

**TRI-CITIES AREA METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE/PLAN 2045 COMMITTEE  
Meeting Agenda**

Colonial Heights Public Library  
1000 Yacht Basin Drive, Colonial Heights, VA

October 1, 2021  
10:00 AM

Zoom Link:

<https://us02web.zoom.us/j/82761378602?pwd=TVl4ZjlpWXd4d0Qza1RzOHRPZS90QT09>

Meeting Type:     Annual  
 Regular  
 Special (Called)

TAC Voting and Non-Voting member Invitees:

**Agency**

Chesterfield County  
City of Colonial Heights  
Dinwiddie County  
City of Hopewell  
City of Petersburg  
Prince George County  
Virginia Department of Transportation (VDOT)  
Petersburg Area Transit  
Virginia Department of Rail and Public  
Transportation (VDRPT)  
Crater Planning District Commission  
Fort Lee  
Petersburg National Battlefield Park  
RideFinders (A Division of GRTC)  
Federal Highway Administration (FHWA)  
Federal Transit Administration (FTA)

**Name**

Ms. Barb Smith  
Mr. Todd Flippen, P.E. (Chair)  
Mr. Mark Bassett (Vice Chair)  
Mr. Johnnie Butler  
Mr. Reggie Tabor  
Ms. Julie Walton  
Ms. Liz McAdory  
Mr. Charles Koonce  
Ms. Tiffany Dubinsky  
  
Mr. Ron Svejkovsky (Secretary)  
Mr. Fritz Brandt  
Ms. Alexis Morris  
Ms. Brigitte Tanner Carter  
Mr. Ivan Rucker  
Mr. Ryan Long

**1. Call to order**

**2. Public Comment Period**

**TAC ACTION ITEMS:**

3. **Approval of Agenda** **Approval**
4. **Approval of minutes from September 3, 2021, meeting – Att. 1** **Approval**
5. **FFY 2021-24 MTIP Amendment UPC 117864 – Att. 2** **Recommendation**

The Tri-Cities MPO has requested an MTIP amendment to add UPC 117864 (FY22 RSTP Planning Staff Supplement) and thus make it open to charges. **Attachment 2** includes the MTIP AMD sheet. UPC 117864 is a budget/program item.

***Action requested:** MPO Staff requests TAC recommend Policy Committee approval of the MTIP amendment.*

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**Plan2045 COMMITTEE ITEMS:**

6. **Plan2045 Vision, Goals, and Objectives – Attachment 3** **Action**

Earlier this year, MPO staff presented the results of the Vision, Goals and Objectives Survey. Based on a review of other MPO's goals and objectives (ex: MPO staff served on RRTPO's LRTP Committee; most of its goals and objectives are in **Attachment 3**) with the results of the survey, **Attachment 3** is the MPO staff recommended draft Goals and Objectives.

Note: The recent Transportation Problems and Issues survey found that the public concurs with the Vision as approved by the Committee:

*TCAMPO's Transportation Vision - Encourage a transportation system that equitably improves safety, economic vitality, and quality of life for people living and working in the Tri-Cities area.*

***Action requested:** MPO Staff requests the Committee recommend Policy Committee approval of the Vision and the Goals and Objectives.*

## 7. Performance Based Planning and Programming Process – *Plan2045* Candidate Projects Prioritization/Scoring Method – Attachment 4 Information

At the September 3 meeting, the GAP consultant presented the main items regarding developing a performance-based planning and programming process.

Along with the usual factors/subfactors (safety, mobility, access to jobs, access to non-work destinations) MPO staff asked the consultant to look at other commonly used factors (including those we surveyed in January) and other factors (ex: equity/EJ, economic development, freight, environmental quality).

**Attachment 4** includes the RRTPO, FAMPO, and SMART SCALE factors and prioritization methods. With the GAP consultant's help, MPO staff will take a "best of" these and possible sources of data, test them, and the Committee will discuss this in more detail in November.

After the testing, we will need to approve a final method by December and select the CLRP List by February 2022.

## 8. *Plan2045* Candidate Regionally Significant Projects – Att. 5 **Action**

After the September 3 meeting, MPO staff met with RRTPO staff to discuss 1) their Candidate project identification process, and 2) coordination between the two MPOs' MTPs. The list was then revised one more time.

The number of Candidate Projects was reduced from 17 to 7 Regionally Significant *Plan2045* Candidate projects, primarily due to the removal of the I-95 and I-85 projects for this plan (i.e., coordination with RRTPO).

**Attachment 5** includes:

- 1) the updated MPO staff report (with updated history and recommendations) which was originally sent to the members on September 13;
- 2) the List presented last month (date 8/26/21); and
- 3) the MPO Staff-Recommended List (dated 9/21/21) for action.

The Updated MPO Staff Regionally Significant Candidates List has been reduced to these seven Regionally Significant widening projects:

- Route 10 from I-295 to Rt 746 N. Enon Church Rd (0.90 miles)
- Route 144 (Temple Ave) from Conduit Ave. to Colonial Hts ECL (0.93 miles)
- Route 144 from Colonial Hts. ECL to Puddledock Rd (0.78 miles)
- Route 144 from Puddledock Rd to Route 36 (1.99 miles)
- Route 620 (Wood Edge Rd) from east of the railroad to Route 1 (0.40miles)
- Route 746 (N. Enon Church Rd) from Meadowville Technology Parkway to Route 10 (0.80 miles)
- Cedar Level Road Southern section (0.21 miles)

*Note: The East-West Freeway (2 lanes) from west of Branders Bridge Road to Route 1 is a Private/Local" project and therefore would not be scored and will be listed as a "Private/Local Road" in the CLRP.*

**Action requested:** *MPO Staff requests the Committee approve the above Regionally Significant Candidate Projects List (and suggest other projects of other types for testing the prioritization/scoring methods), with MPO staff reporting back regarding the scoring results in November or December.*

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## **TAC INFORMATION ITEMS:**

### **9. Virginia Transit Equity and Modernization Study**

### **Information**

Tiffany Dubinsky from DRPT will make a presentation about this important General Assembly-directed study. A copy of the presentation will be sent in separate email.

The Virginia Transit Equity and Modernization Study, led by the Virginia Department of Rail and Public Transportation (DRPT), is aimed at identifying opportunities to forward equitable transit within the Commonwealth. There has been a renewed focus in recent years on the advancement of transit equity, accessibility, and emerging technologies. The study team will explore a wide variety of topics and engage heavily with the public to create a proactive

plan for equitable advancement and modernization of transit in the Commonwealth.

