

TRI-CITIES AREA METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE
Meeting Agenda

Petersburg Multi-Modal Station
100 West Washington Street
Petersburg, Virginia
September 14, 2023
4:30 PM

Meeting Type: ☐ Annual
X Regular
☐ Special (Called)

Microsoft Teams Link:

Microsoft Teams meeting
Join on your computer, mobile app or room device
[Click here to join the meeting](#)

Meeting ID: 235 340 172 975
Passcode: tbmMzi
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Voting and Non-Voting Member Invitees:

Chesterfield County	Kevin Carroll
City of Colonial Heights	John Wood
Dinwiddie County	William Chavis
City of Hopewell	John Partin, Chair
City of Petersburg	Samuel Parham, Chair
Prince George County	T.J. Webb (Vice Chair)
For the Secretary of Transportation	Dale Totten, P.E.
Petersburg Area Transit	Yvette Sellem-Poindexter
Crater Planning District Commission	Jay Ellington
FHWA	Steven Minor (non-voting)
FTA	Chelsea Beytas (non-voting)

Staff & Guests Invited:

Crater Planning District Commission	Ron Svejksky, MPO Secretary
VDOT	Mark Riblett

1. Call to Order/Certification of Quorum
2. Welcome
3. Chair's Report
4. Public Comment Period

ADMINISTRATIVE ITEMS:

5. Approval of Agenda **Approval**
6. Approval of minutes from August 10, 2023 meeting – Att. 1 **Approval**

ACTION ITEMS:

7. STBG Funds Transfer for UPC 111704 - Attachment 2 **Approval by resolution**

It came to our attention after the August 10, 2023 Policy Committee meeting that VDOT and Prince George County are trying to find ways to cover a \$3.1 million shortfall for the Jefferson Park/Middle Road Roundabout project (UPC 111704) and maintain the time limit terms of the federal earmark for this project. Prince George County unsuccessfully applied for SMART SCALE funding in Round 5 and earlier Rounds. **Attachment 2** includes:

- An email from Prince George County Administrator Jeff Stoke
- Slides from a PowerPoint Presentation from a meeting VDOT and Prince George County had on August 10, 2023
- The Transfer Sheet
- the proposed STBG allocation table
- the transfers resolution

The Prince George County Board of Supervisors is scheduled to discuss and approve a “No Post” to cover the full \$3.1 million shortfall at its September 12, 2023 meeting.

This is a unique situation that the MPO could act upon and help. After consulting with VDOT, Chesterfield County, and Prince George County staffs,

MPO staff proposes to transfer \$1 million of STBG funds to UPC 111704 from a combination of recent project closeout funds placed into UPC 70725 (RSTP Balance Entry) and pushing out funding for UPC 112660 (N. Enon Church Rd Widening) by a year; this would help reduce the "No Post". This would not affect other current projects' funding amounts.

TAC recommends Policy Committee approval of the transfers.

***Action requested:** Policy Committee approves a \$1 million transfer of funds from previous Balance Entry and the shift of funds from UPC 112660.*

8. SMART SCALE – Proposed Changes – Attachment 3

Approval

As noted at the August 10, 2023, meeting, the CTB held a SMART SCALE retreat regarding possible changes to SMART SCALE on July 19, 2023. The link to the presentation is [here](#), and the link to the video recording is [here](#). These are worthwhile reading and watching.

Sarah Rhodes, VDOT Assistant Richmond District Planning Manager, gave a presentation at the September 1, 2023, TAC meeting about the OIPI Staff's proposed changes to the SMART SCALE scoring and application process. A copy of that presentation is included in **Attachment 3**.

Attachment 3 also includes a TCAMPO staff comments/thoughts package including:

- More detailed discussion about some of these proposed changes and their impact on the SMART SCALE program and applications by the MPO, PDC, and our members; and their impacts on transportation policy, planning, and funding in Virginia.
- Charts and simplified discussion about SMART SCALE and the proposed changes as developed by Kit Friedman, our Planner II

The CTB will complete their discussion about proposed changes at its September meeting, recommend changes at its October meeting, have a virtual town hall in November, and decide regarding changes at its December meeting.

After much discussion, TAC recommends the Policy Committee:

- receive Sarah Rhodes's presentation (**Attachment 3**)

- receive the TCAMPO staff comments/thoughts package (the text and the charts etc. in **Attachment 3**); and
- approve sending the TCAMPO Staff comments/thoughts package in **Attachment 3** to the CTB, **VDOT, DRPT, and OIPI.**

Action requested: *Policy Committee approves submitting the TCAMPO impressions/comments package to the CTB, VDOT, DRPT, and OIPI.*

INFORMATION ITEMS

9. Leveraging Applications with STBG Funds

Information

As a follow-up to our earlier discussions about the possibility of allocating STBG funds this round for SMART SCALE and other programs, at the September 1, 2023 TAC meeting, TCAMPO staff and the TAC discussed strategies and possible candidates for leveraging.

After much discussion, the TAC decided to skip the STBG application process this round with the hope of using STBG funds for leveraging applications for SMART SCALE Round 6. The MPO expects to call for new CMAQ/CRP project applications for the FY25-30 SYIP.

10. Tri-Cities Regional Multimodal Mobility Plan

Information

At the September 1 meeting, TAC discussed study scope and study processes expectations, and it is expected the Draft RFP with Scope of Work will be reviewed and approved by the TAC and Policy Committee this Fall.

11. DRPT Report

Information

12. VDOT Report

Information

13. Upcoming

Information

October 12:

- “Rollover” MTIP Amendments for FFY 2024-27 MTIP

Other future agenda item ideas:

- Multimodal Mobility Plan RFP and Scope of Work approval

14. Other Business

15. Next meeting

Thursday, October 12, 2023, 4:30 p.m. at the PAT Multimodal Station

16. Adjournment

ATTACHMENT 1

TRI-CITIES AREA METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE DRAFT Meeting Minutes

Petersburg Multi-Modal Station
100 West Washington Street
Petersburg, Virginia
August 10, 2023
4:30 PM

Meeting Type: ☐ Annual
X Regular
☐ Special (Called)

Microsoft Teams Link:

Voting and Non-Voting Members Present:

City of Petersburg	Samuel Parham (Chair)
Prince George County	T.J. Webb (Vice Chair)
For the Secretary of Transportation	Dale Totten, P.E.
Petersburg Area Transit	Yvette Sellem-Poindexter
Crater Planning District Commission	Andrew Franzysen (Alt.)

Members Absent:

Chesterfield County	Kevin Carroll
City of Colonial Heights	John Wood
Dinwiddie County	William Chavis
City of Hopewell	John Partin, Chair
FHWA	Steven Minor (non-voting)
FTA	Chelsea Beytas (non-voting)

Staff & Guests Present:

Crater Planning District Commission	Ron Svejksky, MPO Secretary
Crater PDC	Kit Friedman
FOLAR	Wendy Austin
Prince George County	Jeff Stoke
VDOT	Mark Riblett
DRPT	Daniel Wagner

1. Call to Order/Certification of Quorum

The meeting was called to order at 4:51 by chair Parham. A quorum was present.

2. Welcome

Chair Parham welcomed members and guests.

3. Chair's Report

Chair Parham had nothing to report.

4. Public Comment Period

There were no public comments.

ADMINISTRATIVE ITEMS:

5. Approval of Agenda

Approved

Mr. Webb moved, and Ms. Seliem-Poindexter seconded the motion to approve the agenda. The motion was approved unanimously.

