis Hwy @ Ashton Creek	Bridge	Both	NA	NA	Chesterfield	\$3,027,000
186	FBR-2	I-64	Bridge - Replacement/Rehabilitation - Wbl I-64 @ Airport Drive (VA-156)	Bridge	WB	NA	NA	Henrico	\$44,803,000
187	FBR-3	I-195	Bridge - Replacement/Rehabilitation - I-195 @ VA- 197 & CSX	Bridge	Both	NA	NA	Henrico	\$17,219,000
188	FBR-4	VA-73	Bridge - Replacement/Rehabilitation - Parham Road @ CSX Railway	Bridge	Both	NA	NA	Henrico	\$2,944,000
189	FBR-5	I-64	Bridge - Replacement/Rehabilitation - Ebl I-64 @ Airport Drive (VA-156)	Bridge	EB	NA	NA	Henrico	\$17,210,000
190	FBR-6	US-60	Bridge - Replacement/Rehabilitation - Ebl Pocahontas Tr @ Toe Ink Swamp	Bridge	EB	NA	NA	New Kent	\$3,912,000
191	FBR-7	US-250	Bridge - Replacement/Rehabilitation - Broad Street @ I-95	Bridge	Both	NA	NA	Richmond	\$17,503,000
192	FBR-8	VA-147	Bridge - Replacement/Rehabilitation - Cary Street @ I-195 & CSX Railroad	Bridge	Both	NA	NA	Richmond	\$15,035,000
193	FBR-9	US-360	Bridge - Replacement/Rehabilitation - 14th Street @ James River South Div	Bridge	SB	NA	NA	Richmond	\$30,722,000
194	FBR-10	US-250	Bridge - Replacement/Rehabilitation - Broad Street @ CSX Abandoned Spur Line	Bridge	Both	NA	NA	Richmond	\$5,076,000
195	FBR-11	US-360	Bridge - Replacement/Rehabilitation - 14th Street @ James River North Div	Bridge	NB	NA	NA	Richmond	\$20,481,000
196	FBR-12	I-64	Bridge - Replacement/Rehabilitation - Wbl I-64 @ I- 95	Bridge	WB	NA	NA	Richmond	\$5,952,000
197	FBR-13	I-195	Bridge - Replacement/Rehabilitation - Sbl I-195 @ VA- 76, CSX Rr & Ramp S	Bridge	SB	NA	NA	Richmond	\$40,325,000
198	FBR-14	I-64	Bridge - Replacement/Rehabilitation - Ramp To 5th & I-95S @ I-95	Bridge	SB	NA	NA	Richmond	\$13,875,000
199	FBR-15	VA-161	Bridge - Replacement/Rehabilitation - North Boulevard @ CSX Railway	Bridge	Both	NA	NA	Richmond	\$17,921,000
200	FBR-16	VA-161	Bridge Replacement with Shared Used Path - Westover Hills Blvd (RMTA) @ James River	Bridge	Both	NA	NA	Richmond	\$38,403,000
									<b>\$294,408,000</b>

ConnectRVA 2045 - Local/Private Funded Regional Projects (Draft 6-18-2021)

Project ID	SN	Route/Corridor/ Intersection/ Interchange	Project Description	Project Type	Direction	From	To	Jurisdiction	Project Cost
P-1	278	Magellan Pkwy Extension	Magellan Pkwy Extension Phase 1 (Retreat @ One)	Road Extension	Both	Park Central Dr	Green City	Henrico	\$10,000,000
P-2	279	Magellan Pkwy Extension	Magellan Pkwy Extension Phase 3 (East of I-95)	Road Extension	Both	I-95	US-1	Henrico	\$11,000,000
P-3	280	Oak Hill	Construction of a new 2-lane road	New Road	Both	VA-6	West Creek Pkwy	Goochland	NA
P-4*( FHW-92)	92	Otterdale Rd	Widening with added capacity	Road Widening	Both	US-360	Woolridge Rd	Chesterfield	\$11,500,000
									<b>\$32,500,000</b>

Note \* Also in Universe of Projects - (Project ID FHW-92)

ConnectRVA 2045 - Vision List of Regional Projects (Draft 6-18-2021)

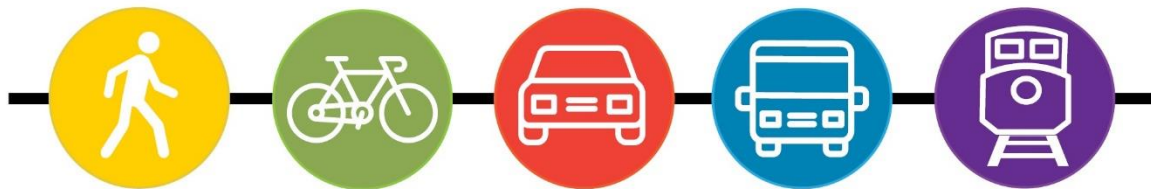
SN (UoP)	Project ID	Route/Corridor/ Intersection/ Interchange	Project Description	Project Type	Direction	From	To	Jurisdiction	Project Total Cost (Inflated to 2030 Dollars)
12	FHW-12	Cedar Ln	Widening with added capacity (4.0mi)	Road Widening	Both	Elmont Rd	Ashland Rd	Hanover	\$61,444,000
15	FHW-15	Chester Rd	Widening with added capacity	Road Widening	Both	Wood Dale Rd	W Hundred Rd	Chesterfield	\$12,801,000
16	FHW-16	Chester Rd	Widening with added capacity	Road Widening	Both	VA-288	Kingsdale Rd	Chesterfield	\$12,801,000
17	FHW-17	Chester Rd	Widening with added capacity	Road Widening	Both	Kingsdale Rd	US-1	Chesterfield	\$25,602,000
25	FHW-25	Darbytown Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Richmond City Line	Laburnum Ave	Henrico	\$83,205,000
31	FHW-31	Huguenot Rd & Robious Rd	Construction of Innovative intersection: Quadrants NW and SE	Intersection Improvement	NA	NA	NA	Chesterfield	\$57,604,000
37	FHW-37	I-295 & Portugee Rd	Construction of a new Interchange	New Interchange	NA	NA	NA	Henrico	\$76,805,000
38	FHW-38	I-295 & Varina Rd	Construction of a new Interchange	New Interchange	NA	NA	NA	Henrico	\$76,805,000
50	FHW-50	I-64	Widening with added capacity (2.9 mi)	Road Widening	EB	Exit 211 (VA-106)	Exit 214 (VA-155)	New Kent	\$32,002,000
51	FHW-51	I-64	Widening with added capacity (2.9 mi)	Road Widening	WB	Exit 211 (VA-106)	Exit 214 (VA-155)	New Kent	\$32,002,000
55	FHW-55	I-64 & US-250	Improvement of Interchange Configuration. Convert existing Interchange to Partial-Cloverleaf Eastbound US 250 to Eastbound I-64 -Restriping the middle eastbound US 250 through lane to a shared through/right to allow two lanes to exit for eastbound I-64. Widening the eastbound US 250 ramp to eastbound I-64 to two lanes. Extending the two-lane on-ramp to merge onto I-64 and provide an additional travel lane between the US 250 and Gaskins Road interchanges. Remove EB US 250 to WB I-64 Loop Ramp. Install Dual Left Turn Lane and a Traffic Signal.	Interchange Modification	NA	NA	NA	Henrico	\$204,814,000
60	FHW-60	I-95 & Bellemeade Rd	Construction of a new I-95 Interchange	New Interchange	NA	NA	NA	Richmond	\$160,011,000
62	FHW-62	I-95 & Broad Street/ I-64	Improvement of interchange configuration at Broad Street and I-64 (Exit 74 to Exit 75).Remove ramp from 7th St to EB I-64. Convert NB off-ramp to EB I-64 to two lanes (I choose) and carry two lanes to existing 2-lane bridge. Consolidate access points for Exit 74 and Exit 75 and Replace with NB CD System.	Interchange Modification	N/A	N/A	N/A	Richmond	NA
63	FHW-63	I-95 & Hermitage Rd/ US -1	Removal of northbound off-ramps and southbound on-ramps at Hermitage Rd and at Brook Rd, and relocation to Dumbarton Interchange (Exits 80-81). Construct two-lane on-ramp from EB I-64 and remove off-ramp at Exit 80. Construct off-ramp to Dumbarton Road. Add additional lane to on-ramp from EB I-64. Construct braided ramps to remove weave on interstate.	Interchange Modification	N/A	N/A	N/A	Henrico/Richmond	NA
64	FHW-64	I-95 & I-295	Improve interchange configuration with I-295 by adding a NB C-D Road (Exit 84)	Interchange Modification	N/A	N/A	N/A	Henrico	NA
71	FHW-71	I-95 & VA-895	Construction of the missing SB to EB movement at I-95 & VA-895	Interchange Modification	NA	NA	NA	Richmond	\$29,837,000
80	FHW-80	Maury St	Widening with added capacity	Road Widening	Both	I-95 roundabout	Commerce Rd	Richmond	\$6,400,000
82	FHW-82	Midview Rd	Widening with added capacity and bike/ped facilities	Road Widening	Both	New Market Rd	Darbytown Rd	Henrico	\$32,002,000
86	FHW-86	New Market Rd (VA-5)	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Osborne Turnpike	I-295	Henrico	\$162,571,000
91	FHW-91	Osborne Turnpike (VA-5)	Widening with added capacity and pedestrian accommodations	Road Widening	Both	New Market Rd	Richmond City Limits	Henrico	\$25,602,000
128	FHW-128	US-360	Widening with added capacity (2.35 mi)	Road Widening	Both	Sujen Ct	Walnut Grove Rd	Hanover	\$64,004,000
130	FHW-130	US-360 & Commonwealth Center Pkwy	Construction of a Grade Separated Diverging Diamond Interchange	New Interchange	NA	NA	NA	Chesterfield	\$174,732,000
133	FHW-133	US-60	Widening with added capacity	Road Widening	Both	Page Rd	Watkins Center Pkwy	Chesterfield	\$42,243,000
134	FHW-134	US-60	Widening with added capacity	Road Widening	Both	Elko Rd	New Kent Co Line	Henrico	\$83,205,000
142	FHW-142	VA-10	Widening with added capacity	Road Widening	Both	Jessup Rd	VA-288	Chesterfield	\$70,405,000
145	FHW-145	VA-150 & Belmont Rd	Extension of acceleration and deceleration lanes for ramps	Interchange Modification	NA	NA	NA	Chesterfield	\$32,002,000
149	FHW-149	VA-150 & N. Huguenot Rd	Construction of a Full Cloverleaf Interchange without traffic signals	Interchange Modification	NA	NA	NA	Richmond	\$38,403,000
158	FHW-158	VA-288	Widening with added capacity	Road Widening	EB	Courthouse Rd	VA-10	Chesterfield	\$57,604,000
162	FHW-162	VA-288 & Courthouse Rd.	Improvement of WB 288 to NB Courthouse off ramp, extension of decel lane and addition of dual right turns	Interchange Modification	NA	NA	NA	Chesterfield	\$32,002,000

ConnectRVA 2045 - Vision List of Regional Projects (Draft 6-18-2021)

SN (UoP)	Project ID	Route/Corridor/ Intersection/ Interchange	Project Description	Project Type	Direction	From	To	Jurisdiction	Project Total Cost (Inflated to 2030 Dollars)
167	FHW-167	VA-288 & US-360	Construction of a EB US-360 to NB VA-288 Directional on-ramp (2 lanes)	Interchange Modification	NA	NA	NA	Chesterfield	\$37,762,000
168	FHW-168	VA-288 & US-360	Construction of SB VA-288 CD Road (2 lanes)	Interchange Modification	NA	NA	NA	Chesterfield	\$55,940,000
170	FHW-170	VA-6	Widening with added capacity	Road Widening	Both	Maidens Rd	Hermitage Rd	Goochland	\$110,587,000
179	FHW-179	VA-895 & Wilton Rd	Construction of a New Interchange	New Interchange	NA	NA	NA	Henrico	\$76,805,000
226	FAT-26	James River Heritage Trail	James River Heritage Trail : Henrico	Off Road Trail	NA	Richmond City Line	Goochland County Line	Henrico	\$38,403,000
249	FRA-1	CSX	Improvements to CSX Bellwood Sub (S-Line) to support increased passenger rail service. Construction of additional trackage along CSX Bellwood Sub (S-Line) and bridge over James River as part of Transforming Rail in Virginia initiative.	Rail Enhancement - Capacity	NA	NA	NA	Multi-Jurisdictional	\$640,042,000
250	FRA-2	CSX	CSX S-Line Crossing Improvements. Grade separate or gate key crossings as they relate to increased usage of the CSX Bellwood Sub (S-line) for both freight & future passenger rail per Transforming Rail in Virginia initiative	Rail Enhancement- Grade Separation	NA	NA	NA	Multi-Jurisdictional	\$84,806,000
251	FRA-3	CSX	Improvements to CSX Bellwood Sub (S-Line).Construction of sidings and leads as needed to provide rail access to Alleghany Warehouse and Altria / DuPont development areas along Commerce Road.	Rail Industrial Access	NA	NA	NA	Richmond	\$3,443,000
252	FRA-4	CSX	Improvements to CSX Peninsula Sub line. Construction of sidings and leads as needed to provide rail access to select parcels within RIC/White Oak area	Rail Industrial Access	NA	NA	NA	Henrico	\$7,681,000
253	FRA-5	NC	Improvements to NS Burkeville to West Point line. Construction of sidings and leads as needed to provide rail access to select parcels within RIC/White Oak area	Rail Industrial Access	NA	NA	NA	Henrico	\$3,840,000
254	FRA-6	CSX	Improvements in Hanover Siding. Construction of 2.9 miles of third track between the South Anna River and W. Vaughan Road. Construction of a single-track bridge at Elletts Crossing Road. Modify the at-grade crossing at Vaughan Road and reconstruct the roadway bridge at Washington Highway to accommodate the proposed third track between South Anna River and W. Vaughan Road	Rail Enhancement - Capacity	NA	NA	NA	Hanover/Ashland	\$76,805,000
255	FRA-7	CSX	Replacement of existing Staples Mill AMTRAK Station-Phase I-Site Work and Building replacement (30% prelim DD 2026 estimate)	Rail Enhancement -Station Improvement	NA	NA	NA	Henrico	\$331,542,000
256	FRA-8	CSX	Replacement of existing Staples Mill AMTRAK Station-Phase II- Track relocation, platform (30% prelim DD-2030 estimate)	Rail Enhancement -Station Improvement	NA	NA	NA	Henrico	\$508,194,000
257	FRA-9	CSX	Replacement of existing Staples Mill AMTRAK Station-Phase III-Related land for full function (30% prelim DD-later years as per full build-out)	Rail Enhancement -Station Improvement	NA	NA	NA	Henrico	\$101,127,000
259	FTR-2	Midlothian	16.8 miles from the Pulse downtown station(s) to Westchester Commons, via Hull Street	Bus Rapid Transit	Both	CBD	Westchester Commons	Richmond/ Chesterfield	\$124,808,000
264	FTR-7	Broad St	9.8 miles extension of The Pulse BRT at Willow Lawn to Short Pump Mall	Bus Rapid Transit	Both	Willow Lawn	Short Pump	Richmond/ Henrico	\$160,011,000
266	FTR-9	West End South	18.1 miles from Cary and Main/Patterson/Regency Mall to Short Pump Mall	Bus Rapid Transit	Both	Cary/Main	Short Pump	Richmond/ Henrico	\$204,814,000
268	FTR-11	Broad St East	Old Osborne Turnpike BRT Extension	Bus Rapid Transit	Both	Rocketts Landing	Wilton on the James	Henrico	\$38,403,000
274	FHW-905	VA-76 (Powwhite Pkwy Ext)	Powwhite Parkway Extension Phase 3, Magnolia Green Pkwy to US-360 (0 to 2 Lnaes), at-grade intersection at US-360	Road Extension	Both	Magnolia Green Pkwy	US-360	Chesterfield	\$69,125,000
277	FHW-906	Magellan Pkwy Extension	Magellan Pkwy Extension Phase 2 (Bridge and Approaches)	Road Extension	Both	Green City	I-95	Henrico	\$30,722,000