For more information about the study, please visit the study website: [www.vatransitequity](http://www.vatransitequity).

**10. DRPT Report** **Information**

**11. VDOT Report** **Information**

**12. Upcoming** **Information**

November 5/December 3:

- Approve the *Plan2045* Candidates Prioritization/Scoring Process
- Approve the *Plan2045* Revenue Forecasts (VDOT and DRPT) and Assumptions
- Approve the 2022 MPO Safety Target
- Resilience presentation – which level of vulnerability?

January 7:

- Approve the scores and CLRP List
- Safety presentation – Vision Zero interest?

February:

- ICG meeting (Feb. 8 before RRTPO TAC meeting); Policy Committee approve for 30-day review (February 15-March 17)

March:

- Recommend Draft *Plan2045* for 30-day public review/outreach and resource agency review (March 15 – April 15)

May/June:

- Approve *Plan2045* for FHWA/FTA approval

**13. Other Business**

**14. Adjournment**

***Next meeting: Friday, November 5, 2021 (in person!)***

# ATTACHMENT 1

## **TRI-CITIES AREA METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE/PLAN 2045 COMMITTEE**

### **DRAFT Meeting Minutes**

Colonial Heights Public Library  
1000 Yacht Basin Drive, Colonial Heights, VA

September 3, 2021  
10:00 AM

Zoom Link:

<https://us02web.zoom.us/j/85433500626?pwd=NVF2b1pHZWJxaktkOUptSjFudDBtZz09>

Meeting Type:       Annual  
 Regular  
 Special (Called)

#### TAC Voting and Non-Voting members present:

<b>Agency</b>	<b>Name</b>
Chesterfield County	Ms. Barb Smith
City of Colonial Heights	Mr. Todd Flippen, P.E. (Chair)
City of Hopewell	Mr. Johnnie Butler
Virginia Department of Transportation (VDOT)	Ms. Liz McAdory
Petersburg Area Transit	Mr. Charles Koonce
Virginia Department of Rail and Public Transportation (VDRPT)	Ms. Taylor Jenkins (alternate)
Crater Planning District Commission	Mr. Ron Svejkovsky (Secretary)
RideFinders (A Division of GRTC)	Ms. Brigitte Tanner Carter (Zoom)

#### Members Absent:

Dinwiddie County	Mr. Mark Bassett (Vice Chair)
City of Petersburg	Mr. Reggie Tabor
Prince George County	Ms. Julie Walton
Petersburg National Battlefield Park	Ms. Alexis Morris
Federal Highway Administration (FHWA)	Mr. Ivan Rucker
Federal Transit Administration (FTA)	Mr. Ryan Long

#### Others Present (in person or Zoom)

VDOT	Mr. Todd Scheid
VDOT	Mr. Dan Grinnell
VDOT	Ms. Nicole Mueller
FOLAR	Ms. Heather Barrar
Crater PDC	Mr. Alec Brebner
Crater PDC	Mr. Jay Ruffa

NIB+  
Michael Baker  
High Street  
PlanRVA

Mr. Dan Szekes  
Mr. Brad Shelton  
Mr. Peter Hylton  
Mr. Ken Lantz

**1. Call to order**

The meeting was called to order at 10:05 a.m. A quorum was present.

**2. Public Comment Period**

There were no comments

**TAC ACTION ITEMS:**

**3. Approval of Agenda**

**Approved**

*Ms. McAdory moved, and Mr. Butler seconded the motion to approve the agenda. The motion was approved unanimously.*

**4. Approval of minutes from August 6, 2021, meeting – Att. 1**

**Approved**

*Ms. Smith moved, and M. Butler seconded the motion to approve the minutes of the August 6, 2021 meeting. The motion was approved unanimously.*

**5. Transfer from UPC 70725 to UPC 101288**

**Recommended**

Mr. Svejkovsky noted that the City of Colonial Heights has requested a \$300,000 RSTP fund transfer from UPC 70725 (RSTP Balance Entry) to UPC 101288 (Lakeview Ave Widening. The MPO staff report with revised FY22-27 RSTP Allocation Table will be sent to TAC members by separate email next week in advance of the meeting.

*Ms. Smith moved, and Ms. McAdory seconded the motion that TAC recommend Policy Committee approval of the RSTP funds transfer. The motion was approved unanimously.*

**6. FY23-24 Transportation Alternatives Program (TAP) - Att 2**

**Recommended**

Mr. Svejkovsky noted that any applications in an MPO area will need an MPO resolution of endorsement, so localities were asked to provide TA application information (project name, project description, estimated cost, and requested amount of TA funding) to MPO staff. Attachment 2 is the endorsement resolution and the list of TAP applications.

*Ms. Smith moved, and Ms. Jenkins seconded the motion that TAC recommend Policy Committee approval of the endorsement resolution, The motion was approved unanimously.*

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**Plan2045 COMMITTEE ITEMS:**

**7. Metroquest Problems, Issues, and Needs Survey – Att. 3 Information**

Mr. Svejkovsky (with VDOT assistance) presented the results of the Problems and Needs Survey. Attachment 3 includes a summary of the results, and MPO staff forwarded the comments (from the survey and from Facebook) to the members.

**8. GAP Consultant – Attachment 4 Information**

Brad Shelton from Michael Baker and peter Hylton from High Street presented a modified presentation given to MPO/PDC staff earlier in August (Attachment 4). In in the presentation, the GAP consultant discussed how we can create a full ongoing performance-based planning process that can be used for *Plan2045* (the first focus) and other MPO plans and programs (such as RSTP, CMAQ, TAP, SMART SCALE, etc.).

Mr. Svejkovsky noted that hopefully we will approve a prioritization method for our Regionally Significant Project at the October meeting.

**9. Plan2045 Candidate Regionally Significant Projects – Att. 5 Information**

Mr. Svejkovsky noted that Attachment 5 includes the MPO staff report (with history and recommendations) and the Updated MPO Staff Candidate List, including:

- Adding SMART SCALE applications that were not funded but the locality would like to include in the process).
- Adding Regionally Significant Projects included in the localities' identified needs such as their comprehensive plans.
- Removing Projects that were on the List (based on the plan or study identified need) but are not recommended by the locality for widening or adding in the 2045 planning horizon.

Mr. Svejkovsky noted that the number of Candidate Projects was reduced from 22 to 17 Regionally Significant projects.

Mr. Svejkovsky also added that he will be meeting with RRTPO staff to discuss coordination of the two MTPs and methods of selecting Regionally Significant projects.