6. Approval of minutes from June 22, 2023 meeting – Att. 1

Approved

Mr. Webb moved, and Ms. Seliem-Poindexter seconded the motion to approve the minutes of the June 22, 2023 meeting. The motion was approved unanimously.

ACTION ITEMS:

7. Smoothed Urban Area Boundary and MPO Planning Area Boundary – Att. 2

Approved by resolution

Mr. Svejksky noted that every ten years, the US Census Bureau updates the Census Urban Areas. The next steps would be the 2020 update to the Smoothed Urban Area Boundary (UAB) and the MPO Planning Area. Attachment 2 includes the MPO Staff report plus a set of maps including VDOT's proposed UAB map and more detailed maps of the slight changes (in consultation with the affected localities) to the UAB and MPO Planning Area boundary.

Mr. Svejksky added that TAC recommended approval of the MPO requested UAB and MPO Planning Area changes.

Ms. Seliem-Poindexter moved, and Mr. Webb seconded the motion to approve the revisions to the Smoothed Urban Area Boundary and MPO Planning Area Boundary. The motion was approved unanimously.

**8. MTIP Amendment for RideFinders Carpool and Vanpool Encouragement Program
(UPC 124075) – Attachment 3**

Approved by resolution

Mr. Svejkovsky noted that VDOT and RideFinders request that the FFY 2021-2024 MTIP be amended to add the MPO-approved and CMAQ-funded RideFinders Carpool and Vanpool Encouragement Program; UPC 124075 (Attachment 3).

Mr. Svejkovsky added that TAC recommended approval.

Mr. Webb moved, and Ms. Seliem-Poindexter seconded the motion to approve the MTIP Amendment by resolution. The motion was approved unanimously.

9. VPRA MTIP Amendment – Attachment 4

Approved by resolution

VPRA is requesting that the FFY 2021-2024 MTIP be amended to add CMAQ funding for Virginia State-Supported Amtrak Routes. **Attachment 4** is 1) the MTIP Amendment sheet with the breakdown of the funds, and 2) the resolution.

Background:

The Commonwealth has programmed \$111 million of CMAQ funds to the Virginia Passenger Rail Authority to be used on the four state-supported Amtrak routes. FHWA has confirmed that CMAQ funding can be used for the new Amtrak state-supported service in the Commonwealth, to be applied to gross operational and capital equipment expenses. This includes operating expenses for service that began in July 2022 for three trains on the Norfolk route (Route 50) and two trains on the Roanoke route (Route 46). Because the routes cross through multiple MPOs, the cost included for MPO's adoption is only for the portion of the routes and train costs estimated within their jurisdiction. The Norfolk Route runs through the Tri-Cities MPO area.

FHWA has confirmed that the CMAQ-funded Amtrak projects are exempt from air quality conformity requirements as the funding is going towards "operating assistance," specifically listed as exempt in Table 2 of EPA's Transportation conformity rule.

The CMAQ funding must be captured in the TIPs of all MPOs within the four state-supported routes before it can be administered to VPRA.

Mr. Franzyshe moved, and Ms. Seliem-Poindexter seconded the motion to approve the MTIP Amendment by resolution. The motion was approved unanimously.

10. FY23-24 Transportation Alternatives Program (TAP) – Attachment 5

Approved by resolution

Any TAP application in an MPO area will need an MPO resolution of endorsement, so the TCAMPO staff (through the Smart Portal) was able to access TA application information (project name, project description, estimated cost, and requested amount of TA funding) to MPO staff. **Attachment 5** is the endorsement resolution and the visual of the TAP application.

TAC recommended approval.

Mr. Webb moved, and Ms. Seliem-Poindexter seconded the motion to approve the TAP Endorsement resolution. The motion was approved unanimously.

11. Chesterfield County PROTECT Grant Application Letter of Support – Attachment 6

Approved

Chesterfield County is requesting that The Tri-Cities Area Metropolitan Planning Organization (TCAMPO) send a letter of support for Chesterfield County's Mobility Resilience Framework and its FY2023 PROTECT planning grant request.

A PROTECT planning grant will enable the county to take a comprehensive look at all roads, focusing on bridges/culverts, to determine vulnerabilities, establish priorities and develop an action plan for improvements.

TAC recommended approval.

Mr. Franzyshe moved, and Mr. Webb seconded the motion to approve signing and sending the letter of support (Attachment 6). The motion was approved unanimously.

INFORMATION ITEMS:

12. 2017-2050 Socio-Economic Data Report

Information

Mr. Svejksky noted that after MPO approval of the *2017-2050 SE Data Report* and sending it to RRTPO for updating the RTC Model, it was found that the Housing Units and Household fields for approximately 20 TAZes in Petersburg were inadvertently put into the wrong TAZes. It did not affect the total population, enrollment, or employment totals by TAZ. While these typos were fixed, the Group Quarters populations typos in Petersburg TAZes were also fixed. The typo-fixed report was sent to RRTPO and uploaded to our webpage, [link](#).

13. DRPT Report

Information

Mr. Wagner gave the DRPT monthly report (attached to these minutes)

14. VDOT Report

Information

Mr. Totten gave the VDOT monthly report (attached to these minutes)

15. Upcoming

Information

Mr. Svejksky noted these meetings and topics are upcoming:

September 14:

- Discuss possible SMART SCALE changes and Round 6 leveraging projects?

October 12:

- “Rollover” MTIP Amendments for FFY 2024-27 MTIP

16. Other Business

There was no other business.

17. Next meeting

Chair Parham noted that the next meeting will be held on Thursday, September 14, 2023, 4:30 p.m. at the PAT Multimodal Station

18. Adjournment

There being no more business, Ms. Seliem-Poindexter moved, and Mr. Webb seconded the motion to adjourn. The motion was approved unanimously, and the meeting was adjourned at 5:21 p.m.

DRPT Agency Update – August 2023

Transit, Planning, and Commuter Assistance Grant Recipient Workshop

DRPT will be hosting a Post-Award Webinar for all Public Transit, MPO and Commuter Assistance grant recipients on Friday, August 11th at 10:00 am. A representative from each recipient organization is requested to attend the webinar.

The 90-minute webinar will provide information and next steps for DRPT's Public Transit, MPO and Commuter Assistance grant recipients, followed by opportunities for Q&A. Topics include an overview of grant administration procedures, grant agreements, DRPT oversight, performance data entry, reimbursement requirements, planned changes to DRPT programs in FY25, and more. **Friday, August 11 from 10:00AM - 11:30AM** - [Click here to register](#)

CTB approved FY 2024-FY2029 SYIP

The [Commonwealth Transportation Board \(CTB\) approved](#) the Fiscal Years 2024 to 2029 Six-Year Improvement Program, which allocates about \$6.3 billion in funding to public transportation and rail programs over the next six years. DRPT will administer the funds for rail and public transportation systems in Virginia to help manage traffic congestion and provide transportation choices while also safely transporting people and goods across the Commonwealth.

The CTB approved \$861.9 million in funding for public transportation and rail programs in Fiscal Year 2024.

You can explore the investments the Commonwealth is making on [DRPT's Open Data Portal](#).