**\$4,391,768,000**

# Connect RVA 2045



**Constrained List of Projects**

**Public Review Comments**

**June 2 – June 17**



Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

Project ID	Project Description	Project Inflated Cost	Time-band	Comment
FAT-10	Chesterfield Fall Line Trail: Segment 3E - MM 17.7 to MM 18.6	\$659,000	TB1	Pedestrian accommodations along Route 1 in Chesterfield are important for the safety of bus riders.
FAT-18	Richmond Fall Line Trail: Segment 6A - MM 28.5 to MM 30.5	\$3,610,000	TB1	Can't wait for improved bike facilities on Brookland Parkway!
FAT-6	Chesterfield Fall Line Trail: Segment 3C - MM 14.9 to MM 16.8	\$7,668,000	TB1	Pedestrian accommodations along Route 1 in Chesterfield are important for the safety of bus riders
FAT-8	Chesterfield Fall Line Trail: Segment 3D - MM 16.8 to MM 17.7	\$1,743,000	TB1	Pedestrian accommodations along Route 1 would be helpful to bus riders.
FHW-119	US-1 & E Parham Rd Intersection Improvement	\$1,656,000	TB1	General comment on all projects: The good news: The connectRVA has five icons - only one is a car. The bad news: if more than 20% of our infrastructure spending goes to supporting more car travel. Please prioritize cyclist connections and increased bus service. Autos are ruining this city. Thanks!!
FHW-120	US-1 & VA-30 Intersection Improvement	\$7,506,000	TB1	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban intersections that will only induce more car travel
FHW-156	VA-161, Brookland Pkwy & Westwood Ave Intersection Improvement	\$8,831,000	TB1	Yes, make this a more pedestrian and bike friendly intersection that supports nearby mixed use and residential.
FHW-45	Construction of an auxiliary lane between Exit 185 (US-33) and Exit 186 (I-195)	\$13,246,000	TB1	This is not a current or near term need. Invest in transit first and reduce car demand
FHW-45	Construction of an auxiliary lane between Exit 185 (US-33) and Exit 186 (I-195)	\$13,246,000	TB1	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads. East-west capacity improvements should take the form of light rail from Short Pump to the Airport
FHW-56	I-64 & US-33 Interchange Modification	\$17,661,000	TB1	Invest in transit to change the Richmond region's mode share and address climate change. Stop adding capacity through more car lanes. This interchange would pay a substantial cost of expanding Pulse to Short Pump
FHW-59	I-95 Road Widening	\$15,453 000	TB1	Peak commuter traffic is the only congestion driving this widening. We need quality transit from Chester to downtown that can shift drivers away from cars. Instead of spending tax dollars on inducing demand, consider congestion pricing and transit first.
FHW-59	I-95 Road Widening	\$15,453 000	TB1	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads
FHW-69	I-95 & VA-54 Interchange Modification	\$11,38 000	TB1	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban interchanges that will only induce more car travel
FHW-87	New Road from Hockett Rd to Future Wilkes Ridge Parkway Extension	\$17,037,000	TB1	Not needed, this project will only serve to promote urban sprawl. Invest sustainably in the region's core
FHW-97	Pouncey Tract Rd Widening	\$3,311,000	TB1	No road widening in Western Hanover - it will induce sprawl development that will eat up productive farm land.
FPR-1	VA Center Commons/I-295/I-95 Park & Ride Lot	\$9,162 000	TB1	Agree
FPR-1	VA Center Commons/I-295/I-95 Park & Ride Lot	\$9,162 000	TB1	I Agree, Extend BRT to Ashland
FPR-1	VA Center Commons/I-295/I-95 Park & Ride Lot	\$9,162 000	TB1	Meets VDOT-identified P&R need.
FPR-1	VA Center Commons/I-295/I-95 Park & Ride Lot	\$9,162 000	TB1	Expand BRT onto Rt 1 to Ashland and to Petersburg
FPR-10	I-64 at I-295 in Short Pump Park & Ride Lot	\$7,727,000	TB1	I Agree, extend BRT to short pump for park and rides
FPR-10	I-64 at I-295 in Short Pump Park & Ride Lot	\$7,727,000	TB1	Meets VDOT-identified P&R need.
FPR-10	I-64 at I-295 in Short Pump Park & Ride Lot	\$7,727,000	TB1	Extend BRT to Short Pump and to the Airport



Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

Project ID	Project Description	Project Inflated Cost	Time-band	Comment
FPR-10	I-64 at I-295 in Short Pump Park & Ride Lot	\$7,727,000	TB1	I Agree, should be compatible with future light rail from Short Pump to the airport
FPR-11	VA- 76/US-60 Park & Ride Lot	\$5,519,000	TB1	I Agree, and send BRT down RT 60 in the next 5 years.
FPR-11	VA- 76/US-60 Park & Ride Lot	\$5,519,000	TB1	I Agree, should be compatible with future BRT/LRT
FPR-12	VA-76/Jhanke Park \$ Ride Lot	\$5,519,000	TB1	I Disagree too close to city. Build and fund local transit feeders to brt.
FPR-12	VA-76/Jhanke Park \$ Ride Lot	\$5,519,000	TB1	Meets VDOT-identified P&R need.
FPR-13	VA-288 at US-250	\$1,987,000	TB1	I Agree, extend BRT to short pump and use express buses for longer travel.
FPR-13	VA-288 at US-251	\$1,987,000	TB1	I Agree, should be compatible with future light rail from Short Pump to the Airport
FPR-14	I-64 & VA- 623 (Ashland Rd)	\$1,987,000	TB1	Meets VDOT-identified P&R need.
FPR-14	I-64 & VA- 623 (Ashland Rd)	\$1,987,001	TB1	I Agree, a park and ride, coupled with well funded local and express transit. However, widening roads would render this a wasted opportunity.
FPR-2	Lewistown Rd/Lakeridge Pkwy or Ashland Park & Ride Lot	\$4,967 000	TB1	I Agree, extend brt to ashland
FPR-2	Lewistown Rd/Lakeridge Pkwy or Ashland Park & Ride Lot	\$4,967 000	TB1	Meets VDOT-identified P&R need.
FPR-2	Lewistown Rd/Lakeridge Pkwy or Ashland Park & Ride Lot	\$4,967 000	TB1	I Agree
FPR-3	Midlothian @ Chippenham Park & Ride Lot	\$8,58 000	TB1	I Disagree, too close to city. Build out feeder bus system to BRT spine. Lots are for exurbs.
FPR-3	Midlothian @ Chippenham Park & Ride Lot	\$8,58 000	TB1	Let's get BRT down Rt 60 to connect to this!
FPR-3	Midlothian @ Chippenham Park & Ride Lot	\$8,58 000	TB1	I Agree, should be compatible with future BRT/LRT
FPR-4	East End CBD at Pulse Terminus-Rocketts Park & Ride Lot	\$3,311 000	TB1	I Disagree, too close to city, extend BRTand local routes
FPR-4	East End CBD at Pulse Terminus-Rocketts Park & Ride Lot	\$3,311 000	TB1	Is this needed? I never see all of the street parking there full. Extend BRT up Williamsburg Rd/Ave
FPR-4	East End CBD at Pulse Terminus-Rocketts Park & Ride Lot	\$3,311 000	TB1	Meets VDOT-identified P&R need.
FPR-4	East End CBD at Pulse Terminus-Rocketts Park & Ride Lot	\$3,311 000	TB1	I Disagree - not sure this is needed, and would be better to extend BRT and/or local bus routes, or have TOD at this site with shared parking that can be used as Park and Ride vs. a large parking lot.
FPR-4	East End CBD at Pulse Terminus-Rocketts Park & Ride Lot	\$3,311 000	TB1	Better to extend BRT to Laburnum to the Airport, followed by upgrading to light-rail transit
FPR-5	I-64/US-60 at Laburnum Rd Park & Ride Lot	\$3,146 000	TB1	I Agree, extend brt to the airport
FPR-5	I-64/US-60 at Laburnum Rd Park & Ride Lot	\$3,146 000	TB1	Meets VDOT-identified P&R need.
FPR-5	I-64/US-60 at Laburnum Rd Park & Ride Lot	\$3,146 000	TB1	I Agree, should be compatible with future BRT/LRT to the airport
FPR-6	I-295at US-60-Technology Blvd/Elko Rd Park & Ride Lot	\$3,146 000	TB1	I Agree, use express buses to the airport and downtown
FPR-6	I-295at US-60-Technology Blvd/Elko Rd Park & Ride Lot	\$3,146 000	TB1	Meets VDOT-identified P&R need.

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

Project ID	Project Description	Project Inflated Cost	Time-band	Comment
FPR-6	I-295at US-60-Technology Blvd/Elko Rd Park & Ride Lot	\$3,146 000	TB1	Due to increased volume of traffic, especially during the summer months, almost all of I-64 between Richmond and Virginia Beach has been or will be widened to 3 lanes. The section in New Kent between I-295 and Exit 211 carries a high volume of traffic, an estimated 75,000 vehicles per day. Do not understand why widening this section would be pushed to 2045, causing a major bottleneck on I-64. In addition to the through traffic, New Kent County is forecasted for significant growth in population, putting more local vehicles on this road in coming years. Please consider reprioritizing this project.
FPR-7	VA-10/VA- 288 at I-95/I-295 Park & Ride Lot	\$6,181 000	TB1	I Agree, build out local bus routes for chester, extend brt down route 1 as far as the casino site or further, use express buses to connect to downtown
FPR-7	VA-10/VA- 288 at I-95/I-295 Park & Ride Lot	\$6,181 000	TB1	Meets VDOT-identified P&R need.
FPR-7	VA-10/VA- 288 at I-95/I-295 Park & Ride Lot	\$6,181 000	TB1	I Disagree, prepare for future regional rail and put a P&R in downtown Chester next to the rail line
FPR-8	US-250 at Willow Lawn/Staples Mill (Pulse western terminus)Park & Ride Lot	\$6,623,000	TB1	Meets VDOT-identified P&R need.
FPR-8	US-250 at Willow Lawn/Staples Mill (Pulse western terminus)Park & Ride Lot	\$6,623,000	TB1	I Agree. This Park & Ride is desperately needed for residents of Richmond who do not want to drive to Short Pump, a hazardous route.
FPR-8	US-250 at Willow Lawn/Staples Mill (Pulse western terminus)Park & Ride Lot	\$6,623,000	TB1	I Agree. It's not feasible for me to get to the Pulse any other way but driving there. I need somewhere to leave my car.
FPR-8	US-250 at Willow Lawn/Staples Mill (Pulse western terminus)Park & Ride Lot	\$6,623,000	TB1	Let's also add some park & Ride and BRT farther out west. Silly that BRT ends just across the city/county line. These arbitrary borders don't control how people move across the region.
FPR-8	US-250 at Willow Lawn/Staples Mill (Pulse western terminus)Park & Ride Lot	\$6,623,000	TB1	I Disagree, use this money to extend Pulse to Short Pump
FPR-9	Huguenot Rd at Forest Hill Ave Park & Ride Lot	\$3,311,000	TB1	Meets VDOT-identified P&R need.
FPR-9	Huguenot Rd at Forest Hill Ave Park & Ride Lot	\$3,311,000	TB1	I Disagree, too close to the city. Needs to be connected to frequent transit.
FPR-9	Huguenot Rd at Forest Hill Ave Park & Ride Lot	\$3,311,000	TB1	I Disagree, focus on expanding traditional bus service here
FTR-1	Midlothian Enhanced 15 min transit	\$44,704 000	TB1	Yes! Enhanced transit service to Southside is of utmost importance! We should be installing BRT service in this corridor, but increasing the frequency of existing service is a good start.
FTR-1	Midlothian Enhanced 15 min transit	\$44,704 000	TB1	Is this BRT? Hope so!
FTR-1	Midlothian Enhanced 15 min transit	\$44,704 000	TB1	Enhanced and extended transit service along Midlothian Turnpike in Chesterfield should be a top priority.
FTR-4	Rt 1 North Enhanced Route along existing from CBD to Wilmer/Chamberlayne and then extended to Parham Road	\$17,551 000	TB1	So excited for a North-South BRT down Chamberlayne it is very much needed. I hope it comes with pedestrian safety improvements as it is on the high injury network from Vision Zero. It would be great if this BRT has a reserved lane painted in red
FTR-4	Rt 1 North Enhanced Route along existing from CBD to Wilmer/Chamberlayne and then extended to Parham Road	\$17,551 000	TB1	A north-south BRT line is the most important, and urgent, next step to enhancing our regional transit service. Strongly approve!