Mr. Svejkovsky asked that the members review this list one more time before final approval in October. We will also move forward with gathering data, approving the scoring method, scoring, and selecting the CLRP Projects over the next few months.

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## **TAC INFORMATION ITEMS:**

### **10. Federal Certification Meeting**

#### **Information**

Mr. Svejkovsky noted that MPO Staff met with FHWA and FTA (with assistance by VDOT and DRPT) for the federal certification site visit of TCAMPO on August 25 and the public meeting August 26 a.m.

Mr. Svejkovsky noted that he also sat in on RRTPO's site visit, since many questions by FHWA and FTA were related to what the MPOs were doing together (and differently), and there were questions about freight planning.

Mr. Svejkovsky also noted that there were questions about public participation and environmental justice, and may have recommendations (or maybe corrective actions)

Ms. McAdory noted that this certification process took much preparation by MPO staff and commended the work done in preparation and in the meetings.

### **11. Congressional Earmark Requests Status**

#### **Information**

Mr. Svejkovsky noted there were no updates regarding the Congressional and Senate earmark requests, which include:

- TCAMPO: Fall Line Trail project (\$8,500,000)
- Hopewell: Courthouse Road bus shelters and sidewalk (\$1,000,000)
- Prince George County: Roundabout at the Intersection of Middle Rd. and Jefferson Park Rd. (\$3,540,806)
- Ettrick Train Station Revitalization - Bessie Lane Realignment and Reconstruction (\$1,000,000)

### **12. RAISE Grant Applications - Status**

#### **Information**

Mr. Svejkovsky noted there were no updates regarding these applications:

- "Fall Line Trail (Patton Park through VSU to River Road)" Capital Grant
- "I-85 NB to I-95 SB (Planning and Conceptual Design)" Planning Grant, and
- "Multimodal Mobility Planning in Areas of Persistent Poverty (APP) in Tri-Cities MPO Area" Planning Grant.

### **13. DRPT Report**

**Information**

Ms. Jenkins provided the DRPT report (copy attached to the minutes)

### **14. VDOT Report**

**Information**

Ms. McAdory presented the VDOT report (attached to the minutes)

### **15. Upcoming**

**Information**

Mr. Svejkovsky noted that the Plan2045 process is well underway, and will hopefully include:

October 1:

- Approve the *Plan2045* Goals and Measures
- Approve the *Plan2045* Candidates Prioritization/Scoring Process
- Approve the *Plan2045* Revenue Forecasts (VDOT and DRPT)

### **16. Other Business**

There was no other business

### **17. Adjournment**

The meeting was adjourned at 12:01 p.m. The next meeting will be held Friday, October 1, 2021 (in person!)

### Transit Equity and Modernization Study

- DRPT has selected Kimley-Horn to support the Transit Equity and Modernization Study (HJ 542).
- The legislation requires DRPT to conduct a needs assessment that focuses on the equitable delivery of transit services and modernization of transit in Virginia.
- A [joint webinar](#) for TRIP and Transit Equity and Modernization Study was held on July 29.
- An interim report is due to the General Assembly by December 2021 and final report by August 2022.

### SMART SCALE Round 5

- With the SMART SCALE portal scheduled to open March 2022, DRPT is encouraging all eligible applicants with potential transit or rail projects to reach out for technical assistance on applications.
- Please reach out to your DRPT contact or for general SMART SCALE questions, please contact Taylor Jenkins at [taylor.jenkins@drpt.virginia.gov](mailto:taylor.jenkins@drpt.virginia.gov).

### Transit Ridership Incentive Program

- The Transit Ridership Incentive Program (TRIP) is a new statewide grant program dedicated to improving transit's regional connectivity in urban areas with a population in excess of 100,000 and reducing barriers to transit use by supporting low income and zero fare programming.
- Application opened on August 1 and will close September 17, 2021. Supporting documentation such as letters of support or board approvals may be submitted through October 1, 2021.
- Additional information is available on DRPT's webpage at: <http://www.drpt.virginia.gov/transit/trip-transit-ridership-incentive-program/>

### Virginia Breeze Bus Expansion

- The Virginia Breeze intercity bus service is expanding service along the I-81 Corridor with a fourth route titled the Highlands Rhythm. Service will begin later this year.
- The route will consist of daily northbound and southbound service connecting Bristol, Virginia to Union Station in Washington, D.C. with stops in Wytheville, Radford, Christiansburg, Salem, Roanoke, Harrisonburg, Dulles International Airport, and West Falls Church Metrorail Station.

### Intercity Bus Relief Funding Opportunity

- This one-time grant opportunity will help intercity bus companies recover operating expenses incurred during the pandemic
- The application period is open now through October 1, 2021
- Funding is provided at a 100 percent federal share, with no local match required. The funds can be used to reimburse certain operating expenses incurred to maintain transit services as well as pay for administrative leave for transit personnel due to reduced operations during the emergency.
- The Federal Transit Administration (FTA) and DRPT have established [eligibility criteria](#) to appropriately allocate this funding. Criteria should be thoroughly reviewed before completing the [application](#).

## **Virginia Passenger Rail Authority**

- The VPRA Board will be meeting on September 28, 2021 at 10:00 am at the VDOT Central Auditorium - 1221 E. Broad Street, Richmond, VA with a livestream available.
- Extension of passenger rail service from Staples Mill Station to Main Street Station scheduled to launch in September as part of the Transforming Rail in Virginia Program.
- Additional information on VPRA can be found at: <http://vpra.virginia.gov/>

## **Freight Rail Enhancement to Increase Goods and Highway Throughput (FREIGHT) Grant Program**

- DRPT funding program to utilize the Commonwealth Rail Fund for planning purposes and rail projects not administered by the Virginia Passenger Rail Authority
- DRPT presented at the July CTB Board workshop draft guidance for the FREIGHT program. A copy of the presentation may be found here: [http://www.drpt.virginia.gov/media/3499/crf\\_freight\\_julyctb.pdf](http://www.drpt.virginia.gov/media/3499/crf_freight_julyctb.pdf)
- Next steps include finalizing program guidance, adoption by the CTB, and accepting applications on December 1, 2021.