CTB – July 2023 Meeting Update

- [Workshop Presentations](#)
 - On-Time/On-Budget – Project Development and Delivery Results
 - [SMART SCALE Program Updates](#)
- [Action Meeting](#)
 - Approved the Policy Guidelines for the Revenue Sharing Program (2023)
 - Approved the Transportation Alternatives Program Policy (2023)
 - Approved the FY23-28 Six-Year Improvement Program Transfers for May 20, 2023, through June 16, 2023 ([SYIP Allocation Transfer Threshold Report](#))
 - Approved the Addition of Projects to the Revised Six-Year Improvement Program for FY24-29

CTB – Next Meeting (VDOT Auditorium)

- No August Meetings
- Workshop Meeting on September 19 at 10:00 am
- Action Meeting on September 20 at 9:00 am

SMART SCALE – Round 5 (FY24 – FY29 SYIP)

- [SMART SCALE Retreat](#) on July 19, 2023, in Fredericksburg.
- Next steps for possible SMART SCALE Policy changes:
 - September - Presentation of retreat discussions CTB meeting
 - October – Final SMART SCALE Policy change recommendations presented at CTB Meeting
 - November – Virtual Town Hall Meeting
 - December – Final approval of potential policy changes at CTB meeting

The Fall Line

- VDOT Design-Build Packages
 - DB#1 (Holly Hill Rd to Walder Ln; includes Chickahominy River crossing, UPC 121374)
 - Advertised in December 2022
 - Awarded in April 2023
 - Construction is anticipated to begin in fall 2023
 - DB#2 (Patton Park to W Hundred Rd/Chester Linear Park, UPC 121511)
 - Survey and RFP development are underway
 - Alignment at southern terminus is not yet finalized; VDOT is coordinating with VSU and navigating historic resources
 - Advertisement is anticipated for late 2023, but is subject to change depending on resolution of alignment/historic resources concerns
 - Ongoing discussions with CVTA and impacted localities; presentation to FLT working group 8/2 (presentation can be provided)
 - DB#3 (W Hundred Rd to Falling Creek/Food Lion)
 - Beginning to develop draft SPA agreement – will be contingent upon decisions made with resolutions of DB#2 challenges
 - Advertisement and Award to follow approximately 9-12 months after DB#2

Upcoming Public Hearings/Citizen Information Meetings

- Willingness to Accept Comments - VDOT is requesting [public review and input on the Draft Federal Fiscal Years 2024-2027 STIP](#). The Draft FFY 2024-2027 STIP is available [here](#). Comments may be submitted until August 30, 2023.

ATTACHMENT 2

Roundabout discussion with Prince George Co

Jeff Stoke

Fri 8/18/2023 9:02 AM

To: Robert Baldwin <rbaldwin@princegeorgecountyva.gov>; Ron Svejkovsky <rsvejkovsky@craterpdc.org>

 1 attachments (3 MB)

111704 Presentation - Prince George.pptx;

Ron,

Attached is the presentation prepared for the Jefferson Park Road / Middle Road roundabout proposal. Prince George County would like to move forward with the smaller, cheaper scope. Begins on Slide 5.

On September 12, Crystal Smith will be presenting to our Board of Supervisors during work session and, hopefully, at vote for a no-post \$3.1M local contribution knowing that RSTP (Sept) and Revenue Sharing (Spring 2024) are still possible.

I understand that the TAC meeting on September 1 will be important for Mr. Robert Baldwin to attend to ask for about \$1M in RSTP funds to help lower the local contribution. Prince George County is in support of a \$1M VDOT RSTP request to the Crater MPO for this project: UPC 111704: Jefferson/Middle Roundabout.

Please let Prince George County know what steps are necessary for the TAC meeting. Mark Riblett is updating the powerpoint for the Sept 12 Board meeting for Crystal.

Thanks,

Jeffrey D. Stoke, CEcD, ICMA-CM

County Administrator

Prince George County

6602 Courts Drive, Third Floor

PO Box 68

Prince George, VA 23875

(804) 722-8600

Fax (804) 732-3604

jstoke@princegeorgecountyva.gov

www.princegeorgecountyva.gov

From: Rhodes, Sarah (VDOT) <Sarah.Rhodes@vdot.virginia.gov>

Sent: Thursday, August 10, 2023 1:46 PM

To: Bryant, Dianna (VDOT) <Dianna.Bryant@VDOT.Virginia.gov>; Smith, Crystal (VDOT)

<Crystal.Smith@VDOT.Virginia.gov>; Riblett, Mark P.E. (VDOT) <Mark.Riblett@VDOT.Virginia.gov>; Jeff Stoke <JStoke@princegeorgecountyva.gov>

Cc: Robert Baldwin <rbaldwin@princegeorgecountyva.gov>; Tim Graves <TGraves@princegeorgecountyva.gov>; Riblett, Mark P.E. (VDOT) <Mark.Riblett@VDOT.Virginia.gov>

Subject: Re: Roundabout discussion with Prince George Co

FYI.



Sarah Rhodes

Assistant District Planner / Richmond District

Virginia Department of Transportation

1 (804) 599-7415

sarah.rhodes@VDOT.Virginia.gov

From: Bryant, Dianna (VDOT)

Sent: Monday, July 24, 2023 3:02 PM

To: Bryant, Dianna (VDOT) <Dianna.Bryant@VDOT.Virginia.gov>; Rhodes, Sarah (VDOT) <Sarah.Rhodes@vdot.virginia.gov>; Smith, Crystal (VDOT) <Crystal.Smith@VDOT.Virginia.gov>; Riblett, Mark P.E. (VDOT) <Mark.Riblett@VDOT.Virginia.gov>; Jeff Stoke (<jstoke@princegeorgecountyva.gov>

Cc: Robert Baldwin <rbaldwin@princegeorgecountyva.gov>; Tim Graves <TGraves@princegeorgecountyva.gov>

Subject: Roundabout discussion with Prince George Co

When: Thursday, August 10, 2023 1:00 PM-2:00 PM.

Where: Prince George County, Va. (6602 Courts Drive, Third Floor, Prince George, VA 23875, United States)

Meeting to be held in the County Administrator's office on the 3rd floor of the Administration building.

Microsoft Teams meeting

Join on your computer, mobile app or room device

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Meeting ID: 290 543 718 128

Passcode: ReD4Kr

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[+1 434-230-0065,,51073376#](#) United States, Lynchburg