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

Project ID	Project Description	Project Inflated Cost	Time-band	Comment
FTR-4	Rt 1 North Enhanced Route along existing from CBD to Wilmer/Chamberlayne and then extended to Parham Road	\$17,551 000	TB1	Since 1987 the LWV-RMA has supported public transportation. We support this proposal to enhance and extend bus service along Route 1 north of the City of Richmond to Parham Road in Henrico.
FTR-6	Enhanced Transit route of existing Short Pump route, transfer at Willow Lawn BRT to Short Pump Town Center.	\$26,492 000	TB1	I'm not sure what this means exactly, but if it's the extension of BRT to Short Pump then I'm all for it!
FTR-6	Enhanced Transit route of existing Short Pump route, transfer at Willow Lawn BRT to Short Pump Town Center.	\$26,492 000	TB1	15 minute service would promote greater ridership
FTR-6	Enhanced Transit route of existing Short Pump route, transfer at Willow Lawn BRT to Short Pump Town Center.	\$26,492 000	TB1	The LWV-RMA has supported bus service since 1987. We fully support this enhancement of West Broad Street service.
FTR-6	Enhanced Transit route of existing Short Pump route, transfer at Willow Lawn BRT to Short Pump Town Center.	\$26,492 000	TB1	We need this ASAP with reliable service
FTR-6	Enhanced Transit route of existing Short Pump route, transfer at Willow Lawn BRT to Short Pump Town Center.	\$26,492 000	TB1	Strong support for extending the BRT to Short Pump, or any improvement to bus service along this key jobs corridor.
FHW-1	Archie Cannon Dr New Overpass	\$38,597 000	TB3	Agree
FHW-10	Cauthorne Rd Road Widening	\$41,566 000	TB3	No road widening in this rural part of Hanover. It will create sprawling development eating up farm and forest land.
FHW-10	Cauthorne Rd Road Widening	\$41,566 001	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel/urban sprawl and that are far from today's population centers
FHW-103	Richmond Henrico Tpk Road Widening	\$44,535 000	TB3	This road widening was never needed to accommodate tens of thousands of race day fans. Why invest in it now? Extend frequent bus service first
FHW-104	River Road Road Widening	\$33,401 000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban roads that will only induce more car travel
FHW-106	Rural Point Rd Widening	\$37,113,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban roads that will only induce more car travel/urban sprawl and that are far from today's population centers
FHW-118	US-1 Widening	\$34,144,000	TB3	Widening Rt 1 will not alleviate traffic and will only make the area more dangerous for pedestrians and cyclists. Vehicle travel lanes need to be removed and replaced with sidewalks, the speed limit needs to be reduced to 25 MPH at most, and street trees need to be planted to reduce urban heat. Widening Rt 1 will further isolate areas of the Town of Ashland and cut people off from accessing fresh food.
FHW-118	US-1 Widening	\$34,144,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel. Invest in regional rail to enhance north-south capacity instead
FHW-126	US-33 Widening	\$43,051,000	TB3	Road widening beyond 295 only increases exurban development. It doesn't connect the region. It spreads us out. Build our transit first

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

Project ID	Project Description	Project Inflated Cost	Time-band	Comment
FHW-126	US-33 Widening	\$43,051,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban roads that will only induce more car travel and that are far from today's population centers
FHW-133	US-60 Widening	\$48,989,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel
FHW-133	US-60 Widening	\$48,989,000	TB3	Invest in regional rail to Midlothian/Amelia and light rail on Midlothian Turnpike to increase capacity instead
FHW-135	US-60 Widening	\$59,380,000	TB3	If this solution facilitates bicycle and pedestrian mobility, strongly in favor.
FHW-153	VA-150 & US-360 Interchange Modification	\$48,989,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening intersections that will only induce more car travel
FHW-154	VA-150 & US-60 Interchange Modification	\$50,612,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening intersections that will only induce more car travel
FHW-157	VA-288 Widening	\$63,388,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban roads that will only induce more car travel
FHW-167	VA-288 & US-360 Interchange Modification	\$43,793,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening interchanges that will only induce more car travel and urban sprawl
FHW-183	Woodman Rd Widening	\$66,803,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel
FHW-2	Ashland Rd Widening	\$35,560,000	TB3	Widening 288, one of the newest highways in the region, is a testament to induced demand. We can't keep building out car infrastructure.
FHW-42	I-64 auxiliary lane between Exit 181 (Parham Rd) and Exit 183 (US-250	\$76,304,000	TB3	Is this needed?
FHW-5	Ashland Rd Widening	\$47,504,000	TB3	No road widening. It just induces demand for low density and more cars. Prioritize transit first. Reduce car usage to reduce demand.
FHW-5	Ashland Rd Widening	\$47,504,000	TB3	this road widening will turn western Hanover into a sprawling version of the Short Pump area. This is not supported by citizens and particularly those who live in that part o f the county.
FHW-58	I-95 SB auxiliary lane between Exit 67 (VA-150) and Exit 69 (Bells Rd)	\$37,855,000	TB3	Divert thru traffic around the city and invest in transit first. We do not need more or wider city highways
FHW-58	I-95 SB auxiliary lane between Exit 67 (VA-150) and Exit 69 (Bells Rd)	\$37,855,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel. Invest in regional rail to Chester/Petersburg to increase capacity in this corridor
FHW-84	N Gayton Rd Widening	\$34,144,000	TB3	All of these road widening projects need to wait. We haven't built out transit.
FHW-84	N Gayton Rd Widening	\$34,144,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel and invest in light rail from Short Pump to the Airport instead
FTR-8	West End South Combination of enhanced existing route to Regency and extension to Gayton Crossing	\$198,924 000	TB3	Increased capacity should include bike/bus only lanes.

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

Project ID	Project Description	Project Inflated Cost	Time-band	Comment
FTR-8	West End South Combination of enhanced existing route to Regency and extension to Gayton Crossing	\$198,924 000	TB3	Increased capacity should include bike/bus only lanes (in Carytown)
FTR-8	West End South Combination of enhanced existing route to Regency and extension to Gayton Crossing	\$198,924 000	TB3	This should be fast tracked. Carytown needs more transit access and less parking.
FTR-8	West End South Combination of enhanced existing route to Regency and extension to Gayton Crossing	\$198,924 000	TB3	Need transit + bike/bus only lanes
FTR-8	West End South Combination of enhanced existing route to Regency and extension to Gayton Crossing	\$198,924 000	TB3	There is no reason that this project should wait over a decade to proceed. Shift money from road widenings to make this project happen sooner. The Richmond region urgently needs to invest in transit projects to change mode share and meet climate goals
FAT-26	James River Heritage Trail : Henrico	\$51,647,000	TB4	This project does not seem necessary to me. We should be investing our funds in transit enhancements, not road widening.
FAT-26	James River Heritage Trail : Henrico	\$51,647,000	TB4	This is a busy road for bikers and cars with no safe trail or bike path. Glad to see an effort to improve that safety and mobility situation
FHW-105	Rural Point Rd Widening	\$53,369,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban roads that will only induce more car travel and urban sprawl
FHW-117	US-1 Widening	\$62,493,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel. Invest in Regional Rail to Ashland and Fredericksburg instead to increase north-south capacity
FHW-127	US-360 Widening	\$72,995,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel
FHW-131	US-360 Superstreet	\$92,621,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel
FHW-142	VA-10 Widening	\$94,686,000	TB4	This project does not seem necessary to me. We should be investing our funds in transit enhancements, not road widening.
FHW-142	VA-10 Widening	\$94,686,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads. Invest in Regional Rail south to Chester and Petersburg instead of this unnecessary widening

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

Project ID	Project Description	Project Inflated Cost	Time-band	Comment
FHW-158	VA-288 Widening	\$77,471,000	TB4	Widening 288 before we invest in connecting inner suburbs is just investment for sprawl. Chesterfield needs transit, not more cars
FHW-158	VA-288 Widening	\$77,471,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads. Widening Richmond's 2nd beltway far from population centers is a waste of money.
FHW-162	VA-288 & Courthouse Rd Interchange Modification	\$43,039,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening intersections that are far from population centers and will only induce more car travel
FHW-166	VA-288 & US-360 Interchange Modification	\$87,972,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major intersections that will only induce more car travel
FHW-168	VA-288 & US-360 Interchange Modification	\$75,233,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major intersections that will only induce more car travel
FHW-4	Ashland Rd Widening	\$74,888,000	TB4	This project does not seem necessary to me. We should be investing our funds in transit enhancements, not road widening.
FHW-4	Ashland Rd Widening	\$74,888,000	TB4	Invest in connecting first ring suburbs to transit first. Road widening is unsustainable infrastructure sprawl.
FHW-4	Ashland Rd Widening	\$74,888,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban roads that will only induce more car travel and urban sprawl, far from any existing population centers today
FHW-40	I-64 EB & WB auxiliary lane between Exit 178 (US-250) and Exit 180 (Gaskins Rd).	\$129,634,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel. Invest in Light Rail from Short Pump to the Airport to increase east-west capacity instead
FHW-46	I-64 Road Widening EB	\$126,458,000	TB4	This project does not seem necessary to me. We should be investing our funds in transit enhancements, not road widening.
FHW-46	I-64 Road Widening EB	\$126,458,000	TB4	It doesn't appear that the rapid growth that is currently occurring in New Kent, or the even greater growth that will happen in the next five years has been considered by the study group with respect to this project. I-64 E and W carries more traffic per day right now than that carried through James City County (which has just expanded to three lanes). Given the high volume of beach traffic, combined with truck traffic, between Tidewater and Richmond, I-64 is often at a standstill as it passes through New Kent. There is a serious existing issue with the sheer volume of traffic right now that will only get much worse in the immediate future. Respectfully, this project needs to be re-evaluated with due consideration given to the current and near-term (next five years) growth in both local and transient volume of traffic.



Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

Project ID	Project Description	Project Inflated Cost	Time-band	Comment
FHW-47	I-64 Road Widening WB	\$129,309,000	TB4	This project does not seem necessary to me. We should be investing our funds in transit enhancements, not road widening.
FHW-47	I-64 Road Widening WB	\$129,309,000	TB4	It doesn't appear that the rapid growth that is currently occurring in New Kent, or the even greater growth that will happen in the next five years has been considered by the study group with respect to this project. I-64 E and W carries more traffic per day right now than that carried through James City County (which has just expanded to three lanes). Given the high volume of beach traffic, combined with truck traffic, between Tidewater and Richmond, I-64 is often at a standstill as it passes through New Kent. There is a serious existing issue with the sheer volume of traffic right now that will only get much worse in the immediate future. Respectfully, this project needs to be re-evaluated with due consideration given to the current and near-term (next five years) growth in both local and transient volume of traffic.
FHW-47	I-64 Road Widening WB	\$129,309,000	TB4	<p>New Kent County is one of the fastest-growing counties in the Commonwealth, and is bisected by one of the busiest stretches of I-64. Every day, massive volumes of commercial and private vehicle traffic (much of it tourism-driven, but an ever-growing contingent of service vehicles, tractor/trailer combos, etc., as well) increasingly crowd and clog this vital transportation artery. In fact, the only stretch of I-64 that is dependably free-flowing is the 5 mile stretch between I-295 and Exit 205 which, coincidentally, was just upgraded to three lanes in both directions. On any other portion of I-64 through New Kent, drivers can count on multiple slowdowns and other (some serious) traffic disruptions due to heavy traffic and impatient drivers. This is a project that cries out for early implementation, not just for New Kent County but for drivers across the growing Richmond metropolitan area.</p> <p>Chris Goebel, Co-Chair, Community Strategy Council, The Groves at Farms of New Kent</p>
FHW-47	I-64 Road Widening WB	\$129,309,000	TB4	one remaining sector of the RVA region that can and is currently experiencing an explosive growth spurt. This eastern region, including Western New Kent County is that sector. I-64, both eastern and western portions, between exits 205 and 211 already experience daily traffic volumes that exceed capacity at all peak periods (commuter and tourist). Slow downs, back ups, disabled vehicles and crashes are now almost a daily occurrence. With 2 truck stops located at exit 211, this further increases the vehicular intermix that leads to troublesome and inconsistent flow patterns on a 2 lane interstate. The time to address this is not 5, nor 10, nor 20 years from now, but now. This section of I-64 is not only vital to the unencumbered growth within New Kent but to the continuing growth of essential retail, medical, entertainment and transportation hubs within central Richmond.
FHW-47	I-64 Road Widening WB	\$129,309,000	TB4	Andrew Shine Operations Committee Chairperson Land Bay V The Groves. New Kent County is probably the fastest growing County in Virginia. With the 3 lanes already completed off 295 averaging 74,000 vehicles daily leading into the 2 lanes at exit 205 is of serious concern with the fast growing of New Kent and the surrounding areas. Lets also add in the seasonal traffic and bumper to bumper traffic thru this 2 lane area. The time to address this is now as the increasing traffic congestion will bring a negative impact to our growing Economy.

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

Project ID	Project Description	Project Inflated Cost	Time-band	Comment
FHW-47	I-64 Road Widening WB	\$129,309,000	TB4	While we applaud the inclusion of off road trails and public transit in this recommended plan, it doesn't make sense to many of us who live in the close proximity suburban neighborhoods to include those in the allocation of funds for primary and secondary roads. After all, there are separate funding sources for these improvements (which we wholeheartedly support, by the way). I-64 East and West, as it traverses through New Kent County, carries more traffic than any other road in the entire area, over the course of each week. An average of two serious accidents per day occur along this stretch of I-64. Ignoring this obvious requirement until 2040-2045 is simply irresponsible.
FHW-47	I-64 Road Widening WB	\$129,309,000	TB4	Due to increased volume of traffic, especially during the summer months, almost all of I-64 between Richmond and Virginia Beach has been or will be widened to 3 lanes. The section in New Kent between I-295 and Exit 211 carries a high volume of traffic, an estimated 75,000 vehicles per day. Do not understand why widening this section would be pushed to 2045, causing a major bottleneck on I-64. In addition to the through traffic, New Kent County is forecasted for significant growth in population, putting more local vehicles on this road in coming years. Please consider reprioritizing this project.
FHW-47	I-64 Road Widening WB	\$129,309,000	TB4	Consider the impacts to surrounding communities of widening this stretch of freeway and inducing more traffic.
FHW-47	I-64 Road Widening WB	\$129,309,000	TB4	Hopefully this interstate widening won't be needed in 2040-45. Why not budget something less than \$129M to figure out a better way to move freight and people along this corridor?
FHW-47	I-64 Road Widening WB	\$129,309,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads. Use this money to invest in passenger rail from Richmond to Hampton Roads instead. Regional rail to the airport & Providence Forge is a more sustainable way to increase capacity east of Richmond
FHW-53	I-64 & Gaskins Rd Interchange Modification	\$82,291,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major intersections that will only induce more car travel. Invest in BRT/LRT instead.
FHW-75	Judes Ferry Rd Widening	\$58,516,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel/urban sprawl and that are far from today's population centers
FHW-8	Carolina Ave Widening	\$61,288,000	TB4	Adjacent warehouse development is driving this widening. We can't pay to supply this infrastructure when those companies should have built near existing corridors. It's no different than a tax subsidy. This can't be a priority until freight and transit is improved.



## ConnectRVA 2045 Website Comments

June 2- June 17

<https://www.connectrva2045.org/post/public-review-connectrva-constrained-project-list>

1. Mariia Zimmerman

Thanks for the chance to review and comment. Overall, this set of projects is too road/freeway heavy. Glad to see those projects included to provide trails and transit enhancements. Our region has a serious detriment of both leading to poor overall access and a big GHG impact. If road projects are needed, priority should be to design these to enable safer bicycling and better transit service. The scores for these projects is also hard to follow. Most seem to have very low equity or accessibility benefits, and the environmental benefits of road widenings are questionable at best. The entire set of projects should be evaluated as a whole for its impact on racial inequality and climate change.

2. Trevor Bullard

I agree with much of what's been said with regards to the feedback that these plans are much too heavily weighted toward building or widening roads, and not enough for people-centric investment. By reducing funds spent on roads and influencing the city in a transit/human-powered movement direction, Richmond will become fiscally stronger and will assist with reducing the impact on the Earth's climate. It's an absolute MUST that we significantly pare back the projects to make new roads or existing roads bigger for cars

3. DK Campbell

We need more pedestrian and bike infrastructure, widening roads and adding more highways reduces safety while increasing congestion. adding more biking and walking infrastructure helps reduce congestion in cities. We see this in effect via the first street cycle track. while it reduced a lane, it decreased congestion at lights allowing traffic to flow more smoothly. cycling and pedestrian infrastructure helps give access to the city for those who don't drive, reduces the burden on roads and helps reduce traffic injuries and fatalities.

4. Wyatt Gordon

Funding any highway expansions or additional lanes is akin to committing climate arson. Our region doesn't have a problem with traffic, and we know from studies and decades of experience that building more lanes only encourages more people to drive. Look up "induced demand." We have the worst funded transit system in the country per capita. The vast majority of residents in Greater Richmond don't have sidewalks or walking and biking paths to take care of their basic needs outside of a car. We can't double down on costly and deadly car dependency by wasting 87% of our transportation funding for the next 25 years on more highways. All of the road projects got scores 3x lower than the walking and biking projects, 2x lower than the transit investments, and almost every public comment so far has been against more highway spending. When you produce a set of projects that ignores what residents want and what your own scoring metrics, then it's no wonder that people disengage from these "participatory" processes. Do better.