### **CTB – August 2021 Meeting Update**

- No August CTB meetings were held

### **CTB – Next Meeting:** (VDOT Auditorium)

- Workshop Meeting on Sept. 14<sup>th</sup> at 10:00am
- Action Meeting on Sept. 15<sup>th</sup> at 9:00am

### **Local Programs Workshop**

- VDOT's Local Assistance Division will host the 2021 Local Programs Workshop on Oct. 26-28 at the Norfolk Marriott Waterside
  - Click link above for information and to register

### **Fall Line Trail**

- VDOT staff is continuing to review Fall Line Trail cost estimates and budget needs in order to assist CVTA with budget planning for other sections of the trail
  - This review includes the portion of the Fall Line Trail that falls within the Tri-Cities MPO area

### **Federal MPO Certification Review**

- Thank you to MPO staff and all that participated in the Federal MPO Certification review
- VDOT continues to be available to provide any information or assistance needed

### **Upcoming Public Hearings/Citizen Information Meetings**

- There are currently no Public Hearings or Willingness to Hold Public Hearings in the Tri-Cities MPO study area.

# ATTACHMENT 2

## Tri-Cities MPO Miscellaneous Projects

UPC NO	117864	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Multi-jurisdictional: Tri-Cities MPO	OVERSIGHT	NFO	
PROJECT	RSTP SUPPLEMENT FOR MPO PLANNING STAFF SALARIES -- FY22			ADMIN BY	Locally	
DESCRIPTION						
PROGRAM NOTE	TIP AMD – add \$32,000 (RSTP) FFY22.					
ROUTE/STREET	VARIOUS (9999)			TOTAL COST	\$45,000	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - RSTP	\$8,000	\$0	\$32,000	\$0	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

**Tri-Cities Metropolitan Planning Organization Resolution Approving  
Revision of the 2021-2024 Metropolitan Transportation Improvement  
Program to Add UPC 117864 (RSTP Supplement for MPO Staff FY22)**

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 for the Metropolitan Transportation Improvement Program to be consistent with the State Transportation Improvement Program;

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

WHEREAS, the project is consistent with included in the 2040 Metropolitan Transportation Plan (MTP);

WHEREAS, the Virginia Department of Transportation has requested an amendment to transportation project to add UPC 117864 (RSTP Supplement for MPO Staff FY22) to ensure prompt project delivery; and,

WHEREAS, the project to be amended is exempt from conformity under the provisions of 40 CFR Part 93.126;

NOW THEREFORE BE IT RESOLVED that the Tri-Cities Area Metropolitan Planning Organization's FFY 2021-2024 Metropolitan Transportation Improvement Program be amended to reflect the projects' design, concept, scope, and schedule.

Upon a motion by \_\_\_\_\_ ( ) with a second by \_\_\_\_\_ ( ) and carried by a voice vote a motion was adopted on October 14, 2021 with \_\_\_ members voting Aye, \_\_\_ members voting Nay, \_\_\_ members abstaining.

\_\_\_\_\_  
The Honorable William D. Chavis, Chair,  
Tri-Cities Area Metropolitan Planning Organization

\_\_\_\_\_  
Date

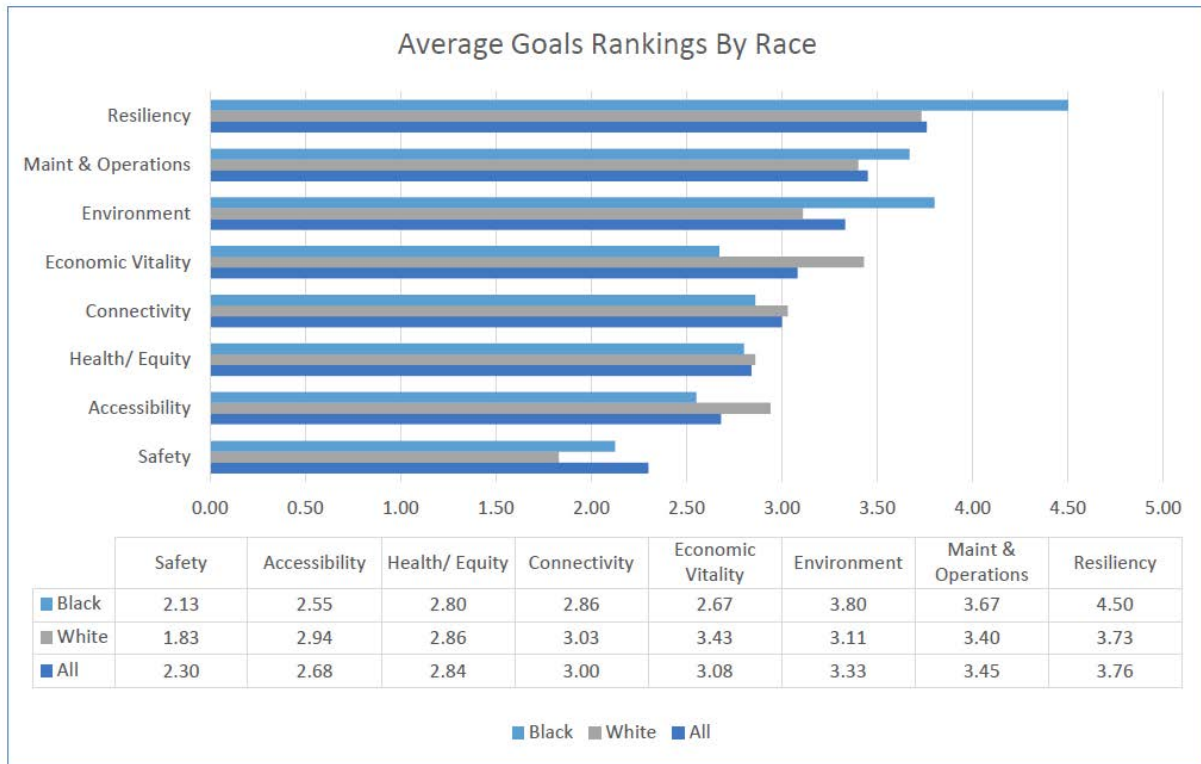
\_\_\_\_\_  
Ronald D. Svejovsky, Secretary  
Tri-Cities Area Metropolitan Planning Organization

\_\_\_\_\_  
Date

# ATTACHMENT 3

## Plan2045 Goals and Objectives

TCAMPO conducted public on-line surveys from January to August 2021 to gain an understanding of the public opinions on the of transportation goals and priorities in the region. The chart below displays the survey results (the lower the number, the higher the rank).



Guided by the survey inputs and Plan2045 Committee recommendations, TCAMPO staff recommend the following goals and objectives:

### **A. Safety**

***Improve the safety of the transportation system for all people.***

A1. Enhance safety and comforts of bicycle and pedestrian facilities.