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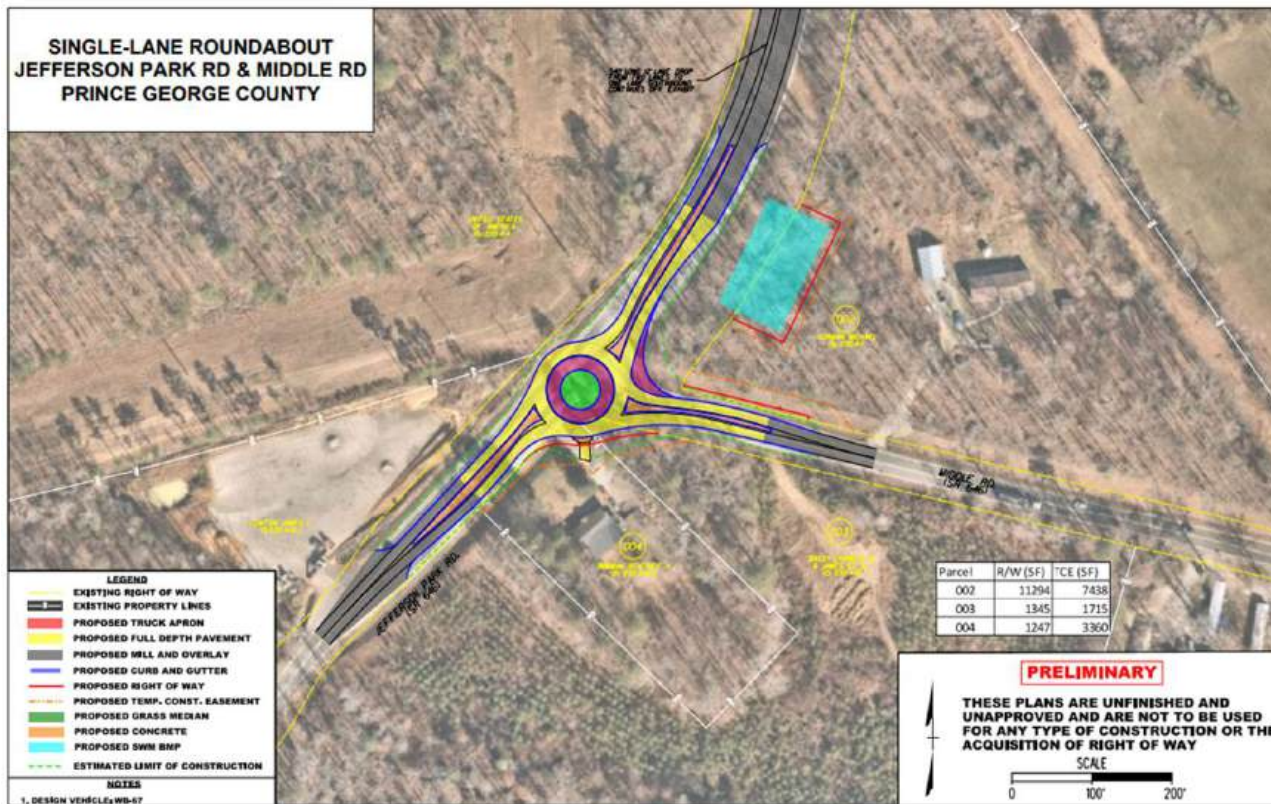


UPC 111704: JEFFERSON/MIDDLE ROUNDABOUT COMPARISON PRESENTATION

| Mark Riblett

8-10-2023

Revised Scope Version



1. Install a single-lane roundabout at Jefferson Park Rd and Middle Rd.
2. Access to driveway for parcel 230-A-16-C on Jefferson Park Rd impacted and relocated to the roundabout.

Revised Scope Estimate

	Inflation Factors	Future Cost (including inflation)
	Inflation**	Total Cost***
PE Phase Estimate	1.0000	\$ 1,116,000
RW Phase Estimate	1.0500	\$ 1,565,788
CN Phase Estimate(without CEI)	1.1576	\$ 4,951,007
Total CEI	1.1576	\$ 943,049
CN Phase Estimate(with CEI)	1.1576	\$ 5,894,056
Total Estimate	Total:	\$ 8,575,844

CEWB Schedule	
PE	9/25/2023
RW	6/25/2025
CN	9/8/2026

Project Information

		Previous	2025	2026	2027	2028	2029	2030	Total	Actions
Earmarks: HIPCommunity Project Grants-Federal VA295 (CFG800)	CFG800 629580 0	\$3,540,806	\$0	\$0	\$0	\$0	\$0	\$0	\$3,540,806	
Telecommunications: Secondary Formula - Telecommunications : Prince Geo (CNS606)	CNS606 603060 6	\$1,461,015	\$130,624	\$130,624	\$130,624	\$130,624	\$130,624	\$0	\$2,114,135	
Total		\$5,001,821	\$130,624	\$130,624	\$130,624	\$130,624	\$130,624	\$0	\$5,654,941	
Total Allocations									\$5,654,941	

- Active Revenue Sharing application under review (10573)
- Project includes Community Project Earmark
- Potential need to start project

Roundabout at Middle Rd and Jefferson Park Rd (UPC 111704), August 2023

Proposed Transfer #1	
Donor Project (From):	UPC 112660 – Rt 746 (N. Enon Ch Rd, Rt 10-Meadowville Tech Pk) Widening
Impact to Donor:	Impact – PE start revised from FY25 to FY26; transferred funds to be replaced with FY29 RSTP funds.
Recipient Project (To):	UPC 111704 – Roundabout at Middle Rd and Jefferson Park Rd
Impact to Recipient:	Impact – This transfer will help advance and fully fund the recipient project.
Amount:	FY25 RSTP Funds = \$400,000 , FY26 RSTP Funds = \$100,179
Comments:	Transfer will help fund a project deficit.
Recommendation:	This transfer is supported by Tri-Cities MPO staff, the localities (Prince George County and Chesterfield County), and VDOT Richmond District Programming/Planning staff.

Proposed Transfer #1a	
Donor Project (From):	UPC 70725 – Tri-Cities RSTP Balance Entry
Impact to Donor:	Impact – none; donor project is a balance entry for the MPO
Recipient Project (To):	UPC 111704 – Roundabout at Middle Rd and Jefferson Park Rd
Impact to Recipient:	Impact – This transfer will help advance and fully fund the project.
Amount:	Previous RSTP Funds = \$499,821 total
Comments:	Transfer will help fund a project deficit.
Recommendation:	This transfer is supported by Tri-Cities MPO staff, the locality (Prince George County), and VDOT Richmond District Programming/Planning staff.

Proposed Transfer #2	
Donor Project (From):	UPC 70725 – Tri-Cities RSTP Balance Entry
Impact to Donor:	Impact – none; donor project is a balance entry for the MPO
Recipient Project (To):	UPC 112660 – Rt 746 (N. Enon Ch Rd, Rt 10-Meadowville Tech Pk) Widening
Impact to Recipient:	Impact – This transfer replaces the FY25 and FY26 RSTP funds that were transferred from UPC 112660 to UPC 111704.
Amount:	FY29 RSTP Funds = \$500,179
Comments:	Transfer fully funds the project.
Recommendation:	This transfer is supported by Tri-Cities MPO staff, Chesterfield County, and VDOT Richmond District Programming/Planning staff.