5. Susan Barstow

If this is to be anything resembling a conscientious, realistic, and forward-thinking plan, it must focus on mass transit, ride sharing, cycling, and walking. A plan that seeks to build, expand, and widen private-vehicle roads is not the answer. Highway and road expansion is not the answer to the grievous climate crisis we now face, and it is not the answer to the deep inequities in access that have become entrenched in our cities and towns. I hope that Virginia can be leader in building a transportation network that prioritizes public transit, ride shares, bikes, and pedestrians.

6. Jeremy Hoffman

An overwhelming majority of these projects are for highway/road expansion without any affordance for active transportation or transit-only lanes. If you emphasize projects that privilege driving over any other form of transportation, then all you get is more private vehicle traffic and dependence. This plan should highlight the potential of revolutionizing our transportation system to promote healthy living in safe, connected neighborhoods and efficient public transportation. The current majority of projects that emphasize private vehicle use will only promote further sprawl, traffic, congestion, pedestrian and cyclist deaths and injuries, and overall

disconnection of our communities. I disapprove of this current focus and hope that you can take a clear stance that widening/expanding roads for more cars is NOT something that we should be doing now and into the future!

7. doug.allen757

Please do not consider any projects that add car-only lanes to existing roads and highways. The induced demand created by additional lane miles will not fix congestion and will attract more driving, further worsening the issues of traffic, congestion, climate change, and sprawl.

## Sulabh Aryal

---

**To:** Sulabh Aryal  
**Subject:** FW: Public Review: ConnectRVA 2045 - Cost Constrained List of Regional Projects (6-2-2021 Draft)

---

**From:** Billy Rohrig <[brohrig@hotmail.com](mailto:brohrig@hotmail.com)>  
**Sent:** Wednesday, June 2, 2021 7:30 PM  
**To:** RRTPO <[rrtpo@planrva.org](mailto:rrtpo@planrva.org)>  
**Subject:** Re: Public Review: ConnectRVA 2045 - Cost Constrained List of Regional Projects (6-2-2021 Draft)

Sent from my iPhone

On Jun 2, 2021, at 5:23 PM, RRTPO <[rrtpo@planrva.org](mailto:rrtpo@planrva.org)> wrote:

Good afternoon –

You are receiving this email because you have either served on a committee of the Richmond Regional Transportation Planning Organization (RRTPO) or have been identified as an interested party. The Richmond Regional Transportation Planning Organization (RRTPO) continues to work on [ConnectRVA 2045](#), the Richmond region's Long-Range Transportation Plan (LRTP). ConnectRVA 2045 will be a significant decision tool to guide how the RRTPO and its partners can address the transportation needs of the Richmond region now and in the future. The ConnectRVA 2045 Advisory Committee (AC) has led the development of the plan with the power to make decisions guiding the process and outcomes.

The comprehensive list of all possible projects that address the needs of the region, or "Universe of Projects" was approved on May 6, 2021. The next step of the process is to work from the [overall scoring](#) of the Universe of Projects to develop a proposed plan that is "constrained" or limited by the funds available for planning, design and construction. The budget is based on projected funding or revenue streams over a 25-year planning horizon of the year 2045.

**The draft [Constrained Project list](#) and online interactive maps ([map 1](#)) ([map 2](#)) are now available for your review.** Comments may be related to projects that you feel are not mentioned but are needed, projects that should not be included, projects you support, or general questions of clarity. The Constrained Project list addresses the region's issues identified earlier in the process and serves as the foundation for the ConnectRVA 2045 Plan, providing project priorities by phase or time band while considering total costs of implementation and available funds.

Please share this email with anyone you think may be interested in the region's transportation system. The comment period will be open **until 5:00 PM on June 17, 2021**. All comments will be provided to the AC and RRTPO Policy Board before they vote on the Constrained Project List in early July.

If you have any questions, please contact Chet Parsons ([cparsons@planrva.org](mailto:cparsons@planrva.org)) or Sulabh Aryal ([saryal@planrva.org](mailto:saryal@planrva.org)).

<image001.png>

Richmond Regional Transportation Planning Organization  
9211 Forest Hill Avenue, Suite 200  
Richmond, Virginia 23235  
(804) 323-2033  
[www.PlanRVA.org](http://www.PlanRVA.org)

Please do not print this email unless it is necessary. Every unprinted email helps the environment.

This is so useless and just full of RRTPO, LRTP and more crap that means nothing but give someone a high paying job. If I look at it how will I know when VDOT will make improvements to Ashland road? It nothing more than a wish list. Give it to Santa next year.

## Sulabh Aryal

---

**From:** Stephanie & Mark Culbertson-Murdoch-Kitt <thekittersons@gmail.com>  
**Sent:** Thursday, June 03, 2021 6:06 AM  
**To:** Sulabh Aryal  
**Subject:** Re: Error with ConnectRVA 2045  
**Attachments:** image001.jpg

Thank you Sulabh!

On Wed, Jun 2, 2021, 11:00 PM Sulabh Aryal <[SAryal@planrva.org](mailto:SAryal@planrva.org)> wrote:

Stephanie,

Thank you for letting us know about this error. This issue is with all the projects. The spatial location and the project description do not match for any project. I think this could be because of a technical glitch with the software. We will work on fixing this tomorrow morning.

We have also recorded your input about the Belvidere/Chamberlayne Intersection.

Thank you for participating in the ConnectRVA 2045 planning process. We appreciate your comment.

Sulabh

Check out [ConnectRVA2045.org](https://ConnectRVA2045.org) and help us update our regional transportation plan!



**Sulabh Aryal, AICP**

Transportation Planning Manager

**804-924-7045 (New)**

[saryal@PlanRVA.org](mailto:saryal@PlanRVA.org)

9211 Forest Hill Avenue, Suite 200

Richmond, Virginia 23235

[www.PlanRVA.org](http://www.PlanRVA.org)

**From:** Stephanie & Mark Culbertson-Murdoch-Kitt <[thekittersons@gmail.com](mailto:thekittersons@gmail.com)>

**Sent:** Wednesday, June 02, 2021 10:12 PM

**To:** Chet Parsons <[CParsons@planrva.org](mailto:CParsons@planrva.org)>; Sulabh Aryal <[SAryal@planrva.org](mailto:SAryal@planrva.org)>

**Subject:** Error with ConnectRVA 2045

Good evening,

It looks like there is an error with the interactive map. The Belvidere/Chamberlayne intersection is showing up as Pouncey Tract (please see attachment). I'm not sure if this can be fixed, so I'd like to email my input on this project. I am in favor as hopefully it will increase pedestrian safety along Chamberlayne where according to Vision Zero, there are many pedestrian injuries and fatalities. In fact, it would be great if it could be moved from TB2 to TB1, or at least be done the first year of TB2.

Thank you for your time.

Stephanie

## Sulabh Aryal

---

**From:** Virginia Cowles <vipcowles@gmail.com>  
**Sent:** Thursday, June 10, 2021 5:28 PM  
**To:** Sulabh Aryal  
**Cc:** Karen E Rosenblum  
**Subject:** PUBLIC COMMENT ON THE ConnectRVA 2045 Constrained List  
**Attachments:** Bus Stop 1313 Route 1C ice storm Feb 18 2021 test(1).jpg

Because I have tried to use the interactive maps with little success, I am submitting my comments by email.

Since its 2019 survey of pedestrian accommodations for bus riders along West Broad Street in Henrico County, the Transportation Committee of the League of Women Voters of the Richmond Metropolitan Area has supported improvements in pedestrian infrastructure--sidewalks, crosswalks, pedestrian traffic signals--for the accessibility and safety of bus riders. We are pleased to see UPC #118470, #111637, and #115417 among the committed projects of the Cost Constrained List of Regional Projects. UPC #118497 also sounds promising.

The LWV-RMA would like to see FHW-123 moved to the Time Band 1 list. Bus riders need sidewalks for safety all along West Broad Street now, not ten years from now.

In 1987, after a year of study, the LWV-RMA voted to support public transportation in the Richmond area. Therefore we are happy to see FTR1 and FTR 6 on The Time Band 1 Cost Constrained List of Regional Projects and are glad that FTR 3, FTR 4, and FTR 8 are included in the constrained list, though we wish they had a higher priority.

The LWV-RMA also recognizes the great need for FPR-8.

Thank you for giving the public an opportunity to comment on the Constrained List of Regional Projects.

Virginia Cowles  
Chair, Transportation Committee  
League of Women Voters  
Richmond Metropolitan Area

cc: Karen Rosenblum, Vice President for Program, LWV-RMA

attached image used with permission from GRTC



## Sulabh Aryal

---

**From:** Paige Hausburg <paigehausburg@aol.com>  
**Sent:** Monday, June 14, 2021 6:07 PM  
**To:** ConnectRVA2045  
**Subject:** Comments

Hi, please see my comments.

New and wider roads on the outskirts of the region fuel sprawl, subsidizing the conversion of farms and forests to low-density development, and diverting economic investment from the city and older suburbs.

At a time when every possible action must be taken to address the climate crisis, and when the stated Goals and Objectives of the plan are nominally centered around the development of an equitable multimodal transportation network for the region, such a massive expansion of roads on the outer edges of our region would undermine both.

Please don't get rid of our farms and beautiful country side. Less traffic is better

Paige Hausburg

Sent from my iPhone

## Sulabh Aryal

---

**From:** Jennifer Grogan <reply-to+dfcb10b3d20e@crm.wix.com>  
**Sent:** Tuesday, June 15, 2021 9:54 AM  
**To:** ConnectRVA2045  
**Subject:** [ConnectRVA2045] Engagement - new submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Jennifer Grogan** just submitted your form: Engagement  
on [ConnectRVA2045](#)

### Message Details:

First Name: Jennifer

Last Name: Grogan

Email: [jenniferrsgrogan@gmail.com](mailto:jenniferrsgrogan@gmail.com)

Phone 2: 17817528582

Subject: comments on ConnectRVA plan

Message: Building more roads and widening existing roads makes no sense in a time when we should all be trying to limit private automobile/truck driving. Research has consistently shown that more and wider roads are an incentive for more driving, traffic and pollution. Our efforts should be on mass transit, expanding bike lanes and other means of alternative transportation, and increasing pedestrian safety and access. Thank you.

---

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



## Sulabh Aryal

---

**From:** Nicole Mueller  
**Sent:** Tuesday, June 15, 2021 4:06 PM  
**To:** Sulabh Aryal; Chet Parsons  
**Subject:** FW: Planning Projects Public Comment

Fyi, just received below message.

Nicole

-----Original Message-----

From: Plan RVA <tech@westcarygroup.com>  
Sent: Tuesday, June 15, 2021 4:01 PM  
To: Nicole Mueller <nmueller@planrva.org>  
Subject: Planning Projects Public Comment

Name: Wyatt Gordon  
Email: wyatt@vcnva.org  
Message:

The metrics for choosing projects overweight speed and ignore the environmental and social costs of expanding highways and road lanes. We need new metrics that prioritize walking and biking facilities, transit access, and the reduction of air pollution. We have one of the highest rates of asthma in the country and one of the worst funded transit systems in the nation. There is no reason for these rankings to build out more highway lane miles no one needs as ever more people continue to work from home.

**From:** Frederick Fisher <fsfisher@aol.com>  
**Sent:** Wednesday, June 16, 2021 3:54 PM  
**To:** ConnectRVA2045  
**Cc:** Stewart Schwartz; Sebastian Shetty  
**Subject:** Comments on the ConnectRVA 2045 Long Range Transportation Plan

Ladies and Gentlemen:

I live in Charles City County and frequently use Route 5 to go to Richmond. I am also a member of the Partnership for Smarter Growth. My position on the ConnectRVA 2045 Long Range Transportation Plan agrees completely with the position of the Partnership for Smarter Growth which I have copied below. In particular, the proposed widening of Route 5 in Varina and the proposed new bridge to cross the James River to land in Varina would be disastrous for Varina and for the future of Route 5 as a scenic rural road. Please remove the proposed widening of Route 5 and the proposed new bridge from the ConnectRVA 2045 Long Range Transportation Plan.

Thank you very much,  
Frederick S. Fisher  
6801 Westover Road  
Charles City, Virginia 23030-3327  
804 829-2502

This plan -- **the ConnectRVA 2045 Long Range Transportation Plan (LRTP)** -- is a recipe for more sprawling development and more traffic, repeating the mistakes of Northern Virginia. The new and widened roads proposed for the outer parts of our region, paid for with taxpayer funds, will fuel real estate speculation and low-density development sprawling ever outwards. Here are just a few examples:

1. Widening Route 6 through rural Goochland to four lanes.
2. Widening Route 5 and in rural Eastern Henrico to four lanes (previously rejected by residents).
3. Fueling more development in SW Chesterfield with extension of the Powhite, widening U.S. 60, and more.
4. Fueling development in western Hanover by expanding U.S. 33, Cauthorne Rd, and Ashland Road.

While the plan includes a number of bus rapid transit (BRT) extensions - to Ashland, to the airport, to Varina, to Short Pump, and to Chesterfield Town Center and beyond -- and we express general support, we believe that more frequent BRT and regular bus service on more routes within the city and inner suburbs should come before very long BRT extensions to outer areas.

While there are great trail investments (including **the Fall Line Trail** between Richmond and Ashland and Richmond and Petersburg) the plan should also include a transit-oriented development strategy by funding packages of bike/pedestrian networks in and around transit centers. These ARE regional investments in that they create places to live where people are able to drive much less.

New and wider roads on the outskirts of the region fuel sprawl, subsidizing the conversion of farms and forests to low-density development, and diverting economic investment from the city and older

suburbs. At a time when every possible action must be taken to address the climate crisis, and when the stated Goals and Objectives of the plan are nominally centered around the development of an equitable multimodal transportation network for the region, such a massive expansion of roads on the outer edges of our region would undermine both.

## Sulabh Aryal

---

**From:** Chet Parsons  
**Sent:** Wednesday, June 16, 2021 3:49 PM  
**To:** Sulabh Aryal; Barbara Jacocks  
**Cc:** Myles Busching  
**Subject:** FW: Connect RVA

FYI below

Visit us at [www.connectrva2045.org](http://www.connectrva2045.org) to help shape the future of transportation in our region.

---

Chet Parsons, AICP CTP  
Director of Transportation  
804.924.7039  
[cparsons@PlanRVA.org](mailto:cparsons@PlanRVA.org)

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

Please do not print this email unless it is necessary. Every unprinted email helps the environment.

-----Original Message-----

From: Stokes Mccune <[stokesmccune@aol.com](mailto:stokesmccune@aol.com)>  
Sent: Wednesday, June 16, 2021 3:27 PM  
To: Chet Parsons <[CParsons@planrva.org](mailto:CParsons@planrva.org)>  
Subject: Connect RVA

Dear Mr. Parsons:

I am emailing in regard to the proposed "Wilton on the James" Shared Use Path in the Constrained Project List for the ConnectRVA 2045 LRTP plan.

My initial question is, when was this particular project added to the proposed list of projects? Also, can you share any other details about the proposed shared use path?

I am an adjacent landowner, and I do not feel as though I had adequate opportunity to submit public comment as this project was not included in the initial ConnectRVA Universe of Projects.

If there is any additional information that you can provide, I would greatly appreciate it.