A2. Work to eliminate all serious injuries and fatalities resulting from vehicular accidents.

### **B. Environment/Land Use**

***Reduce the negative impact the transportation system has on the natural and built environment.***

B1. Address roadways prone to flooding and consider climate impacts in transportation planning prioritization and funding decisions.



B2. Reduce transportation related pollutants.

B3. Increase number and share of trips taken by shared and active transportation modes.

B4. Tie land use planning to transportation investments through encouragement of walkable and transit- oriented communities.

B5. Minimize impacts of transportation system on natural resources and communities with a particular emphasis on Environmental Justice (EJ) populations

### **C. Equity/Accessibility**

***Improve equitable access through greater availability of mode choices that are affordable and efficient***

C1. Reduce trip lengths for all people with a focus on Environmental Justice (EJ) populations.

C2. Increase access to jobs and community services via transit, walking, and biking for all people with a focus on EJ populations.

### **D. Economic Development**

***Improve connectivity and mobility for strong economic vitality***

D1. Reduce peak period travel times.

D2. Increase transportation investment which focuses on economic vitality.

D3. Improve reliability and accessibility of travel to and within the regional activity centers.

D4. Reduce freight bottlenecks.

D5. Increase multimodal access to tourist destinations.

### ***E. Mobility***

***Increase travel efficiency and mode choices by maintaining the transportation system in a state of good repair***

E1. Increase the percent of complete streets across the highway network to maximize use of available capacity.

E2. Increase system efficiency through operational, transportation demand management (TDM), and technology-based solutions.

E3. Improve system reliability across all modes.

## The goal weights for project scoring of Regionally Significant Candidate Projects in *Plan2045*.

Each project in the Candidate List of Regionally Significant Projects in *Plan2045* will be evaluated based on these five goals:

- Safety
- Mobility
- Equity and Accessibility
- Economic Development
- Environment/Land Use

Note: Performance Measures within each goal area would have different weights as well.

DRAFT

## ATTACHMENT 4

### SMART SCALE FACTORS AND WEIGHTS

**Table 4.2 Factor Weights by Category**

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	45% <sup>b</sup>	5%	15%	5%	10%	20% <sup>a</sup>
Category B	15%	20%	25%	20%	10%	10% <sup>a</sup>
Category C	15%	25%	25%	25%	10%	
Category D	10%	35%	15%	30%	10%	

- <sup>a</sup> For metropolitan planning areas with a population over 200,000, the prioritization process shall also include a factor based on the quantifiable and achievable goals in VTrans. TPB, HRTPO, RRTPO, FAMPO and RTPO all meet this definition.
- <sup>b</sup> For Northern Virginia and Hampton Roads construction districts, congestion mitigation is weighted highest among the factors in the prioritization process.

Example – Magellan Parkway Extension Project

SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Square Feet of Commercial/Industrial Development Supported	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Resources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	210.8 persons	57.5 person hrs.	0.0 EPDO	0.0 EPDO / 100M VMT	38.3 jobs per resident	38.4 jobs per resident	130.1 adjusted users	3,198,953.8 adj sq. ft.	400.8 daily tons	0.0 adj. buffer time index	182.2 adjusted points	35.6 impacted acres	9.0 access * pop/emp density, h	7.9 access * pop/emp density change.
Normalized Measure Value (0-100)	11.3	9.4	0.0	0.0	2.2	1.9	5.3	5.1	0.0	0.0	4.1	2.8	13.5	12.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	10.4		0.0		2.8			3.1			4.1	12.8		
Factor Weight (% of Project Score)	15%		20%		25%			20%			10%	5 (max point reduction)	10%	
Weighted Factor Value	1.6		0.0		0.7			0.6			0.4	-0.1	1.3	
Project Benefit	4.4													
SMART SCALE Cost	\$32,021,441													
SMART SCALE Score (Project Benefit per \$10M SMART SCALE Cost)	1.4													

\*The second environment measure subtracts up to 5 points from the project benefit score. Because it is subtracted after combining all weighted factors, it has no measure weight and the 10% factor weight is not applied to it.

# RRTPO ConnectRVA 2045 Scorecard

## Project Scorecard



**FHW-4 Ashland Rd Widening** **Hanover**

**Facility:** Ashland Rd From: Henrico County Line To: US-33  
Widening with added capacity (3.7 mi)

**Functional Classification:** Minor Arterial

**Project Type:** Road Widening

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
	Crash Frequency	Crash Rate	Person Through-put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Pollution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	384,000	51320	1080	141.5	2.1	3.7	23.6	34	180	185	192.9	0.03	1.82	0.0018	0
Normalized PM Value Relative to other Projects	4.44	7.06	13.47	20.7	0.66	0.72	0.54	0.49	0.33	1.55	13.89	91.69	11.19	5.25	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	5.22		17.09		0.60				4.03			27.03			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	1.31		2.56		0.15				0.60			5.41			
Project Benefit	10.03														
Project Cost	\$55,684,000														
<b>ConnectRVA 2045 Project Score **</b>	<b>1.8</b>														

\* Link to the [Project Evaluation and Scoring Process](#)

\*\* Benefit divided by cost in tens of millions dollars

## 5.0 Scoring Categories, Point Values, and Descriptive Guidance

The following sections are to guide the scoring of projects and provide detailed descriptions of each factor in the major categories and the measures for assigning point values to projects.

### 5.1 Roadway Projects

Evaluation Measure (Overall Weight)	Measure ID	Measure Name	Measure Description	Measure Objective	Measure Weight	Overall Weight	Scoring Criteria
<b>Safety (12%)</b>	S1	Potential Safety Improvement (PSI) Locations	Number of PSI segments/nodes on project segment	Determine the number of PSI locations within a distance from the project	30%	3.6%	Total (PSI Locations) 0 = 0/10 1 = 2/10 2 = 4/10 3 = 6/10 4 = 8/10 >5 = 10/10
	S2	Potential Safety Improvement (PSI) Locations	Ranking of PSI segments/nodes on project segment	Determine the ranking level of PSI locations within a distance from the project	30%	3.6%	Project area includes: 0 = 0 /10 >51 = 5/10 41-50 = 6/10 31-40 = 7/10 21-30 = 8/10 11-20 = 9/10 < 10 = 10/10
	S3	Equivalent Property Damage Only (EPDO) Weighted Crashes	Number of PDO crashes (nodes) within .25 mi	Determine the number of crashes within project segment	40%	4.8%	Total EPDO Weighted Crashes (i.e. fatal crash = 567, Injury = 33, PDO = 1) <250 = 2/10 250-500 = 4/10 500-1,000 = 6/10 1,001-2,000 = 8/10 >2,001 = 10/10