					POOL Data - February 2023						Planned FY24-FY29 Allocations									
Locality	Project UPC	Description	Pool_Status	VDOT/Locally Administered	12 PE	52 RW	80 CN	Total Current Estimate	Previous FY23 Plan Estimate	Total Previous Funds (All Sources)	FY24	FY25	FY26	FY27	FY28	FY29	Total Funds FY24-29 (non-RSTP)	Balance to Complete	NOTES	
N/A	117863	FY21 MPO Staff Supplement	To be cancelled	Locally	\$85,000	\$0	\$0	\$85,000	\$85,000	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0		\$0		Cancel and transfer funds to balance entry
					1/12/2021	N/A	N/A													
					FY21	N/A	N/A													
					Construction End Date		7/1/2021													
N/A	117865	FY23 MPO Staff Supplement	To be cancelled	Locally	\$45,000	\$0	\$0	\$45,000	\$45,000	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0		\$0		Cancel and transfer funds to balance entry
					2/15/2023	N/A	N/A													
					FY23	N/A	N/A													
					Construction End Date		10/17/2024													
N/A	117866	FY24 & FY25 MPO Staff Supplement	MONITORING FUNDS	Locally	\$45,000	\$0	\$0	\$45,000	\$45,000	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0		\$0		Transfer funds from 117867 and revise title to FY24 & FY25 Staff Supplement
					1/9/2024	N/A	N/A													
					FY24	N/A	N/A													
					Construction End Date		10/17/2025													
N/A	117867	FY25 MPO Staff Supplement	To be cancelled	Locally	\$45,000	\$0	\$0	\$45,000	\$45,000	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0		\$0		Cancel project and transfer funds to 117866
					1/14/2025	N/A	N/A													
					FY25	N/A	N/A													
					Construction End Date		10/20/2026													
N/A	122859	FY26 & FY27 MPO Staff Supplement	MONITORING FUNDS	Locally	\$45,000	\$0	\$0	\$45,000	\$45,000	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0		\$0		Transfer funds from 122860 and revise title to FY26 & FY27 Staff Supplement
					7/1/2025	N/A	N/A													
					FY26	N/A	N/A													
					Construction End Date		7/1/2026													
N/A	122860	FY27 MPO Staff Supplement	To be cancelled	Locally	\$45,000	\$0	\$0	\$45,000	\$45,000	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0		\$0		Cancel project and transfer funds to 122859
					7/1/2026	N/A	N/A													
					FY27	N/A	N/A													
					Construction End Date		6/30/2027													
N/A	TBD	FY28 & FY29 MPO Staff Supplement	MONITORING FUNDS	Locally	\$45,000	\$0	\$0	\$90,000	\$90,000	\$0	\$0	\$0	\$0	\$0	\$45,000	\$45,000		\$0		Revise title to FY28 & FY29 Staff Supplement. Funding to be included in FY28 and FY29 BE until new UPC is set up and transfer completed.
					7/1/2027	N/A	N/A													
					FY28	N/A	N/A													
					Construction End Date		6/30/2028													
Dinwiddie County	109230	Route 670 (Duncan Rd) Curve Realignment	NO DATES SET YET	VDOT	\$918,877	\$428,723	\$2,597,743	\$3,945,343	\$3,945,343	\$0	\$0	\$0	\$918,877	\$1,908,880	\$1,117,586	\$0		\$0		Rebaseline schedule to funding to show project start in FY26.
					9/27/2027	1/22/2031	6/8/2032													
					FY28	FY31	FY32													
					Construction End Date		8/15/2033													
Chesterfield County	112660	Rt 746 (N. Enon Ch Rd, Rt 10-Meadowville Tech Pk) Widening	NO DATES SET YET	Locally	\$656,900	\$922,460	\$2,635,600	\$4,214,960	\$4,214,960	\$0	\$0	\$0	\$1,156,712	\$1,340,353	\$1,217,716	\$500,179		\$0		Push out PE start to FY26. Transfer FY25 \$400,000 and FY26 \$100,179 to UPC 111704. Receive FY29 \$500,179 from UPC 70725.
					4/3/2025	10/6/2026	8/19/2027													
					FY25	FY27	FY28													
					Construction End Date		11/2/2028													
Chesterfield County	115783	Rivermont Road Sidewalk	NO DATES SET YET	Locally	\$159,000	\$351,000	\$642,000	\$1,152,000	\$1,152,000	\$159,000	\$351,000	\$642,000	\$0	\$0	\$0	\$0		\$0		
					10/18/2022	5/21/2024	10/28/2025													
					FY23	FY24	FY26													
					Construction End Date		9/23/2026													
Petersburg	123581	#SMART24 - FLT/ART TRAILHEAD/PARKING LOT	NO DATES SET YET	Locally	\$698,647	\$1,406,519	\$1,858,873	\$3,964,039	\$557,450	\$0	\$423,101	\$134,349	\$0	\$0	\$0	\$0	\$3,406,589	\$0		
					12/5/2023	10/15/2027	7/11/2028													
					FY24	FY28	FY29													
					Construction End Date		6/27/2029													
Hopewell	109265	ASHLAND STREET IMPROVEMENTS - PHASE I	NO DATES SET YET-PE OPEN	VDOT	\$535,147	\$835,308	\$1,341,418	\$2,711,873	\$14,933,369	\$763,000	\$419,281	\$914,796	\$914,796	\$0	\$0	\$0		(\$300,000)		Significant scope reduction to focus on intersection improvement at Ashland St and Courthouse Rd vs roadway extension. Retain \$300K surplus until award.
					9/16/2019	4/1/2026	10/1/2027													
					FY20	FY26	FY28													
					Construction End Date		9/7/2028													
Prince George County	111704	ROUNDAABOUT AT MIDDLE RD & JEFFERSON PARK RD	TBD	VDOT	\$1,116,000	\$1,565,788	\$5,894,056	\$8,575,844	\$0	\$499,821	\$0	\$400,000	\$100,179	\$0	\$0	\$0	\$5,209,751	\$2,366,093		Add project to FY24-FY29 allocation plan. Receive FY25 \$400,000 and FY26 \$100,179 from UPC 112660. Receive \$499,821 in previous funds from UPC 70725. Earmark funded: \$3,540,806 (fed) \$885,201 (20% local match). Locality to provide remaining \$2,266,093 balance to complete.
					Construction End Date															
Chesterfield County	115785	Woodpecker Rd Safety Improvements Cattail Rd to Matoaca Rd	ADVERTISED	VDOT	\$90,000	\$0	\$297,000	\$387,000	\$387,000	\$387,000	\$0	\$0	\$0	\$0	\$0	\$0		\$0		
					3/17/2020	N/A	4/12/2022													
					FY20	N/A	FY22													
					Construction End Date		12/6/2022													
Chesterfield County	109229	Lakeview Rd & Branders Bridge Rd Intersection Improvements	ACTIVITY DATES SET	Locally	\$340,203	\$676,705	\$4,370,505	\$5,387,413	\$4,603,702	\$2,926,469	\$1,611,541	\$849,403	\$0	\$0	\$0	\$0		\$0		\$426,895 HIP funds. HIP funds need to be fully obligated by 9/1/2024.
					12/26/2019	9/19/2021	6/26/2023													
					FY20	FY22	FY23													
					Construction End Date		3/3/2025													
Chesterfield County	115208	Harrowgate Road Sidewalk, Dogwood Ave to South St	CONSTRUCTION STARTED	Locally	\$102,946	\$13,324	\$940,993	\$1,057,263	\$1,068,792	\$1,068,788	\$0	\$0	\$0	\$0	\$0	\$0		(\$11,525)		
					8/14/2019	6/26/2020	8/30/2021													
					FY20	FY20	FY22													
					Construction End Date		9/23/2022													
Chesterfield County	108887	#SMART18 - Harrowgate Road/Cougar Trail - Pedestrian Improve	CONSTRUCTION STARTED	Locally	\$154,328	\$17,000	\$2,354,464	\$2,525,792	\$2,525,792	\$2,525,792	\$0	\$0	\$0	\$0	\$0	\$0		\$0		
					11/29/2018	6/22/2020	8/30/2021													
					FY19	FY20	FY22													
					Construction End Date		8/31/2022													
Colonial Heights	101288	Lakeview Ave - Minor Widening	AWARDED	Locally	\$675,249	\$356,749	\$7,133,001	\$8,162,999	\$8,162,999	\$7,097,388	\$776,522	\$289,089	\$0	\$0	\$0	\$0		\$0		Advance funding: transfer \$137,521 in previous funds from Balance Entry to resolve Appropriations Act sunset of funding and reduce FY25 allocation by the same amount.
					9/9/2011	12/16/2014	10/23/2020													
					FY12	FY15	FY21													
					Construction End Date		11/13/2023													
Prince George County	104697	Rte 36 - Improvements at Ft. Lee Entrance	AWARDED	VDOT	\$600,000	N/A	N/A	\$600,000	\$600,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0		\$0		UPC 104697 and 107926 are for the same Ft. Lee project in which VDOT did the design and FHWA Eastern Federal Lands (EFL) is responsible for advertisement and construction delivery.
					5/20/2014	N/A	N/A													
					FY14	N/A	N/A													
					Construction End Date		5/11/2021													
					\$108,000	\$321,459	\$2,770,541												UPC 104697 and 107926 are for the same Ft. Lee project. Verify surplus	