Kindly,

Stokes McCune  
(804) 356-1093  
1930 Pearces Creek Lane  
Henrico, VA 23231

Stokes McCune

## Sulabh Aryal

---

**From:** Ryan McElhaney <reply-to+5a9943985983@crm.wix.com>  
**Sent:** Wednesday, June 16, 2021 9:08 PM  
**To:** ConnectRVA2045  
**Subject:** [ConnectRVA2045] Engagement - new submission

**Ryan McElhaney** just submitted your form: Engagement  
on [ConnectRVA2045](#)

**Message Details:**

First Name: Ryan  
Last Name: McElhaney  
Email: [boromm@gmail.com](mailto:boromm@gmail.com)  
Phone 2: 4342479339  
Subject: -

Message: Study after study has proven expanded roads just increases car traffic while doing minimal to reduce time spent traveling, we should focus on proven methods of reducing travel/car traffic ie multimodal traffic like busses, bikes, scooters etc. More asphalt won't solve our transportation problems, smarter uses of the asphalt we already have will, especially given the infrastructure issues we already have with non permeable surfaces and our inability to drain water on good days, let alone heavy storm days in our "good" high income neighborhoods compared to South side.

---

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.





## Sulabh Aryal

---

**From:** Sebastian Shetty <sebastian@psgrichmond.org>  
**Sent:** Thursday, June 17, 2021 4:40 PM  
**To:** ConnectRVA2045  
**Cc:** Stewart Schwartz; Trip Pollard  
**Subject:** PSG Constrained Project List Feedback  
**Attachments:** ConnectRVA 2045 Constrained Project List Comment 6\_17\_21 COB.pdf

Hello,

Please find in the attached PDF Partnership for Smarter Growth's feedback regarding the draft Constrained Project List for the ConnectRVA 2045 LRTP.

Thank you,  
Sebastian Shetty on behalf of PSG

--

**Sebastian Shetty**



Coordinator for Policy and Administration  
Partnership for Smarter Growth  
[sebastian@psgrichmond.org](mailto:sebastian@psgrichmond.org) | (757) 390-9930  
<https://www.psgrichmond.org/>

# PARTNERSHIP *for* SMARTER GROWTH

## **Dear PlanRVA Officials and Staff,**

Upon review of the Constrained Project List for the ConnectRVA 2045 Long Range Transportation Plan, we were disappointed to find that the vast majority of the projects selected for inclusion are highway construction or expansion projects, despite the urgent need and clear public preference for investment in active and sustainable transportation infrastructure. In contrast to the Vision and Goals established in earlier stages of the LRTP process, which among other things highlight the need for improvements in accessibility and environmentally friendly mobility, 87% of planned funding per this draft is dedicated to highway expansion and construction projects. Among these highway projects are a disproportionate number on the edges of the region that would serve to drive sprawling greenfield development, undermine existing communities, induce traffic, and drive our greenhouse gas emissions higher at a time when addressing the climate crisis has never been more important.

At a minimum, the following projects should be removed from the Constrained Project List, as they are both broadly opposed by residents and would serve to dramatically undermine Central Virginia's and the Commonwealth's efforts to reduce greenhouse gas emissions, create a more equitable transportation system, and reinvest in our existing infrastructure and communities.

1. Widening Route 6 through rural Goochland to four lanes.
2. Widening Route 5 and in rural Eastern Henrico to four lanes (previously rejected by residents).
3. Road expansion in SW Chesterfield with extension of the Powhite, widening U.S. 60, and more.
4. Road expansion in western Hanover by expanding U.S. 33, Cauthorne Rd, and Ashland Road.

While the plan includes a number of high-frequency transit improvements -- and we express general support for these projects, we believe that more frequent BRT and regular bus service on more routes within the city and inner suburbs should receive top priority. In addition, a number of the BRT projects should be moved from the Vision plan to the Constrained Project List, particularly in light of how well these projects scored. However, all BRT projects do not have the same priority. Among other things, before investing in BRT along Rt. 5 into Varina, funding should be provided to extend BRT service to Short Pump and along the North/South Rt. 1

corridor since these projects would serve far more people and serve to connect low-income and minority communities to expanded employment and education opportunities - a critical equity component.

While trail investments are included that we support (such as the Fall Line Trail between Richmond and Ashland and Richmond and Petersburg) the plan should also include a transit-oriented development strategy that funds packages of bike/pedestrian networks in and around transit centers, and that connect more existing communities to the Fall line Trail. These are regional investments that create places to live where people are able to drive much less.

In contrast, new and wider roads on the outskirts of the region fuel sprawl, subsidizing the conversion of farms and forests to low-density development, and diverting economic investment from the city and older suburbs. At a time when every possible action must be taken to address the climate crisis, and when the stated Goals and Objectives of the plan are nominally centered around the development of an equitable multimodal transportation network for the region, such a massive expansion of roads on the outer edges of our region would undermine both of these critical goals, and these projects should be eliminated from the Constrained Project List.

Thank you for your hard work on the drafting of our region's LRTP, and for the opportunity to weigh in through each stage of the planning process. We look forward to staying involved in the process, and to working together to create a stronger, more sustainable Richmond region.

**Sincerely,**

**Partnership for Smarter Growth**



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

### *Critical Urban Freight Corridor (CUFC) Designation*

**REQUESTED ACTION:** *Review and approval of the Critical Urban Freight Corridor designations as proposed by OIPI.*

#### **RESOLUTION**

*The following resolution is presented for RRTPO Policy Board review and approval:*

**RESOLVED**, that the Richmond Regional Transportation Planning Organization Policy Board approves the designations of the [Critical Urban Freight Corridors as determined by OIPI.](#)

## POLICY BOARD AGENDA 7/1/21; ITEM B.2.

### CRITICAL URBAN FREIGHT CORRIDOR (CUFC) DESIGNATION

#### Richmond Regional Transportation Planning Organization

**REQUESTED ACTION:** Review and approval of the Critical Urban Freight Corridor designations as proposed by OIPI.

**BACKGROUND:** The Fixing America's Surface Transportation Act (FAST Act) established a National Highway Freight Network (NHFN) and includes a provision that requires each State that receives funding under the National Highway Freight Program (NHFP) to develop a State Freight Plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight. Additional requirements added under the FAST Act that were not components of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21):

- When applicable, a listing of —
  - Multimodal critical rural freight facilities and corridors designated within the State under section 70103 of title 49; and
  - Critical rural and urban freight corridors designated within the State under section 167 of title 23

Office of Intermodal Planning and Investment (OIPI) in conjunction with VDOT and DRPT is developing the VTrans (Virginia's Transportation Plan) Freight Element to meet the requirements for 49 U.S.C. 70202. As a part of the VTrans Freight Element the state and some MPOs have the option to designate roadways as Critical Urban and Rural Freight Corridors (CUFC and CRFC):

1. CUFC and CRFC are voluntary designations
2. In Virginia NHFP funds are allocated to projects selected via SMART SCALE and other established processes therefore CUFC and CRFC designations do not impact allocation of dollars
3. The purpose is to provide additional programming flexibility to the State in assigning NHFP funds to eligible funded projects
4. In 2017, the National Capital Region Transportation Planning Board approved a resolution to designate ~19 miles of CUFCs in the Virginia portion of the region

**APPROACH:** Under the guidelines of section 167 of title 23, for a corridor to be designated as a CUFC or CRFC one or more of the following criteria must be met:

1. Critical Rural Freight Corridor
  - Is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic (AADT) of the road measured in passenger vehicle equivalent units from trucks (FHA vehicle class 8 to 13)
  - Provides access to energy exploration, development, installation, or production areas
  - Connects the Primary Highway Freight System (PHFS), described above, or the Interstate System to facilities that handle more than-

- 50,000 20-foot equivalent units per year; or
    - 500,000 tons per year of bulk commodities;
  - Provides access to: a grain elevator, an agricultural facility, a mining facility, a forestry facility, or an intermodal facility
  - Connects to an international port of entry
  - Provides access to significant air, rail, water, or other freight facilities in the State
  - Is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State
- \*Limitation: A State may designate as critical rural freight corridors a maximum of 150 miles of highway or 20 percent of the primary highway freight system mileage in the State, whichever is greater.

## 2. Critical Urban Freight Corridor

- In an urbanized area with a population of 500,000 or more individuals, the representative MPO, in consultation with the State, may designate a public road within the borders of that area of the State as a critical urban freight corridor
- In an urbanized area with a population of less than 500,000 individuals, the State, in consultation with the representative MPO, may designate a public road within the borders of that area of the State as a critical urban freight corridor
- If the public road is:
  - in an urbanized area, regardless of population; and
  - connects an intermodal facility to-
  - the primary highway freight system;
  - the Interstate System; or
  - an intermodal freight facility;
- Is located within a corridor of a route on the primary highway freight system and provides an alternative highway option important to goods movement;
- Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or
- Is important to the movement of freight within the region, as determined by the metropolitan planning organization or the State.

\*Limitation: For each State, a maximum of 75 miles of highway or 10 percent of the primary highway freight system mileage in the State, whichever is greater, may be designated as a critical urban freight corridor

**TAC RECOMMENDATION:** The Technical Advisory Committee (TAC) reviewed this request at the June meeting and unanimously recommended approval of the CUFC as determined by OIPI.

**STAFF RECOMMENDATION:** Staff agrees with the TAC recommendation and recommends approval of the CUFC.

**ACTION REQUESTED:** The following resolution is presented for consideration:

**RESOLVED**, that the Richmond Regional Transportation Planning Organization Policy Board approves the designations of the [Critical Urban Freight Corridors as determined by OIPI](#).

SR/nm

## Agenda Item B.3.

### *FY21 – FY24 TIP Amendments: VDOT Request*

**REQUESTED ACTION:** *Review and approval of a request from VDOT to amend the FY21 – FY24 Transportation Improvement Program (TIP) to add two new projects.*

**RESOLUTION**

*The following resolution is presented for RRTPO Policy Board consideration:*

***RESOLVED***, that the Richmond Regional Transportation Planning Organization Policy Board amends the FY21 – FY24 Transportation Improvement Program (TIP) adding the following two new projects and

***BE IT FURTHER RESOLVED***, that these projects are considered exempt from conformity under provisions contained in section 93.126 of the conformity rule as follows:

**Two New Projects:**

- *UPC 118144: Rt 360 Superstreets Study from Winterpock Rd to Harbour Point Pkwy/Mockingbird Ln project—Chesterfield County; **Study***
- *UPC 118145: Rt 60 Corridor Improvement Study from Winterfield Rd/LeGordon Dr to Old Buckingham/Woolridge Rd project—Chesterfield County; **Study***



**POLICY BOARD AGENDA 7/1/21; ITEM B.3.**

**FY21 – FY24 TIP AMENDMENTS: VDOT REQUEST**

**Richmond Regional Transportation Planning Organization**

**REQUESTED ACTION:** Review and approval of a request from VDOT to amend the FY21 – FY24 Transportation Improvement Program (TIP) to add two new projects.

**BACKGROUND:** The RRTPO has received a request from VDOT to amend the TIP to add two new projects. Both projects are studies in Chesterfield County that were previously selected for funding through the RRTPO's RSTP program. The draft amendments are attached to this staff report.

**TAC RECOMMENDATION:** The Technical Advisory Committee (TAC) reviewed the requests at the June meeting and unanimously recommended approval of the amendments.

**STAFF RECOMMENDATION:** Staff agrees with the TAC recommendation and recommends approval of the TIP amendments.

**PUBLIC COMMENT:** A fifteen-day comment period is underway and scheduled to last from June 14<sup>th</sup> to June 28<sup>th</sup> consistent with the Public Engagement Plan. The draft amendments were posted on the website along with the summary presentation shared with the TAC. Email notice of the comment period was sent to all committee members, interested parties, and the media. Any comments received during the comment period will be shared with the policy board and included in the staff presentation.

**ACTION REQUESTED:** The following resolution is presented for consideration:

**RESOLVED**, that the Richmond Regional Transportation Planning Organization Policy Board amends the *FY21 – FY24 Transportation Improvement Program (TIP)* adding the following two new projects and

**BE IT FURTHER RESOLVED**, that these projects are considered exempt from conformity under provisions contained in section 93.126 of the conformity rule as follows:

**Two New Projects:**

- UPC 118144: Rt 360 Superstreets Study from Winterpock Rd to Harbour Point Pkwy/Mockingbird Ln project—Chesterfield County; **Study**
- UPC 118145: Rt 60 Corridor Improvement Study from Winterfield Rd/LeGordon Dr to Old Buckingham/Woolridge Rd project—Chesterfield County; **Study**

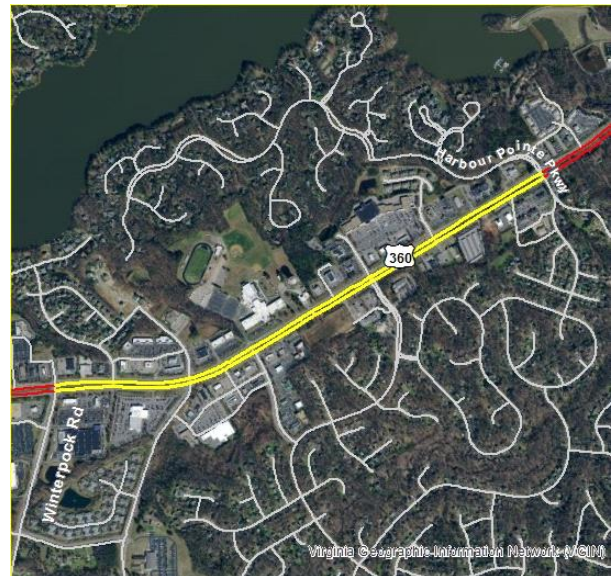
Attachments  
CAP/jl

# FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

## Primary

**UPC 118144**

**Jurisdiction:** Chesterfield County  
**Route/Street:** 360/Hull Street Rd  
**Description:** US 360 Superstreets Study  
**Scope:** Preliminary Engineering  
**From:** Winterpock Rd  
**To:** Harbour Point Parkway/Mockingbird Lane  
**Length:**  
**Administered By:** Locally **Regionally Significant:** No  
**MPO Note:**



### Schedule

Phase	Start	End	Status
Preliminary Engineering (PE):	6/3/2021	9/25/2023	FFY21
Right of Way (RW):			
Construction (CN):			

### Cost Estimates / Previous Obligations

<b>Cost Estimates</b>	
PE:	\$300,000
RW:	
CN:	
<b>Total:</b>	<b>\$300,000</b>

### Goals addressed

Access	<b>Yes</b>	Congestion	<b>Yes</b>	Environment	<b>No</b>
Freight	<b>No</b>	Landuse	<b>No</b>	Maintenance	<b>Yes</b>
Safety	<b>Yes</b>	Reliability	<b>No</b>	Multimodal	<b>No</b>

### Federal Obligations

Phase	Fund Source	Match	Federal Obligations			
			FY21	FY22	FY23	FY24
PE	RSTP	\$60,000	\$240,000	\$0	\$0	\$0

### Amendments

**Amd 18** 7/1/2021 Approved

1). This is a new project added to the TIP. 2). Add PE phase to FY21 and obligate \$240,000 (match \$60,000) RSTBG funds.