Evaluation Measure (Overall Weight)	Measure ID	Measure Name	Measure Description	Measure Objective	Measure Weight	Overall Weight	Scoring Criteria
<b>Congestion Mitigation (9%)</b>	C1	Current volume to capacity (V/C) ratio	Current V/C ratio	Determine the current V/C ratio for the project segment	50%	4.5%	Average V/C Ratio < 0.50 = 2/10 0.51 – 0.75 = 4/10 0.76 – 0.85 = 6/10 0.86 – 1.00 = 8/10 > 1.01 = 10/10
	C2	Future volume to capacity (V/C) ratio	Future V/C ratio	Determine the future V/C ratio for the project segment	50%	4.5%	Average V/C Ratio < 0.50 = 2/10 0.51 – 1.00 = 4/10 1.01 – 1.50 = 6/10 1.51 – 2.00 = 8/10 > 2.01 = 10/10
<b>Accessibility (15%)</b>	A1	Multimodal component	Project improvement includes more than one mode	Determine if the proposed project has a scope that includes more than one mode and, if so, which modes	40%	6.0%	Roadway project only = 0/10 Roadway project with bike/ped accommodations = 5/10 Roadway project with transit improvement/accommodations = 8/10 Roadway project with bike/ped and transit improvements = 10/10
	A2	Multimodal choices	Connections to other modes within 1 mile (bus, train, trail, P&R, sidewalk)	Determine the number of other mode types (bus stops, train stations, sidewalks, trail, park & ride lots) that are within 1 mile of the project	30%	4.5%	Total possible points - 10 Train station or P&R lot: 6 Bus stop: 3 Trail or sidewalk: 1

Evaluation Measure (Overall Weight)	Measure ID	Measure Name	Measure Description	Measure Objective	Measure Weight	Overall Weight	Scoring Criteria
	A3	Disadvantaged populations	Project provides benefit in location within or adjacent to Census block group that is identified as an Environmental Justice (EJ) area	Determine if project provides benefit or harm to location within or adjacent to EJ Census block group	30%	4.5%	Out of 10; staff to provide composite numerical score and written justification factoring positive and negative externalities
<b>Environmental Quality (6%)</b>	EQ1	Impact to natural/cultural resources	Project is not within or adjacent to protected area (Y/N)	Determine if the project is within or adjacent to a protected area in order to determine if it is related to environmental quality.	50%	3.0%	Yes (10/10) No (0/10)
	EQ2	Impact to natural/cultural resources	SqMi of protected area within .5 mi of improvement	Determine the total square milage of protected area within 0.5 miles of the project	50%	3.0%	0 SqMi = 10/10 0-0.5 SqMi = 5/10 >0.5 SqMi = 0/10
<b>Economic Development (12%)</b>	ED1	Virginia Economic Development Partnership (VEDP) sites	Number of sites within 1 mile of improvement	Determine the number of available VEDP sites near the location of the proposed project which can promote ED	40%	4.8%	10+ sites 10/10 7-9 sites 8/10 4-6 sites 6/10 1-3 sites 4/10 No sites 0/10
	ED2	Local land use	SqMi of commercial/industrial zoning within .5 mi of improvement	Determine the total square milage of commercial and industrial zoning within 0.5 miles of a project	40%	4.8%	2.01+ SqMi 10/10 1.6 - 2.0 SqMi 8/10 1.1 - 1.5 SqMi 6/10 0.6 - 1.0 SqMi 4/10 0.01 - 0.5 SqMi 2/10 No Commercial or Industrial SqMi 0/10

Evaluation Measure (Overall Weight)	Measure ID	Measure Name	Measure Description	Measure Objective	Measure Weight	Overall Weight	Scoring Criteria
	ED3	Freight	On freight network (P4P data set) or within .5 mi	Determine if the project is on the Freight network or the number of Freight Network Features (airports, ports, etc) within 0.50 miles of project	20%	2.4%	On Freight Network 10/10 Near 2+ Freight Network Features 7/10 Less than 2 Freight Network Features 3/10 No Freight Network Features 0/10
<b>Land Use Coordination (6%)</b>	LU1	Current jobs	Number of 2017 jobs within 1 mile of improvement	To measure how many jobs are available in the immediate region surrounding the project	20%	1.2%	Jobs in 1 mile <500 = 2/10 501-1,000 = 4/10 1,001-2,500 = 6/10 2,501-5,000 = 8/10 >5,000 = 10/10
	LU2	Current population	Number of 2017 population within 1 mile of improvement	To measure how many people are in the immediate region surrounding the project	20%	1.2%	Pop in 1 mile <1,000 = 2/10 1,001 – 2,500 = 4/10 2,501 – 5,000 = 6/10 5,001 – 7,500 = 8/10 >7,501 = 10/10
	LU3	Future jobs	Number of 2050 jobs within 1 mile of improvement	To measure how many jobs may be available in the immediate region surrounding the project in the future	30%	1.8%	2050 Jobs in 1 mile <1,000 = 2/10 1,001 – 2,500 = 4/10 2,501 – 5,000 = 6/10 5,001 – 7,500 = 8/10 >7,501 = 10/10
	LU4	Future population	Number of 2050 population within 1 mile of improvement	To measure how many people may be in the immediate region surrounding the project in the future	30%	1.8%	2050 Pop in 1 mile <2,500 = 2/10 2,501 – 5,000 = 4/10 5,001 – 7,500 = 6/10 7,501 – 10,000 = 8/10 >10,000 = 10/10



Evaluation Measure (Overall Weight)	Measure ID	Measure Name	Measure Description	Measure Objective	Measure Weight	Overall Weight	Scoring Criteria
Statewide Coordination (10%)	SC1	VTrans needs	Does the project meet a VTrans need?	Determine if proposed project is consistent with a determined VTrans Need Point or Segment	50%	5.0%	Yes (10/10) No (0/10)
	SC2	VTrans needs	Tier of District VTrans need	Determine the priority of VTrans segment or point that overlaps with the proposed project	25%	2.5%	Priority 1 (10/10) Priority 2 (6/10) Priority 3 (3/10) Priority 4 (1/10)
	SC3	VTrans needs	Tier of State VTrans need	Determine the priority of VTrans segment or point that overlaps with the proposed project	25%	2.5%	Priority 1 (10/10) Priority 2 (6/10) Priority 3 (3/10) Priority 4 (1/10)
Project Benefit (30%)	PB1	Recommended in study	Project was recommended in a formal planning/engineering study	Degree to which project aligns with study recommendation	30%	9.0%	Out of 10; staff to provide numerical score and written justification
	PB2	Improvement impact	Staff judgement on extent to which project will achieve its intended outcome, factoring in study data and analysis (if applicable) and other readily available project information	Staff to qualitatively determine project's overall benefit based on what the project is trying to achieve	15%	4.5%	Out of 10; staff to provide numerical score and written justification