Prince George County	107926	Rte 36 - Improvements at Ft. Lee Entrance	AWARDED	FHWA Eastern Federal Lands	\$5/2/2016	8/22/2018	12/7/2018	\$3,200,000	\$3,714,363	\$3,714,363	\$0	\$0	\$0	\$0	\$0	\$0		(\$514,363)	funds once project is completed.
					FY16	FY19	FY19												
					Construction End Date		12/31/2020												
Hopewell	1436	RW for 90018 Cedar Level Road - Widening	CONSTRUCTION COMPLETED	VDOT	\$1,382,222	\$4,257,017	\$0	\$5,639,239	\$5,639,239	\$6,619,725	\$0	\$0	\$0	\$0	\$0		(\$980,486)	Linked to 90018. Ready to be closed out.Expenditures match estimate. Surplus legacy urban formula funds will be required to be swept in accordance with the 2016 Appropriation Act and cannot be transferred to other projects or used as leverage on any grant applications	
					1/1/1990	3/22/2000	N/A												
					FY90	FY00	N/A												
					Construction End Date		3/22/2000												
Hopewell	90018	PE and CN for 1436; Cedar Level Rd - Widening	CONSTRUCTION COMPLETED	VDOT	\$1,362,568	\$0	\$8,149,435	\$9,512,003	\$9,581,246	\$9,516,238	\$0	\$0	\$0	\$0	\$0		(\$4,235)	Linked to 1436. Ready to be closed out.	
					9/9/2011	N/A	7/10/2018												
					FY12	N/A	FY19												
					Construction End Date		9/24/2020												
Colonial Heights	101287	Dupuy Ave - Minor Widening	CONSTRUCTION COMPLETED	Locally	\$516,686	\$616,918	\$4,174,000	\$5,307,604	\$5,307,604	\$5,307,604	\$0	\$0	\$0	\$0	\$0		\$0	Ready to be closed out. Estimate matches expenditures.	
					9/9/2011	1/14/2014	1/25/2019												
					FY12	FY14	FY19												
					Construction End Date		12/11/2020												
Colonial Heights	105109	Rehabilitate Bridges -Various Locations	CONSTRUCTION COMPLETED	Locally	\$138,848	\$0	\$1,098,992	\$1,237,840	\$1,259,495	\$1,259,495	\$0	\$0	\$0	\$0	\$0		(\$21,655)	Ready for closeout.	
					10/28/2013	6/27/2019	10/10/2019												
					FY14	FY19	FY20												
					Construction End Date		6/26/2020												
Chesterfield County	101028	Rte 600 (Matoaca/Hickory) - Roundabout	CONSTRUCTION COMPLETED	Locally	\$240,477	\$285,857	\$2,601,708	\$3,128,042	\$3,622,566	\$3,430,727	\$0	\$0	\$0	\$0	\$0		(\$302,685)	Project is completed but still receiving expenditures so not ready for closeout yet.	
					9/27/2013	5/10/2017	4/30/2019												
					FY14	FY17	FY19												
					Construction End Date		4/20/2020												
Colonial Heights	T28386	Boulevard Modernization (Temple Ave to Essex Rd)	New	Locally	\$644,903	\$385,210	\$2,888,532	\$3,918,645	\$0	\$0	\$0	\$0	\$344,903	\$300,000	\$1,000,000	\$2,273,742		\$0	Fully funded. Start project in FY26.
					Construction End Date														
N/A	70725	RSTP Balance entry	N/A	N/A	N/A			\$0		\$0	\$0	\$424,337	\$292,487	\$254,180	\$545,079	\$1,184,968			Transfer FY29 \$500,179 to UPC 112660. Transfer \$499,821 in previous funds to UPC 111704.
N/A	N/A	*New* Highway Infrastructure Program - Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSA>200k) funds	N/A	N/A	N/A			\$0		N/A	\$0	\$0	\$0	\$0	\$0	\$0	N/A	These funds must be fully obligated by September 2024 and must be fully billed to and reimbursed by FHWA by September 2029; any unobligated funds after this deadline will lapse and an alternate fund source will be required. Given the obligation requirements, funds should be used on existing projects already in the SYIP rather than identifying new projects. Transfer \$122,841 to UPC 109229. Replace initial CMAQ funding on UPC 118948 with FY22 \$426,895 (HIP-CRRSA>200k) funds.	
N/A	N/A	*New* 2021 US Department of Transportation Appropriations Act Highway Infrastructure Program - (HIP>200k) funds	N/A	N/A	N/A			\$0		N/A	\$0	\$0	\$0	\$0	\$0	\$0	N/A	These funds must be fully obligated by September 2024; any unobligated funds after this deadline will lapse and an alternate fund source will be required. Given the obligation requirements, funds should be used on existing projects already in the SYIP rather than identifying new projects. Transfer \$182,009 to UPC 109229	
								FY24-29 Allocations			\$3,626,445	\$3,698,974	\$3,772,954	\$3,848,413	\$3,925,381	\$4,003,889			
								Total Planned Allocations			\$3,626,445	\$3,698,974	\$3,772,954	\$3,848,413	\$3,925,381	\$4,003,889	\$8,616,340		
								Difference			\$0	\$0	\$0	\$0	\$0	\$0			

Tri-Cities Area Metropolitan Planning Organization
Resolution Approving Transfers for UPC 111704

WHEREAS, the transportation priorities of the Tri-Cities Area MPO are consistent with those of the Commonwealth of Virginia;

WHEREAS, it is the intent of the Tri-Cities Area MPO to be consistent with the Commonwealth of Virginia's Six Year Improvement Program;

WHEREAS, a transfer is needed in order to fully fund UPC 111704 (Roundabout at Middle Road and Jefferson Park Road) allowing Prince George County to continue the project;

WHEREAS, the MPO wishes to transfer:

- \$400,000 of FY25 RSTP funds from UPC 112660 to UPC 111704
- \$100,179 of FY26 RTSP funds from UPC 112660 to UPC 111704
- \$499,821 of Previous RSTP funds from UPC 70725 to UPC 111704
- \$500,000 of FY29 RSTP funds from UPC 70725 to UPC 112660

NOW THEREFORE BE IT RESOLVED that the Tri-Cities Area Metropolitan Planning Organization's CMAQ allocations for the FY24-29 SYIP be amended to revise the allocations for these programs/projects.

Upon a motion by _____(_____) with a second by _____(_____) and carried by a voice vote the motion was adopted on September 14, 2023 with ____ voting aye, ____ voting nay, and ____ abstaining.

The Honorable Samuel Parham, Chair,
Tri-Cities Area Metropolitan Planning Organization

September 14, 2023

Ronald D. Svejksky
Secretary, Tri-Cities Area Metropolitan Planning
Organization

ATTACHMENT 3

TCAMPO Staff Comments/Thoughts Regarding Proposed Changes to SMART SCALE (9/5/23)

Proposed change: Reduce HPP Definition and Eliminate Step 2

Comment: This will reduce the types of application MPOs and PDC can apply for to New Capacity Highway, Managed Lanes, New or Improved Interchanges, New or Improved Passenger Rail Stations or Service, Freight Rail improvements, and Fixed Guideway Transit. This will change the focus of MPOs and PDCs toward the above-listed larger type projects. It should also be noted that new roads, road widenings and interchange projects usually require high level studies, which smaller localities and MPOs cannot afford.