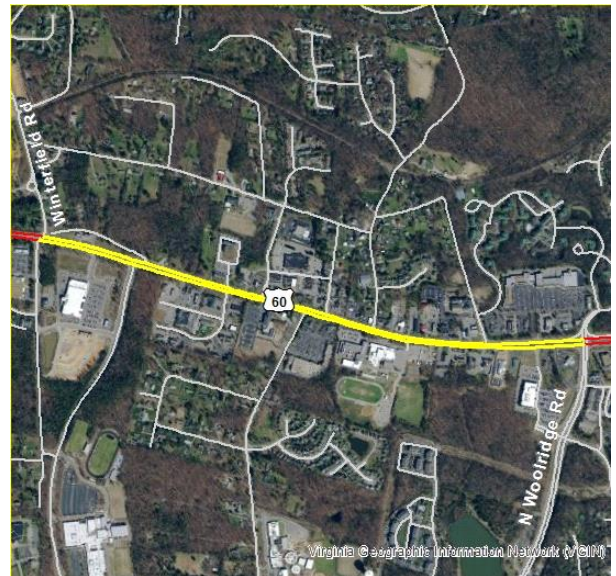
Date Requested 5/19/2021

# FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

## Primary

**UPC 118145**

**Jurisdiction:** Chesterfield County  
**Route/Street:** 60/Midlothian Tpke  
**Description:** Route 60 Corridor Improvement Study  
**Scope:** Preliminary Engineering  
**From:** Winterfield Rd/LeGordon Drive  
**To:** Old Buckingham Road/Woolridge Rd  
**Length:**  
**Administered By:** Locally **Regionally Significant:** No  
**MPO Note:**



### Schedule

Phase	Start	End	Status
Preliminary Engineering (PE):	6/3/2021	9/25/2023	FFY21
Right of Way (RW):			
Construction (CN):			

### Cost Estimates / Previous Obligations

<b>Cost Estimates</b>	
PE:	\$125,000
RW:	
CN:	
<b>Total:</b>	<b>\$125,000</b>

### Goals addressed

Access	<b>Yes</b>	Congestion	<b>Yes</b>	Environment	<b>No</b>
Freight	<b>No</b>	Landuse	<b>No</b>	Maintenance	<b>Yes</b>
Safety	<b>Yes</b>	Reliability	<b>No</b>	Multimodal	<b>No</b>

### Federal Obligations

Phase	Fund Source	Match	Federal Obligations			
			FY21	FY22	FY23	FY24
PE	RSTP	\$25,000	\$100,000	\$0	\$0	\$0

### Amendments

**Amd 19** 7/1/2021 Approved

1). This is a new project added to the TIP. 2). Add PE phase to FY21 and obligate \$100,000 (match \$25,000) RSTBG funds.

Date Requested 5/19/2021

## FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

### Project Amendments - Tracking Records

**Amd 18    118144    Chesterfield County    US 360 Superstreets Study**

7/1/2021    Approved    1). This is a new project added to the TIP.    2). Add PE phase to FY21 and obligate \$240,000 (match \$60,000) RSTBG funds.  
Date Requested    5/19/2021

**Amd 19    118145    Chesterfield County    Route 60 Corridor Improvement Study**

7/1/2021    Approved    1). This is a new project added to the TIP.    2). Add PE phase to FY21 and obligate \$100,000 (match \$25,000) RSTBG funds.  
Date Requested    5/19/2021

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

### *Draft Regional Project Selection and Allocation Framework*

**REQUESTED ACTION:** *Review and adoption of the Regional Project Selection and Allocation Framework.*

**RESOLUTION**

*The following resolution is presented for RRTPO Policy Board consideration:*

***RESOLVED,*** *that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board adopts the Regional Project Selection and Allocation Framework for the allocation of Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives (TA) Set Aside funds.*

***FURTHER RESOLVED,*** *that the RRTPO Policy Board rescinds the Richmond Area MPO RSTP and CMAQ Project Review, Selection, and Funds Allocation Process.*

## **POLICY BOARD AGENDA 7/1/21; ITEM B.4.**

### **DRAFT REGIONAL PROJECT SELECTION AND ALLOCATION FRAMEWORK**

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

**REQUESTED ACTION:** Review and adoption of the Regional Project Selection and Allocation Framework.

**BACKGROUND:** A subcommittee of the Technical Advisory Committee was established in June of 2020 to guide an update to the project selection and allocation guidelines for the Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) programs. The subcommittee consisted of TAC members from five (5) agencies: Goochland, GRTC, Hanover, Henrico, and Richmond. Several key focus areas were identified in the initial proposal including the addition of Transportation Alternatives (TA) funding in the guidelines, changes to improve consistency with the long-range plan in project scoring, guidance to support use of RSTP/CMAQ funds for Smart Scale and CVTA leveraging, and improvements to the TPO's project tracking capacity.

The subcommittee met starting in October 2020 and has provided direction and review through an iterative process as staff prepared the updated project guidelines. The subcommittee voted on April 12<sup>th</sup> to forward the draft framework (attached to this staff report) to the full TAC for consideration.

**MAJOR PROGRAM CHANGES:** The draft framework was developed starting from a review of the current guidelines and best practices from around the country. Several significant changes from the current process are proposed; the major changes are summarized below.

#### *Pre-Screening & Coordination*

All projects which will lead to construction will be required to undergo coordination with VDOT Richmond District prior to submission. The purpose of this coordination is to ensure VDOT administered projects are funded to the correct schedule and estimate and to better calculate the potential financial risks for projects intended to be locally administered upfront. The outcome of this process will be a VDOT recommended cost estimate and schedule which will be submitted with the application.

This coordination process will also allow VDOT to provide more support to project sponsors who are looking to develop new applications. Support for project development includes concept refinement as well as studies such as safety studies, operational studies, STARS studies, or Arterial Management Program studies. The proposed timelines and guidance for VDOT coordination is included as an attachment to this staff report.

### *Application Caps*

The draft framework proposes limits on the number of applications each agency can submit each cycle. The proposed limits have been developed based on averages from the past six (6) application cycles. The proposed scoring process is much more data and staff time intensive, and the limits ensure adequate resources will be available to accomplish the project scoring in a timely manner. The proposed caps are summarized in the table below:

<b>Sponsor</b>	<b>Total Applications</b>
Large Locality (population $\geq$ 100,000)	10
Small Locality (population $<$ 100,000)	3
Non-locality Member Agency	3

### *Project Presentations*

The annual meetings to review existing and new projects will be replaced with more formal sponsor presentations of the proposed project. This will allow the opportunity for the scoring team to learn more about the need for the project and to ask any questions which might need clarification for scoring.

### *Project Scoring*

The current process for scoring RSTP and CMAQ projects is complex with distinct scoring metrics used depending on the funding source and project type. In total, there are 18 different scoring guidelines. The new framework proposes to streamline the process significantly. The RSTP program will have just two (2) different scoring rubrics, one for studies and another for all projects and programs. The CMAQ program will also use the RSTP scoring guidelines for projects and programs. The project scoring is based on the ConnectRVA 2045 project prioritization process and uses a cost-benefit analysis to maximize the benefits from limited transportation dollars.

The draft framework also proposes including scoring guidelines for the Transportation Alternatives (TA) set-aside program. The scoring will be based primarily (80%) on the statewide scoring process. The remaining 20% will be based on the regional importance of the project (based on inclusion in the RRTPO bicycle and pedestrian plan) and the impact to vulnerable and disadvantaged populations.

### *Leveraging Funds*

Leveraging has always been supported by the RSTP program guidelines, but a process for implementing leveraging has never been formally established. The draft framework would prioritize leveraging projects by evaluating them based only on the PE phase cost. The PE cost of leveraging projects would be funded in an out year, giving the sponsor several years to obtain the additional funding. If unsuccessful, the sponsor would be allowed to request the funding be pushed back one time. Projects which are unsuccessful at leveraging funds would be required to compete with other new projects for full funding.

## *Allocations*

Much like leveraging, the allocations process has only been partly defined in the program guidelines. The draft framework includes the existing order of allocations but also lays out additional details such as target reserve balances for each year of the program, a process for funding swap, and additional requirements for cost overruns. These details will help to provide clarity for the program and make the allocations process more predictable for everyone.

## *Reporting and Project Tracking*

Finally, the draft framework would implement a requirement on project sponsors for a high-level semi-annual report on each active project. This would include major details such as current estimate, current schedule, authorized phase, next milestone, and major hurdles or challenges to completion. This information would be used to replace the fall meetings to discuss active projects.

**TAC RECOMMENDATION:** The Technical Advisory Committee (TAC) reviewed the draft framework at the May and June meetings. At the June meeting, the TAC unanimously recommended approval of the framework as attached to this staff report.

**STAFF RECOMMENDATION:** Staff agrees with the TAC recommendation and recommends approval of the draft framework.

**PUBLIC COMMENTS:** A fifteen-day comment period is underway and scheduled to last from June 14<sup>th</sup> to June 28<sup>th</sup> consistent with the Public Engagement Plan. The draft framework and VDOT coordination guidelines were posted online. Email notice of the comment period was sent to all committee members, interested parties, and the media. Any comments received during the comment period will be shared with the policy board and included in the staff presentation.

**REQUESTED ACTION:** The following resolution is presented for consideration:

**RESOLVED,** that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board adopts the Regional Project Selection and Allocation Framework for the allocation of Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives (TA) Set Aside funds.

**FURTHER RESOLVED,** that the RRTPO Policy Board rescinds the Richmond Area MPO RSTP and CMAQ Project Review, Selection, and Funds Allocation Process.



# Regional Project Selection and Allocation Framework

DRAFT





**ACKNOWLEDGMENTS** This report was prepared by PlanRVA staff through a cooperative process on behalf of the Richmond Regional Transportation Planning Organization (RRTPO). The contents of this framework reflect the views of the RRTPO. PlanRVA staff is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FHWA, FTA, VDOT, DRPT or PlanRVA.

**NONDISCRIMINATION** The Richmond Regional Transportation Planning Organization (RRTPO) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The RRTPO will strive to provide reasonable accommodations and services for persons who require special assistance to participate in this public involvement opportunity. For more information on meeting accessibility, or to obtain a Title VI Complaint Form, see [www.planrva.org](http://www.planrva.org) or call the Title VI Coordinator at 804-323-2033.

**NO DISCRIMINACIÓN** Aviso de Título VI abreviado al público: La Organización de Planeación Regional de Transporte de Richmond (RRTPO) cumple con el Título VI de la Ley de los Derechos Civiles de 1964 y con los estatutos y regulaciones relacionadas en todos los programas y actividades. RRTPO se esforzará en proveer acomodaciones razonables y servicios para personas que requieran asistencia especial para participar en esta oportunidad pública. Para más información sobre accesibilidad a la reunión o para obtener los documentos de reclamación del Título VI, entre a la página web ([www.planrva.org](http://www.planrva.org)) o llame al Coordinador del Título VI en 804-323-2033.



Overview .....	7
Congestion Mitigation and Air Quality (CMAQ) .....	7
Surface Transportation Block Grant (STBG) .....	7
Transportation Alternatives (TA) Set-Aside .....	8
Project Selection Process.....	9
Project Submissions .....	9
Project Screening .....	9
Project Scoring and Prioritization .....	10
Project Selection .....	11
Congestion Mitigation and Air Quality Program .....	12
What projects are eligible for CMAQ funding? .....	12
What jurisdictions or agencies are eligible for CMAQ funding? .....	12
How are CMAQ projects scored and prioritized? .....	12
Surface Transportation Block Grant Program .....	13
What projects are eligible for STBG funding? .....	13
What jurisdictions or agencies are eligible for STBG funding? .....	13
How are STBG projects scored and prioritized? .....	13
Transportation Alternatives Set-Aside Program .....	16
What projects are eligible for TA funding? .....	16
What jurisdictions or agencies are eligible for TA funding? .....	16
How are TA projects scored and prioritized? .....	16
Project Allocations.....	18
Allocation Process.....	18
Leveraging Funds .....	19
Cost Overruns .....	20
Surplus Funds.....	21
Funding Swaps .....	21
Project Development and Reporting.....	22
Appendix I: Regional Significance .....	23
Regional Projects.....	23
Local/Programmatic Projects.....	24
Appendix II: Outside Funding .....	26



## Overview

The Richmond Regional Transportation Planning Organization (RRTPO) administers three regional transportation funding programs:

- Congestion Mitigation and Air Quality (CMAQ) program
- Surface Transportation Block Grant (STBG) program
- Transportation Alternatives (TA) Set-Aside program

These federally funded transportation programs are designed to empower communities to cooperatively determine the future of transportation in a region. Although the federal funds are provided to and administered by the State, the project selection and allocation decisions of how to expend the funds are performed by locally elected officials coming together as a regional council known as a metropolitan planning organization or transportation planning organization.

Each year, the member localities and regional transportation partners engage in a competitive process where projects are submitted for funds from these programs. Together, the RRTPO members assess the merit and regional value of each before determining final allocations.

### Congestion Mitigation and Air Quality (CMAQ)

The Congestion Mitigation and Air Quality program provides federal funding for transportation projects and programs that help improve air quality and reduce traffic congestion. The program was established by the Intermodal Surface Transportation Efficiency Act of 1991 and continues to fund projects located in areas that don't currently – or previously didn't – meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter.

Portions of the Richmond region were previously nonattainment areas, but now the region's air quality complies with the NAAQS. Through the RRTPO's Ozone Advance agreement with the Virginia Department of Environmental Quality (DEQ) the RRTPO continues to qualify for CMAQ funds. The federal government provides CMAQ funds to the Commonwealth of Virginia, which voluntarily sub-allocates a portion for projects and programs selected by regional metropolitan planning organizations. Find out more information about the Congestion Mitigation and Air Quality program from [the FHWA fact sheet here](#).

### Surface Transportation Block Grant (STBG)

The Surface Transportation Block Grant program provides states and regions with flexible federal funding that may be used for a wide variety of roadway and transit projects. Regional STBG funds are automatically sub-allocated to regional planning organizations within the State. The wide variety of STBG investments in the Richmond Region support passenger and freight movement along the region's surface transportation systems. The funds can be used to preserve and improve the

conditions and performance on highways, bridges, tunnels, pedestrian facilities, bicycle infrastructure, and transit capital projects. Find out more information about the Surface Transportation Block Grant program from [the FHWA fact sheet here](#).

### Transportation Alternatives (TA) Set-Aside

The Transportation Alternatives Set-Aside provides funding for non-motorized transportation, including pedestrian facilities, bicycle facilities, recreational trails, safe routes to school, and infrastructure projects for improving non-driver access to public transportation.

TA Set-Aside is an allocation set-aside within the Surface Transportation Block Grant funding allocation. This is no longer an independent program as it has been in the past. Starting Fiscal Year 2018, Virginia's TA Set-Aside application cycle has moved to a biannual cycle. Find out more information about the Transportation Alternatives program from [the FHWA fact sheet here](#)



## Project Selection Process

The process for obtaining regional funding for transportation projects is competitive as regional needs surpass the available funding. To ensure a fair and transparent process, the RRTPO has adopted a four-step project selection process. A general description of each step is included below. A calendar of the project selection process will be published each cycle with the call for projects.

### Project Submissions

#### CMAQ/STBG

In the month before the application window, staff will present the project selection schedule to the RRTPO Technical Advisory Committee (TAC) as well as any changes to the application process from the previous year. Applicants are expected to prioritize the applications they submit. Beginning in 2021, there will be a limit on the number of applications for new projects allowed per sponsor, as shown in the table below:

*Table 1: Application Limit by Sponsor Type*

Sponsor	Total Applications
Large Locality (population $\geq$ 100,000)	10
Small Locality (population $<$ 100,000)	3
Non-locality Member Agency	3

A call for projects, including a calendar for the selection process and a guide to required supplemental data for applications, will be posted to the RRTPO website. The RRTPO will provide an electronic application on the RRTPO website and all applications must be submitted using this application. All applications and supplemental materials are due by the application deadline.

#### TA Set-Aside

The TA Set-Aside application process is administered by VDOT via the Smart Portal. The RRTPO still has a role in the application process as all projects within the TPO planning area are required to have a resolution of endorsement from the TPO. All project sponsors must submit a project description (including termini), total cost estimate, and request amount to the TPO at least 2.5 months ahead of the submission deadline.