Evaluation Measure (Overall Weight)	Measure ID	Measure Name	Measure Description	Measure Objective	Measure Weight	Overall Weight	Scoring Criteria
	PB3	Regional benefit	Provides a regional benefit by meeting one or more of the following criteria: 1. Does the project contribute to intraregional mobility? 2. Does the project significantly contribute to east-west mobility? 3. Does the project connect directly to any transit route or regional bike route? 4. Does the project connect to or directly improve major north-south corridors?	Determine whether the project provides a regional benefit	30%	9.0%	Out of 10; staff to provide numerical score and written justification
	PB4	Meets strategic goals	Project directly advances FAMPO LRTP goals and objectives	Determine whether the project aligns with goals and objectives	25%	7.5%	Out of 10; staff to provide numerical score and written justification

5.2 Transit/TDM Projects

Evaluation Measure (Overall Weight)	Measure ID	Measure Name	Measure Description	Measure Objective	Measure Weight	Overall Weight	Scoring Criteria
<b>Safety (12%)</b>	S1	Regional Safety	How much safer will individuals be with the project	Determine if the proposed project will increase the safety of individuals	100%	12.0%	Park and Ride lots = 6/10 Transit services (Bus/Rail) and Transit facilities (Bus/Rail) = 10/10
<b>Congestion Mitigation (9%)</b>	C1	Capacity Increase	Additional people expected to be transported via the project	Determine the additional amount of people who are expected to be transported via the project and not take their own car	50%	4.5%	Out of 10; specific metrics to be set on a project-by-project basis
	C2	Traffic Congestion	Does the project operate in a congested area?	Determine if the proposed project operates in an area with significant traffic congestion in forecast year 0 (2017)	25%	2.3%	A = 0/10 B = 2/10 C = 4/10 D = 6/10 E = 8/10 F = 10/10
	C3	Traffic Congestion	Does the project operate in a congested area?	Determine if the proposed project operates in an area with significant traffic congestion in horizon year 2045	25%	2.3%	A = 0/10 B = 2/10 C = 4/10 D = 6/10 E = 8/10 F = 10/10
<b>Accessibility (15%)</b>	A1	Multimodal component	Project improvement includes more than one mode	Determine if the proposed project has a scope that includes more than one mode and, if so, which modes	15%	2.3%	Transit/TDM project with bike/ped accommodations = 5/10 Transit/TDM project with multiple transit improvement/accommodations = 8/10 Transit/TDM project with bike/ped and multiple transit improvements 10/10

Evaluation Measure (Overall Weight)	Measure ID	Measure Name	Measure Description	Measure Objective	Measure Weight	Overall Weight	Scoring Criteria
	A2	Multimodal choices	Connections to other modes within 0.25 mile (bus, train, trail, P&R, sidewalk)	Determine the number of other mode types (bus stops, train stations, sidewalks, trail, park & ride lots) that are within 0.25 mile of the project	20%	3.0%	Total possible points - 10 Train station or P&R lot: 6 Transit service: 3 Trail or sidewalk: 1
	A3	Disadvantaged populations	Project provides benefit in location within or adjacent to Census block group that is identified as an Environmental Justice (EJ) area	Determine if project provides benefit or harm to location within or adjacent to EJ Census block group	15%	2.3%	Out of 10; staff to provide composite numerical score and written justification factoring positive and negative externalities
	A4	Transit Oriented Populations	Transit Oriented Populations in Transportation Analysis Zones (TAZ)	Determine if the project is within a transit-oriented population (TOP) TAZ according to the 2019 Lafayette Blvd Multimodal Study TAZs	50%	7.5%	TOP Score <10 = 2/10 10.01-20 = 4/10 20.01-33 = 6/10 33.01-66 = 8/10 > 66.01 = 10/10
<b>Environmental Quality (6%)</b>	EQ1	Impact to natural/cultural resources	SqMi of protected area within .25 mi of improvement	Determine the total square milage of protected area within 0.25 miles of the project	30%	1.8%	0 SqMi = 10/10 0-0.5 SqMi = 5/10 >0.5 SqMi = 2/10

Evaluation Measure (Overall Weight)	Measure ID	Measure Name	Measure Description	Measure Objective	Measure Weight	Overall Weight	Scoring Criteria
	EQ2	Non-single occupancy vehicle (SOV) Impacts	Project includes benefits for non-SOV	Determine the benefits the project provides to non-single occupancy vehicles (SOV)	70%	4.2%	Includes Rail facilities = 2 Includes Bicycle and/or Pedestrian facilities = 2 Improves existing or proposed PNR Lot = 2 Bus facility/transit route improvements = 2 Includes energy efficient infrastructure (electric or hybrid buses) = 2
<b>Economic Development (12%)</b>	ED1	Virginia Economic Development Partnership (VEDP) sites	Number of sites within 0.5 mile of improvement	Determine the number of available VEDP sites near the location of the proposed project which can promote ED	40%	4.8%	10+ sites 10/10 7-9 sites 8/10 4-6 sites 6/10 1-3 sites 4/10 No sites 0/10
	ED2	Local land use	SqMi of commercial/industrial zoning within .5 mi of improvement	Determine the total square milage of commercial and industrial zoning within 0.5 miles of a project	60%	7.2%	2.01+ SqMi 10/10 1.6 - 2.0 SqMi 8/10 1.1 - 1.5 SqMi 6/10 0.6 - 1.0 SqMi 4/10 0.01 - 0.5 SqMi 2/10 No Commercial or Industrial SqMi 0/10
<b>Land Use Coordination (6%)</b>	LU1	Current jobs	Number of 2017 jobs within 0.5 mile of improvement	To measure how many jobs are available in the immediate region surrounding the project	20%	1.2%	Jobs in 1 mile <500 = 2/10 501-1,000 = 4/10 1,001-2,500 = 6/10 2,501-5,000 = 8/10 >5,000 = 10/10
	LU2	Current population	Number of 2017 pop within 0.5 mile of improvement	To measure how many people are in the immediate region surrounding the project	20%	1.2%	Pop in 1 mile <1,000 = 2/10 1,001 - 2,500 = 4/10 2,501 - 5,000 = 6/10 5,001 - 7,500 = 8/10 >7,501 = 10/10