This will also potentially reduce the number and amount of funding for projects in a District. In Round 5, it could reduce the total funding for Richmond District from \$244M (Step 1 +2) to \$204M (Step 1 plus I-64/Ashland Rd Interchange project only), and from 21 to 13 projects, only three of which are within TCAMPO jurisdictions in Richmond District (*note: the I-64 Widening was a “Step 3 Statewide” project and was not counted above under Richmond District*)

Proposed change: Reduce application cap limits to 2 and 5

Comment: While this will reduce the work by VDOT, it will also more likely fund projects in larger localities and larger MPOs/PDCs. In the Richmond District, the number of projects funded per Round is normally 12-20 projects. With 3 localities (plus an MPO and a PDC) able to apply for 5 applications each, the odds are good that most (if not all) funding for projects would go to these five applicants.

Proposed change: Make the Land Use Factor a multiplier to Safety and Congestion

Comment: The CTB noted that this proposed change was specifically intended to greatly reduce the standalone bike/ped projects. The retreat presentation estimates it would result in a reduction from 51 bike/ped projects to 12 projects in Round 5. In small communities and highly developed portions of large cities, it is unlikely they will apply

for major projects that will also have major negative social and/or economic impacts. Our small MPO staff analysis found this change will greatly reduce the number of standalone bike/ped and small projects in Richmond District (see attached tables) and increase the number of funded new roads, road widenings, and interchange projects in suburban areas (and as noted earlier, new roads, road widenings and interchange projects require high level studies, which smaller localities and MPOs cannot afford).

The proposed change contradicts current paradigms in transportation policy, planning, and funding; and the focus would shift away from using transportation to equitably improve our communities to instead using transportation to add more asphalt and concrete in richer communities and further divide already distressed communities. Recent literature shows us that implementing a robust cycling and pedestrian network demonstrates benefits across the board, from air quality improvements to economic development to fewer vehicle crashes, as these interventions also act as traffic calming, forcing drivers to be more aware of their surrounds and obey traffic laws. They can be used to help mitigate urban heat island effects caused by excessive pavement and little shade, and the incorporation of green infrastructure into such designs provides additional stormwater management benefits.

As an MPO with a high percentage of people who do not own a car as well as a large disabled population, we feel it is our responsibility to create safe and accessible transportation options for everyone, not just those with cars. The latest edition of the VTrans Goals and Objectives supports this vision through goals C and E, 'Safety for All Users' and 'Healthy Communities and Sustainable Transportation Communities'. The proposed change and policy flies in the face of these commitments to bettering our state, and further marginalizes disadvantaged communities. Walkability and bikeability should not be privileges reserved for the wealthiest among us seeking outdoor recreation opportunities—they must be holistically incorporated into our planning processes to create equitable and accessible transportation networks that serve all of our citizens.

Proposed change: Calculate congestion benefits for 10 years in the future

Comment: Support, we have projects that are not yet built that will have a major impact on the near-term traffic and congestion and would benefit from this change.

What is SMART SCALE?

VDOT's system for standardizing the scoring of grant applications to determine funding recipients

4 Project Types with Different Applicant Eligibility.

- Improvement on *Corridor of Statewide Significance (COSS)*
- Capacity on *Regional Networks*
- Improvement to support *Urban Development Areas*
- Improvements to address *VTrans* Safety Need*

**VTrans is the statewide transportation plan, laying out long range goals and strategies to achieve them*

2 streams of funding dollars

High Priority Projects Program (HPP)

- Competing with projects across Virginia

Construction District Grant Program (DGP)

- Competing with projects from the same district
 - TCAMPO is in the Richmond District

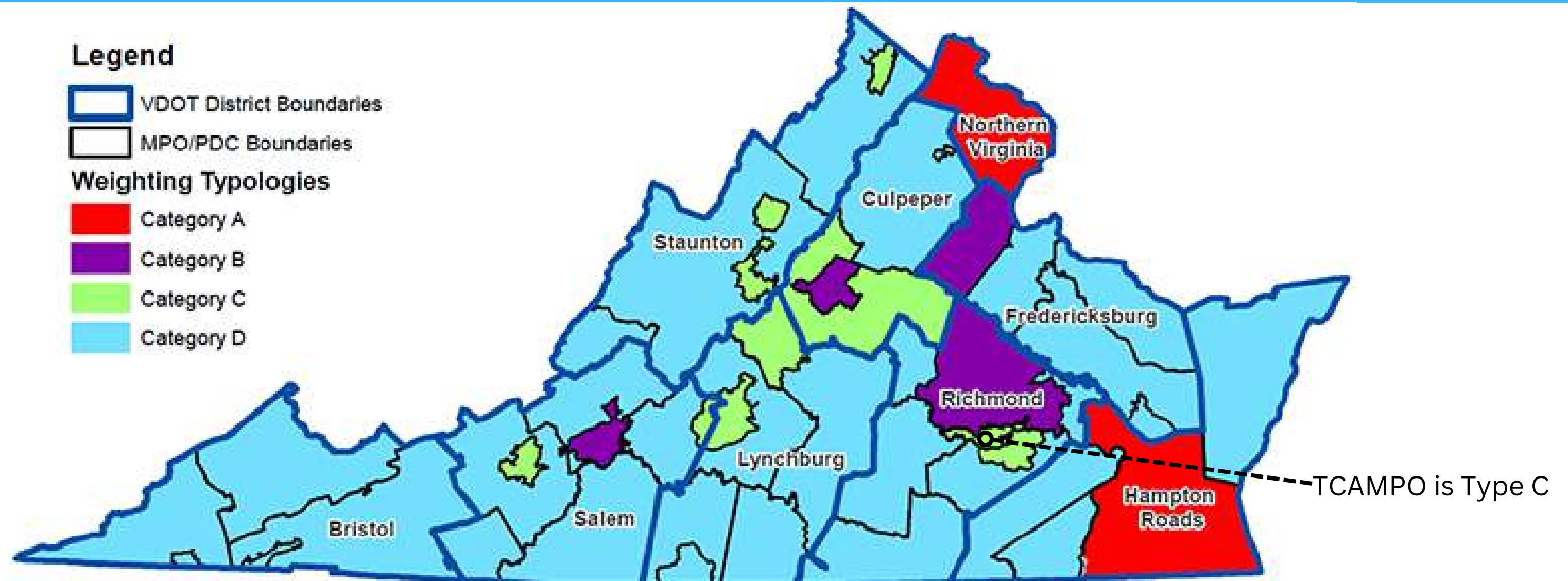
Rating Factors (SCALE)

Each of the 6 factors is comprised of 2 or more measurements weighted to create the composite factor score

Factor	Measurements	Measure Weights
<u>S</u>afety	1. Equivalent property damage only (EPDO) of Fatal and Injury Crashes (<i>actual number</i>) 2. EPDO <i>Rate</i> of Fatal and Injury Crashes	1. 70% 2. 30%
<u>C</u>ongestion Mitigation	1. Person Throughput (maximum number of travelers a street can accommodate) 2. Person Hours of Delay (average time spent in traffic per traveler per year)	1. 50% 2. 50%
<u>A</u>ccessibility	1. Access to jobs with 45 minutes (60 minutes for transit) 2. Access to jobs for disadvantaged persons 3. Access to multimodal choices (increasing connections between modes)	1. 60% 2. 20% 3. 20%
<u>L</u>and Use	1. Transportation-efficient land use 2. Increase in transportation-efficient land use	1. 50% 2. 50%
<u>E</u>conomic Development	1. Project support for economic development 2. Intermodal access and efficiency 3. Travel time reliability	1. 60% 2. 20% 3. 20%
<u>E</u>nvironment	1. Air Quality and Environmental Effect 2. Impact to acreage of natural and cultural resources	1. 100% 2. Up to -5 points based on number of impacted acres