TPO staff will provide a reminder to TAC before the deadline and indicate the preferred method of submission. All requests are provided to TAC for recommendation and the policy board for approval prior to the submission deadline.

### Project Screening

#### CMAQ/STBG

##### *Preliminary Screening*

All projects requesting CMAQ or STBG funding will be screened to ensure that the project is eligible for funding and ready to proceed. Project screening will include:

- Eligibility under federal regulations
- Consistency with the Long-Range Transportation Plan (see Appendix I for more details)
  - If the project is regional, the project must be included in the constrained long-range plan
  - If the project is local, the project must be consistent with LRTP goals
- Project scope is well-defined
- Project schedule is defined and has been reviewed by VDOT Richmond District if leading to construction (**NOTE:** VDOT *concurrence* with the proposed schedule is required if VDOT will administer the project; concurrence is not required if project is intended to be locally administered. For more information about VDOT validation, see the validation guidelines.)
- Project cost is reasonable and has been reviewed by VDOT Richmond District if leading to construction (**NOTE:** VDOT *concurrence* with the proposed estimate is required if VDOT will administer the project; concurrence is not required if project is intended to be locally administered. For more information about VDOT validation, see the validation guidelines.)
- Submission includes all required supplemental data

### *Project Presentations*

In addition to the project screening, project sponsors will have the opportunity to present their new project applications to the scoring team consisting of RRTPO staff as designated by the Director of Transportation. The project sponsor will have 10 minutes to present the project followed by questions from the scoring team. This presentation is the opportunity to explain the project in more detail and clarify any questions from the scoring team which may impact the scoring. Presentations are scheduled during the application period.

### *TA Set-Aside*

Screening for TA Set-Aside projects is completed by VDOT's Local Assistance Division consistent with their adopted guidelines.

## *Project Scoring and Prioritization*

### *CMAQ/STBG*

All projects are scored using a data-driven process first adopted as part of the ConnectRVA 2045 plan. This regional scoring methodology is described in more detail in the follow sections. Both CMAQ and STBG applications are scored using the same methodology; CMAQ applications must additionally demonstrate a reduction in emissions of ozone precursors (VOC and NOx).

### *TA Set-Aside*

All TA Set-Aside projects undergo two rounds of scoring. First, VDOT evaluates the projects using a statewide scoring process. The TPO then evaluate the projects for equity impacts and consistency with the regional bicycle and pedestrian plan. The scoring process is described in more detail in following sections.

## Project Selection

Projects are prioritized and programmed based on the project scores. For CMAQ/STBG funds, a draft program is produced to show years of allocations prior to adoption.

### CMAQ/STBG

Staff will provide the scored CMAQ/STBG projects to TAC along with a draft allocations table. The draft program will follow the allocation process described later in these guidelines with projects generally prioritized based on their score. TAC will review the recommended new selections and provide a recommendation to the policy board.

After TAC has made a recommendation, a public comment page with a story map showing all projects and the recommended selections will be provided on the RRTPO website. This comment page will remain open for a period consistent with the Public Engagement Plan. All comments will be provided to the policy board before they take a final vote on the project selections and allocations.

### TA Set-Aside

Staff will provide the scored TA Set-Aside projects to TAC ranked in order of score. Considering the CTB member selections (if available), staff will recommend projects for funding in rank order until there is insufficient funding available to fully fund the next project. TAC will review the recommended selections and make a recommendation to the policy board.

After TAC has made a recommendation, a public comment page with a story map showing all projects and the recommended selections will be provided on the RRTPO website. This comment page will remain open for period consistent with the Public Engagement Plan. All comments will be provided to the policy board before they take a final vote on the project selection.

## Congestion Mitigation and Air Quality Program

### What projects are eligible for CMAQ funding?

The Congestion Mitigation and Air Quality program is dedicated to improving air quality in areas which do not, or previously did not meet national air quality standards. Projects or programs submitted for CMAQ funding must be located or provide service within the [previous 8-Hour Ozone nonattainment area](#) in addition to [the TPO planning area](#). This area includes all the Town of Ashland, Chesterfield County, Hanover County, Henrico County, and the City of Richmond as well as the western half of Charles City County.

To be eligible for CMAQ funding, the primary criteria is that a project must reduce emissions of ozone precursors, Volatile Organic Compounds (VOC) and Nitrogen Oxides (NO<sub>x</sub>). General purpose capacity projects are not eligible for CMAQ funding. New projects are only eligible to receive funding for future project phases which have not started. For more information about project eligibility, [see 23 USC 149\(b\)](#) for the full list of eligible project types and restrictions.

### What jurisdictions or agencies are eligible for CMAQ funding?

All RRTPO member governments, as defined in [the RRTPO bylaws](#), within the former 1997 8-Hour Ozone nonattainment area are eligible to submit requests for CMAQ funding. Any member agency, including non-voting members, within the former nonattainment area, or providing service within the area, is also eligible for CMAQ funding.

### How are CMAQ projects scored and prioritized?

Scoring follows the regional prioritization methodology first developed for the ConnectRVA 2045 long-range transportation plan. This methodology is described in more detail in the Surface Transportation Block Grant Program section below. In addition to the general scoring methodology, all CMAQ projects must demonstrate positive reduction in VOC and NO<sub>x</sub> emissions. Projects are prioritized based on the overall project score and the cost-effectiveness of emissions reductions.

Projects that do not demonstrate a reduction in emissions will be eliminated from consideration for CMAQ funding, regardless of the overall score. Projects submitted for CMAQ funding will also be considered for STBG funding if eligible.

## Surface Transportation Block Grant Program

### What projects are eligible for STBG funding?

The Surface Transportation Block Grant program is designed to offer a flexible source of funding for transportation improvements. All projects must be located within [the TPO planning area](#). In general, projects must be located on federal aid highway system. This excludes [roads classified](#) as local or rural minor collectors. There are several exceptions to this requirement including safety projects, park and ride projects, recreational trails, bike and pedestrian projects, and port projects. New projects are only eligible for future project phases which have not started. For more information about project eligibility, [see 23 USC 133\(b\)](#) for the full list of eligible project types.

In addition to projects in the region, the RRTPO may also set aside STBG funds for the Unified Planning Work Program (UPWP) to support for regional studies and MPO planning activities. Funding for RRTPO planning activities is taken off-the-top and is programmed through the UPWP.

### What jurisdictions or agencies are eligible for STBG funding?

All RRTPO member jurisdictions and agencies, as defined in [the RRTPO bylaws](#), are eligible to apply for STBG funding. This includes non-voting members. As noted above, the projects must be located within the TPO planning area.

### How are STBG projects scored and prioritized?

Applications submitted for STBG funding are classified into Planning Studies and Projects & Programs. Each category is evaluated differently. A summary of the scoring measures for each category is included below.

## Planning Studies

This category covers all planning activities such as safety studies, interchange access requests (IAR), or operational analyses. These studies are generally the first step in planning for a project before significant engineering or design work is undertaken. Weighting for study goals is based on the adopted weighting in the Long-Range Transportation Plan (LRTP).

Table 2: RSTP Study Scoring

Criteria	LRTP Goal	Points
Is the study necessary to advance a project, recommendation, or policy in the Long-Range Transportation Plan?	---	40
Do the study goals address the following?	---	---
Safety and Crash Reduction	Safety	15
Multimodal Transportation and Mode Choice	Accessibility/Equity	7.5
Equity and Access for Disadvantaged Populations	Accessibility/Equity	7.5
Connections to and within Regional Activity Centers	Environment /Land Use	6
Resiliency and Protection of the Natural Environment	Environment /Land Use	6
Regional Economic Growth and Development	Economic Development	9
Congestion Management and Mobility	Mobility	9

## Projects & Programs

All other projects or programs fall under this second category. All projects and programs are evaluated using the performance measures and goals developed for ConnectRVA 2045. Scoring is normalized for each performance measure and project benefits are measured against project costs. For more details on the methodology, please see [the LRTP technical documentation here](#). A summary table of the scoring is included below.

Table 3: STBG Project & Program Scoring

L RTP Goal	Goal Weight	Performance Measure	Measure Weight
Safety	25	Crash Frequency	17.5
Safety		Crash Rate	7.5
Mobility	15	Person Throughput	7.5
Mobility		Person Hours of Delay	7.5
Accessibility/Equity	25	Access to Jobs	7.5
Accessibility/Equity		Access to Destinations	7.5
Accessibility/Equity		Access to Jobs for Communities of Concern	5
Accessibility/Equity		Access to Destination for Communities of Concern	5
Economic Development	15	Job Growth	7.5
Economic Development		Connection to Truck Intensive Areas	3.75
Economic Development		Truck Throughput	3.75
Environment/Land Use	20	Impact to Sensitive Environmental and Cultural Features	5
Environment/Land Use		Reduction in Air Pollution	5
Environment/Land Use		Reduction in Vehicle Miles Traveled per Capita	5
Environment/Land Use		Connection to Activity Centers	5

## Transportation Alternatives Set-Aside Program

### What projects are eligible for TA funding?

All projects must be located within the TPO Planning area (see map above). Regional TA funding is dedicated to the following types of projects:

- Construction of on-road and off-road facilities for non-motorized transportation
- Projects that provide safe routes for non-drivers to access daily needs
- Conversion of abandoned railroad corridors for non-motorized transportation
- Safe Routes to Schools projects

For more information about other eligible project types, see VDOT's [Transportation Alternatives Program Guide](#) and [23 USC 133\(h\)\(3\)](#).

### What jurisdictions or agencies are eligible for TA funding?

Projects may be submitted by local governments and transit agencies that are RRTPO members as defined in [the RRTPO bylaws](#). All projects must be endorsed by the RRTPO prior to submission, as required by Commonwealth Transportation Board (CTB) policy.

### How are TA projects scored and prioritized?

Transportation Alternatives projects are first scored by the Local Assistance Division of VDOT. Each project receives a score which covers the project funding, the overall scope and concept, the improvement made to the transportation network, the sponsor's ability to administer federal projects, and project readiness. The merit score is normalized relative to all other regional submissions.

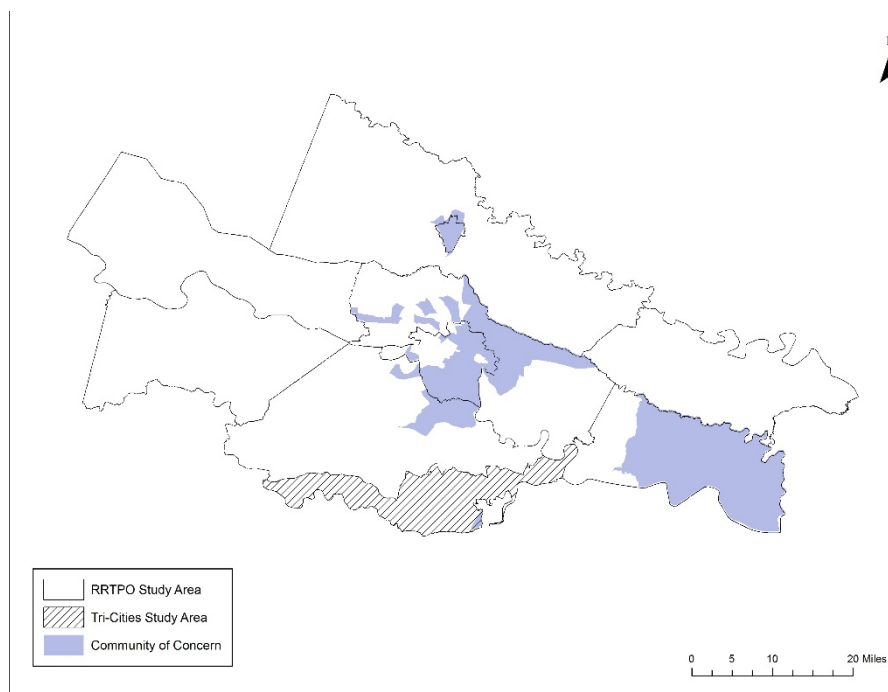


Figure 1: Communities of Concern



In addition to the statewide criteria, the RRTPO also weighs other factors in assessing a project. The equity analysis is based on the approach to equity and environmental justice first developed for ConnectRVA 2045. Each project is evaluated based on the communities of concern within a half mile of the project. These communities are considered to be served by the project. The results are normalized with the highest score (10) given to the project that serves the most communities of concern and 0 points to any project not serving an identified community of concern. A map showing the identified communities of concern is included above.

Lastly, a regional value score is used to give points to projects which are identified in the regional bicycle and pedestrian plan. Regionally significant projects identified in the plan will receive 10 points. Locally significant projects identified in the plan will receive partial points based on the projects classification in the network hierarchy.

Finally, the cost-effectiveness of the project is measured by dividing the benefit score by the cost (in hundreds of thousands). This cost-effectiveness score is the overall score for prioritization. A summary of the scoring components is included in the table below.

*Table 4: Transportation Alternatives Project Scoring*

Criteria	Points
Statewide Merit Score	80
Regional Value of Project (Inclusion in RRTPO Bicycle and Pedestrian Plan)	10
Equity and Access for Communities of Concern	10

## Project Allocations

Projects selected by the TPO are programmed for funding according to the project schedule and needs. The allocation of funds by the RRTPO is the final step in the project selection process. The following section outlines the TPO's approach to allocating available funds, funding shortfalls on existing project, surplus funding, and changing project schedules.

### Allocation Process

#### CMAQ/STBG

##### *Order of Allocations*

The following order of allocations is used to ensure existing, active projects are funded and prioritized over new projects while maintaining a reserve fund to account for cost overruns and changes in available funding.

1. Year 6 funding to balance entry (see target balance below)
2. Additional funding for programmed phases of active projects in Years 1-5, starting with Year 1
3. Next phase of existing projects already approved by the TPO for Year 6
4. New projects in order of priority and based on available funding

##### *General Programming Guidance*

Funds are allocated to projects based on the project schedule and the availability of funds. In general, the allocated funds should cover the entire amount requested for a phase (PE, RW, CN) but may be split over multiple years based on availability of funding and the project schedule.

Allocations cover a six-year period consistent with CTB policy. The goal of the allocation process is to fully allocate all six years of funding with some funding held in reserve to cover cost increases and allow for new project selection in the future. The target reserve and projects allocations are summarized in the table below.

*Table 5: Balance Entry & Project Allocation Percentages*

	Previous	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
<b>Projects</b>	100%	90%	90%	90%	80%	70%	60%
<b>Balance</b>	0%	10%	10%	10%	20%	30%	40%

No balance should remain for previous years. If the cost overruns on existing projects do not result in zero balance for previous years, RRTPO staff will work with VDOT to identify transfers to free up Year 1 funding for new planning studies for STBG funds and TDM programs for CMAQ funds.

Beyond the sixth year of allocations, the TPO also maintains a table of future commitments. These commitments are future phases of selected projects which will be allocated in future years based on the project schedule and the reasonably expected availability of funding. If the TPO decides not to fund to all phases of a project, this decision is noted in the allocations and future commitments tables.

Consistent with Commonwealth Transportation Board (CTB) policy, allocated funds are expected to be obligated within one (1) year of allocation and fully expended within three (3) years of their obligation. For example, FY22 funds for a project phase must be obligated by July 1, 2022 and fully spent no later than July 1, 2025. If a project is behind schedule and unable to obligate on time, the project sponsor must request a funding swap (see Funding Swaps section for details). Projects that fail to obligate on time are ineligible for additional TPO funding to cover cost overruns and, if not yet started, may be subject to deselection and deallocation.