Project Location Types

Communities are assigned a Type (A-D) based on location, which determines how the 6 factors are weighted in the final scoring process



Old SMART SCALE Scoring:

	Safety	Congestion	Accessibility	Land Use	Economic Development	Environment: **Weighted plus Possible 5pt deduction from Project Benefit based on impacted acreage of natural/cultural resources where applicable
Type A: Urban Areas (RVA, NOVA, Hampton Roads)	5%	45%	15%	20%	5%	10%
Type B: Mid-Size Cities (Fredericksburg, Charlottesville, Roanoke)	20%	15%	20%	15%	20%	10%
Type C: Small Cities, Some Suburbs and Exurbs (TCAMPO, NRV, Lynchburg, Winchester)	25%	15%	15%	10%	25%	10%
Type D: Lower Density Suburbs/ Exurbs, Rural Areas (Southside, Farmville, Middle Peninsula)	30%	10%	10%	10%	30%	10%

Sample Equations Based on **Type C** Community Weighting

Step 1: Project Benefit: $(\text{Safety} \times 0.25) + (\text{Congestion} \times 0.15) + (\text{Accessibility} \times 0.15) + (\text{Land Use} \times 0.10) + (\text{Economic Development} \times 0.25) + (\text{Environment} \times 0.10)$

Step 2: SMART SCALE Cost Multiplier: $\text{Project Cost} / 10,000,000$ Cost over \$10mil: <1
Cost under \$10mil: >1

Step 3: SMART SCALE Score: $\text{Project Benefit} \times \text{Cost Multiplier} = \text{Final SMART SCALE Score}$

New SMART SCALE Scoring:

Land Use as a Multiplier, previous weighting redistributed among Safety/Congestion based on Community Type

	Safety	Congestion	Accessibility	Economic Development	Environment: **Weighted plus Possible 5pt deduction from Project Benefit based on impacted acreage of natural/cultural resources where applicable
Type A	5% -> 20%	45%-> 50%	15%	5%	10%
Type B	20% -> 25%	15% -> 25%	20%	20%	10%
Type C	25% -> 30%	15% -> 20%	15%	25%	10%
Type D	30% -> 40%	10% *Stays the same	10%	30%	10%

Land Use Multiplier:

1+ (Factor Value/100)

If factor value= 60,
multiplier=1.60

If factor value= 0,
multiplier=1

Sample Equations Based on **Type C** Community Weighting

Step 1: Project Benefit: [(Safety***0.30**)+(Congestion***0.20**)+(Accessibility*0.15)+(Economic Development*0.25)+(Environment*0.10)] * **LU Multiplier**

Step 2: SMART SCALE Cost Multiplier: Project Cost/10,000,000 Cost over \$10mil: <1
Cost under \$10mil: >1

Step 3: SMART SCALE Score: Project Benefit * Cost Multiplier = Final SMART SCALE Score

Top 10 Scoring Projects from SMART SCALE Round 5, Re-Scored using Proposed Methodology						
Organization	Project	Old Score	New Score	Old Rank	New Rank	Would Still Be Funded?
Colonial Heights	Appomattox River Greenway Trail Boulevard Spur	73.88	16.90	1	3	Yes
Goochland County	Hockett Road Realignment	40.91	30.90	2	1	Yes
Crater PDC	ART- Old Towne Petersburg (Grove Ave-River Rd)	24.90	0.83	3	71	No
TCAMPO	FLT/ART Trailhead/Parking lot	17.63	5.60	4	12	Yes
RRTPO	Broad Street Streetscape with Pulse BRT Expansion, Phase III	17.17	19.67	5	2	Yes
Richmond	Gillies Creek Greenway	17.12	4.14	6	24	No
TCAMPO	ART- Rt 1 to Colonial Heights and I-95	11.46	3.14	7	32	No
Colonial Heights	Appomattox River Greenway Trail, Phase VI	11.09	1.81	8	51	No
Henrico	W Broad St Short Pump	10.89	12.50	9	4	Yes
GRTC	Fall Line Trail with Transit Improvements, Manchester Bridge	10.10	9.30	10	7	Yes

Application Caps and Reprioritization

Reduction in Max Number of Applications

Small Localities/MPOs/PDCs: 4→2

Large Localities/MPOs/PDCs: 10→5

High Priority Projects (HPP)'s definition previously allocated money to *projects of regional or statewide significance (COSS)* that address the 6 SCALE factors

New change would include the *type* of project to take place (ie. interchange improvement, road wideining, public transit projects)

Currently, *12-20 projects receive funding each round* in our district. With these changes, *larger localities* (Chesterfield, Henrico, Richmond, RRTPO, PlanRVA) *are more likely to receive most if not all of the funding*, simply due to the volume of applications and probability.

What does this mean for the types of projects that will recieve funding?

Project Type	Total Funded with Old Scoring/Prioritization	% Of Total Funded with Old Scoring/Prioritization (out of 21 projects)	Total Funded with New Scoring/Prioritization	% Of Total Funded with New Scoring/Prioritization (Out of 13 projects)
Bicycle/Pedestrian	9	42%	3	21%
Public Transit	1	4%	1	7%
Highway/Interchange	1	5%	1	14%
Roadway/Intersection	10	42%	8	57%

- Far fewer standalone bicycle/pedestrian projects
- Many more road widenings and highway projects
- Prioritization of creating more car dependency and less accessible communities
- More money/projects will end up going to larger localities

The new scoring contradicts VTrans/CTB's Own Goals and Priorities

Goal B: Accessible Places



The following performance measures are utilized to identify needs associated with Goal B:

- Need for Transit Access: Transit Access to Activity Centers and Transit Access to Equity Emphasis Areas (EEAs).
- Need for Bicycle Access: Transit Access to Activity Centers.
- Need for Pedestrian Access: Transit Access to Activity Centers.
- Need for Access to Growth Areas: Access to Urban Development Areas and Access to Industrial and Economic Development Areas (IEDA).

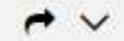
Goal C: Safety



The following performance measures are utilized to identify needs associated with Goal C:

- Need for Safety Improvement: Potential for Safety Improvement (PSI).
- Need for Pedestrian Safety Improvement: Pedestrian Safety Action Locations.

Goal D: Proactive System Management



Goal E: Health, Sustainable Communities



The following performance measures are utilized to identify needs associated with Goal E:

- Need for Transportation Demand Management: Needs are identified based on [functional classification](#).

SMART SCALE is promoted as an OBJECTIVE system to determine who/what gets funding.

The CTB Chair *explicitly expressed a desire to dramatically reduce the number of bicycle/pedestrian projects* as the basis for these changes, despite current planning literature and paradigms *emphasizing the importance of multimodal mobility* for equity/accessibility, safety, economic vitality, and quality of life.

Does this seem objective to you?

**Please send your comments and
feedback regarding these
changes to Tri-Cities Area MPO
Staff members to sent to VDOT
and CTB**

**Contact: Kit Friedman, MPO Planner II
Email: kfriedman@craterpdc.org**