#### *Special Programming Guidance – Travel Demand Management (TDM) Programs*

The RRTPO recognizes the value of demand management programs in reducing congestion and improving regional air quality. The outcomes of TDM programs are consistent with the goals of the long-range transportation plan around improving mobility and accessibility and reducing environmental impacts of the regional transportation system. The RRTPO further understands the limited funding opportunities available to finance these programs.

To advance these regional transportation planning goals, the existing regionwide air pollution reduction program operated by RideFinders (UPC T203) will continue to receive an annual allocation of \$500,000 in CMAQ funding off-the-top. Funds will be tentatively programmed for Years 2 and 3. Allocation of funding is subject to an annual application and submission of a report summarizing the program outcomes, focusing specifically on the pollution and congestion reduction achieved by the program.

#### *Future Commitments*

If a project cannot be fully funded within the six-year period covered by the SYIP, the necessary funding for future phases should be documented by year as “future commitments.” If the TPO decides not to commit to funding subsequent phases (as in the case of leveraging funds), this decision should be noted in the allocations and future commitments tables. Documenting future phases and commitments allows for better estimation of available funding prior to the application period. If the available funding for a year is insufficient to cover new projects, the TPO may elect to only accept applications for cost overruns on existing active projects for the year or to limit new applications by project type or total cost.

#### *TA Set Aside*

Consistent with the statewide TA program, allocations for a TA Set-Aside funded project cover a two-year period. Funds are allocated to projects in order of priority. All previous and Year 1 funding should be allocated to projects; funds may be retained in the balance entry for Year 2.

#### *Leveraging Funds*

Applicants for CMAQ and STBG funds are encouraged to leverage TPO funds for outside funding such as Smart Scale and Central Virginia Transportation Authority (CVTA) regional funds wherever possible. When a selected project request is intended to support leveraging, the TPO only allocates funds for the first phase of the project

(generally PE). The use of the funds for leveraging is documented in the allocations table. Projects with funding intended for leveraging are not considered active projects until fully funded.

If the project sponsor is unsuccessful in obtaining additional funds to complete the project, the sponsor may request a single funding swap to move the allocation back to a later fiscal year within the six-year program and allow more time to obtain the needed funding. If the sponsor does not request a swap, or if the project has already been postponed once, the project funds will be deallocated and used on other projects. The project sponsor may submit a new application for the entire project cost to be scored with other new projects; a partial funding request will only be accepted if the sponsor can show other committed and reasonably expected funding is available to cover the difference (See Appendix II for a definition of “committed and reasonably expected funds”).

### Cost Overruns

All active projects are initially eligible to request additional funding to cover cost overruns by may become ineligible as described in the “Funding Swaps” and “Project Development and Reporting” sections. Additional funding requests must be submitted during the annual application window; requests outside the normal application window are only accepted for the construction phase where construction costs are over budget. Changes to the project scope will not be accepted as a justification for additional funding.

In general, cost overruns should be addressed through other funding sources available to the locality. Where outside funding is unavailable, the sponsor can submit a request for additional funding to the TPO during the normal applications window. Any request for additional funding must include documentation of the reason for the cost increase and an explanation of why local or other transportation funds cannot be used to cover the increase.

If the request results in a cumulative allocation increase of up to 10% relative to the initial TPO approved allocation for the phase, TAC may approve additional allocations. TAC may only approve the use of balance entry funds.

If the request results in a cumulative allocation increase of more than 10% relative to the initial TPO approved allocation for the phase, or if sufficient funding is not available in the balance entry fund, TAC will review the request and recommend to the policy board any combination of the following options for their approval:

- Scale back the project
- Use local or other non-RRTPO funds
- Use balance entry funds
- Deselect and deallocate the project

## Surplus Funds

All surplus funds are returned to TPO balance entry to be reallocated through the TPO selection and allocation process. Funds are deemed surplus upon project completion or cancellation. Projects that are completed or cancelled are no longer considered active projects and are not eligible for additional funding in the future.

Any CMAQ/STBG funding on a project that receives additional committed funding from another source is also deemed surplus if the total allocation exceeds the estimated project cost. RRTPO staff will work with VDOT to identify overfunded projects and reallocate surplus funding. Unlike completed or cancelled projects, projects which are overfunded are still considered active projects, even if all regional funding is removed from the project. As active projects, these projects are eligible for additional funding in accordance with the cost overrun guidelines in the previous section.

## Funding Swaps

To minimize the risk of rescission and in conformity with CTB policy and state law, project phases are expected to be obligated within a year of allocation. Sponsors of projects that are unable to obligate on schedule (based on the year of planned allocations) must submit a swap request as soon as it appears that the obligation schedule cannot be met. Project sponsors may, but are not required to, inform the TPO of projects that can advance ahead of schedule. Swap requests should be submitted with new applications during the annual application window.

VDOT and TPO staff will identify potential swaps based on project schedule and funding. With concurrence of both project sponsors, the swap will be programmed in a new allocation plan. Alternatively, two project sponsors may agree to a swap and bring the proposed swap to the TPO. With VDOT and TPO staff concurrence, the swap will be programmed in the new allocation table.

If a project fails to obligate on time for any phase and the project sponsor fails to inform the TPO of the need for a funding swap in advance, the project will no longer be eligible for regional funding to cover any cost overruns. If the project fails to obligate on time for the first phase of the project (generally PE) and the sponsor fails to request a funding swap, the project may be deselected and any funding reallocated.

## Project Development and Reporting

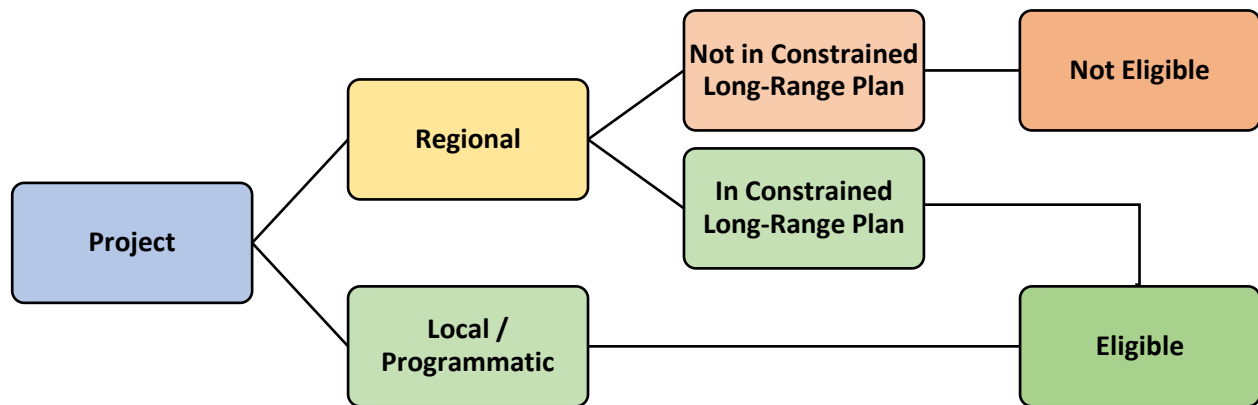
To provide oversight in the use of regional funds, the RRTPO has implemented a semiannual reporting requirement for CMAQ and STBG funded projects. VDOT's Local Assistance Division (LAD) has similar requirements for TA Set-Aside funded projects. Project sponsors are expected to complete the semiannual report for each active project every April and October until the project is closed out, beginning in October of the first year in which funds are allocated. The report can be filed at any time during the required month. A reporting form will be made available on the RRTPO website. The report should, at minimum, include the following items:

- Current cost estimate and schedule
- Current phase(s) authorized
- Next major milestone (task 10, 12, 22, 70, 52, 69, 80, 84)
- Any delays or challenges in implementation

Projects that miss the reporting deadline will not be eligible for additional funding for cost overruns.

The RRTPO will maintain a CMAQ/STBG program database on the RRTPO website. This page will include a summary of all active projects and their progress toward implementation as well as selected but not yet active projects. This page will be updated with the reports and after new project selection each year.

## Appendix I: Regional Significance



### Regional Projects

#### 1. Roadway Projects

For projects located on roads in the Richmond/Tri-Cities travel demand model network

- A. Capacity Change (add/remove lane; change use of lane e.g. HOV or HOT lanes, bus lanes)
- B. Realignment, extension, or relocation
- C. New interchange or interchange modification
- D. Grade separation (overpass or underpass)
- E. Intersection improvements on arterials
- F. New road or alignment that will be added to the Richmond/Tri-Cities travel demand model network

#### 2. Bridge Projects

- A. Replacement of National Bridge Inventory (NBI) structure in the National Highway System (NHS)
- B. Major Rehabilitation of National Bridge Inventory (NBI) structure in the National Highway System (NHS)

#### 3. Transit Projects

- A. New dedicated transit right-of-way
- B. New transit routes with limited stations and high operating speed (BRT/Express Routes)
- C. New fixed route or on-demand service that crosses jurisdictional boundaries
- D. New or relocated transit stations or centers
- E. New park and ride lots with 100 or more spaces

- F. Park and ride lot expansion of 100 or more spaces

#### 4. Active Transportation Projects

- A. Projects on separated facilities with dedicated right-of-way
- B. Projects that are part of a multi-jurisdictional network
- C. Projects that fill gaps identified in the [Regional Bicycle and Pedestrian Plan](#)
- D. Projects that directly connect to existing transit service

#### 5. Intermodal Projects

- A. Capacity change in intermodal corridors including highways, navigable waterways, and rail
- B. New or relocated rail stations
- C. Major rail improvements

### Local/Programmatic Projects

#### 1. Roadway Projects

- A. Any project on roads not included in the Richmond/Tri-Cities travel demand model network
- B. Intersection improvements on collectors and below
- C. The following work on any road (drawn from 40 CFR 93.126 exempt projects):
  - i. Rehabilitation and Maintenance
  - ii. Safety Projects
  - iii. Operations

#### 2. Bridge Projects

- A. Replacement of National Bridge Inventory (NBI) Structure on the roads not in the National Highway System (NHS)
- B. Major rehabilitation of National Bridge Inventory (NBI) Structure on the roads not in the National Highway System (NHS)

#### 3. Transit Projects

- A. New bus purchase
- B. Bus stop and shelter improvements
- C. Transit facility operations and maintenance
- D. New park and ride lots with less than 100 spaces
- E. Expansion of less than 100 spaces to existing park and ride lots
- F. Transportation Demand Management (TDM) programs

#### 4. Active Transportation Projects

- A. Projects within or adjacent to the existing right-of-way

#### 5. Intermodal Projects

- A. All intermodal projects not classified as regional, including maintenance or vehicle purchase



6. ITS Projects
7. Planning Studies
8. All other projects not included in the regional projects list

## Appendix II: Outside Funding

The RRTPO calculates the cost-benefit of a project based on the total cost of the project less any outside funding contributions. Funds that are already committed to a project and funds that are reasonably expected are counted as outside funding contributions when determining the project cost. Examples of committed and expected funds are listed in the table below.

*Table 6: Committed and Expected Funds*

<b>Example of Committed Funds</b>	<b>Example of Reasonably Expected Funds</b>
Funds included in the adopted budget of a local, state, or federal agency	Funds included in the adopted budget but not yet allocated to a project
Funds awarded by agencies or organizations with project selection authority	Funds in a draft budget or appropriation
Funds included in a constrained Capital Improvement Program (CIP) or a transit agency Development Plan	Funds from future budgets, but consistent with historic levels of the funding source(s)

Supporting documentation must be provided for all outside funding as part of the project application. Examples of documentation include Six-Year Improvement Program (SYIP) project pages, locality or agency budgets or capital improvement programs, or award letters from selecting agencies. Any undocumented outside funds will not be counted in calculating the overall cost-benefit score for a project.

## VDOT Coordination Guidelines

### Purpose

The Richmond Regional Transportation Planning Organization (RRTPO) coordinates closely with VDOT in the review of regional Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) project applications. VDOT has provided project cost estimate and schedule validation for several years during the project review process. This validation is used to develop funding plans for VDOT administered projects and to understand potential risks for projects that are intended to be locally administered.

To enhance coordination between project sponsors and VDOT, the Regional Project Selection and Allocation Framework requires applicants to coordinate review of the estimate and schedule for projects leading to construction with VDOT directly prior to submitting an application. This document lays out the options, process, and schedule for this coordination.

### Coordination Options

VDOT offers several coordination options to assist in project development. The several options are detailed below.

1. **Project Validation** – This option is required for all projects leading to construction. VDOT will review the project details and prepare a recommended cost estimate and schedule for the RRTPO. This VDOT validation must be submitted with all applications for STBG or CMAQ funding if the project will lead to construction. For projects that are to be VDOT administered, the funding application must match the VDOT schedule and cost estimate. For projects that are intended to be locally administered, the funding application is not required to match the VDOT schedule and cost estimate.
2. **Concept Development/Refinement** – This option is available to applicants that have a concept which is not yet detailed enough for an application such as an improvement included in a comprehensive plan. VDOT will help the sponsor to refine the project scope and develop project sketches, estimates, and schedules as needed to prepare for the application.
3. **Studies** – This option covers a range of potential coordination options including operational studies, safety studies, STARS studies, and AMP studies. These options can provide more information to applicants who have identified issues but have not yet identified solutions or who have project concepts that need additional study.

## Process

The process for coordinating a project application is outlined below:

1. **Eligibility Screening** – The project sponsor must submit an intent to apply to the RRTPO designated staff. RRTPO staff will verify sponsor, location, and project type eligibility. RRTPO will inform sponsor and VDOT of eligibility.
2. **Outreach to VDOT** – Once the project has been deemed eligible, the sponsor can begin coordination with VDOT Richmond District. Coordination begins by submitting an intent to coordinate to the VDOT Planning point of contact.
3. **Coordination** – VDOT planning will serve as coordinator between VDOT and the sponsor.

## Schedule

VDOT is responsible for validating projects for a variety of funding programs. To ensure adequate time for project review, the primary coordination window will be from **June until three weeks before the application deadline** each year. Coordination is not limited to this time, but this is the time when VDOT staff will be most available to work on STBG and CMAQ applications.

Project validation must be requested at least three (3) weeks before the application deadline. For concept development and refinement, the coordination period is expected to be longer and must be requested at least six (6) weeks prior to the application deadline. More complex studies such as STARS, AMP, corridor, and small/special area plans must be requested at least twelve (12) months prior to the planned application deadline.

## **Agenda Item D.1.**

*Future RRTPO Meeting Topics*

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

*Enclosed under this agenda tab is a brief list of topics for the August 2021 RRTPO Policy Board meeting and a list of future meeting topics to be scheduled later in FY22.*

**RRTPO POLICY BOARD AGENDA 7/1/2021; Item D.1.  
FUTURE MEETING TOPICS\***

5 August 2021

- Regional Bicycle & Pedestrian Plan Update
- Vision Zero Work Group Update
- Resiliency

**OTHER FUTURE MEETING TOPICS**

- Annual Richmond Region Transportation Forum (November)
- DRPT Transit Modernization and Equity Study
- Agreement between the Commonwealth and Amtrak, CSX, and Virginia Railway Express, launching a \$3.7 billion investment to expand and improve passenger, commuter, and freight rail in Virginia and create a vital connection in America's national rail network between the Northeast and Southeast corridors.
- Public Engagement/Community Outreach Efforts

\*Draft: This is not a comprehensive list of considerations and is subject to change.