Evaluation Measure (Overall Weight)	Measure ID	Measure Name	Measure Description	Measure Objective	Measure Weight	Overall Weight	Scoring Criteria
	LU3	Future jobs	Number of 2050 jobs within 0.5 mile of improvement	To measure how many jobs may be available in the immediate region surrounding the project in the future	30%	1.8%	2050 Jobs in 1 mile <1,000 = 2/10 1,001 – 2,500 = 4/10 2,501 – 5,000 = 6/10 5,001 – 7,500 = 8/10 >7,501 = 10/10
	LU4	Future population	Number of 2050 pop within 0.5 mile of improvement	To measure how many people may be in the immediate region surrounding the project in the future	30%	1.8%	2050 Pop in 1 mile <2,500 = 2/10 2,501 – 5,000 = 4/10 5,001 – 7,500 = 6/10 7,501 – 10,000 = 8/10 >10,000 = 10/10
<b>Statewide Coordination (10%)</b>	SC1	VTrans needs	Does it meet need? Y/N	Determine if proposed project is consistent with a determined VTrans Need Point or Segment	50%	5.0%	Yes (10/10) No (0/10)
	SC2	VTrans needs	District - Tier of prioritized need Transit access to activity centers OR Transportation Demand Management	Determine the priority of VTrans segment or point that overlaps with the proposed project	25%	2.5%	Priority 1 (Very High) (10/10) Priority 2 (High) (6/10) Priority 3 (Medium) (3/10) Priority 4 (Low) (1/10)
	SC3	VTrans needs	District - Tier of prioritized need Transit access to equity emphasis areas	Determine the priority of VTrans segment or point that overlaps with the proposed project	25%	2.5%	Priority 1 (Very High) (10/10) Priority 2 (High) (6/10) Priority 3 (Medium) (3/10) Priority 4 (Low) (1/10)
<b>Project Benefit (30%)</b>	PB1	Recommended in study	Project was recommended in a formal planning/engineering study	Degree to which project aligns with study recommendation	30%	9.0%	Out of 10; staff to provide numerical score and written justification

Evaluation Measure (Overall Weight)	Measure ID	Measure Name	Measure Description	Measure Objective	Measure Weight	Overall Weight	Scoring Criteria
	PB2	Improvement impact	Staff judgement on extent to which project will achieve its intended outcome, factoring in study data and analysis (if applicable) and other readily available project information	Staff to qualitatively determine project's overall benefit based on what the project is trying to achieve	15%	4.5%	Out of 10; staff to provide numerical score and written justification
	PB3	Regional benefit	Provides a regional benefit by meeting one or more of the following criteria: 1. Does the project contribute to intraregional mobility? 2. Does the project significantly contribute to east-west mobility? 3. Does the project connect directly to any other transit route (rail, bus or vanpool) or regional bike route? 4. Does the project connect to or directly improve major north-south corridors?	Determine whether the project provides a regional benefit	30%	9.0%	Out of 10; staff to provide numerical score and written justification
	PB4	Meets strategic goals	Project directly advances FAMPO LRTP goals and objectives	Determine whether the project aligns with goals and objectives	25%	7.5%	Out of 10; staff to provide numerical score and written justification

### 5.3 Active Transportation Projects

Evaluation Measure (Overall Weight)	ID	Measure Name	Measure Description	Measure Objective	Measure Weight	Overall Weight	Scoring Criteria
Safety (25%)	S1	Separation	Degree to which the proposed project is separated from traffic and roadways	Degree to which project is separated from traffic via paint, separate material, bollards, physical barriers, or distance—such as shared-use path	35%	8.8%	Complete separation = 10/10 Physical barrier = 7/10 Visual barrier with space = 3/10 No or Inadequate barrier for application as determined by VDOT, AASHTO, NACTO guidelines and staff = 0/10
	S2	Crashes	Presence and number of bike or pedestrian crashes at project location from 2013-2020	Determine presence and number of crashes at or adjacent to project location	15%	3.8%	Crash history in project location: 0 = 0 /10, 1 = 5/10, 2 = 6/10, 3 = 7/10, 4 = 8/10, 5 = 9/10, >5 = 10/10
	S3	Barriers and connections	Project safely crosses a barrier/ gap in the existing network	Project connects two existing pieces of bike/ped infrastructure and/or provides safe crossing of a barrier to cyclists and pedestrians	15%	3.8%	Provides connection = 10/10, Crosses barrier only with no connecting infrastructure= 5/10, Does neither (disconnected from network) = 0/10
	S4	Pedestrian Safety Action Plan (PSAP) Corridor	Is project located on a PSAP priority corridor or will it benefit a PSAP corridor?	Determine whether project location is on, adjacent to, or intersects PSAP corridors	35%	8.8%	Project is on or intersects PSAP corridor = 10/10, Project is immediately adjacent to PSAP corridor = 5/10 Project is not on or adjacent to PSAP corridor = 0/10



Evaluation Measure (Overall Weight)	ID	Measure Name	Measure Description	Measure Objective	Measure Weight	Overall Weight	Scoring Criteria
<b>Congestion Mitigation (5%)</b>	C1	Non SOV Trips	Does project increase biking/ walking as transportation rather than just as recreation?	Determine if project will potentially increase bike/walk trips for daily activities	100%	5.0%	Out of 10; staff to provide composite numerical score and written justification, factoring in proximity to activity centers, connection to transit
<b>Accessibility (15%)</b>	A1	Activity Centers	Project provides access to or within community activity centers	Determine how many community activity centers (park, school, government building, community center) can be accessed via the project	30%	4.5%	0-10 points depending on number of activity centers
	A2	Multimodal choices	Connections to other modes within 1 mile (bus, train, trail, P&R, sidewalk)	Determine the number of other mode types (bus stops, train stations, sidewalks, trail, park & ride lots) that are within 1 mile of the project	35%	5.3%	Total possible points = 10 Train station or P&R lot= 6 Bus stop= 3 Trail or sidewalk= 1
	A3	Disadvantaged populations	Project provides benefit in location within or adjacent to Census block group that is identified as EJ	Determine if project provides benefit or harm to location within or adjacent to EJ Census block group	35%	5.3%	Out of 10; staff to provide composite numerical score and written justification factoring positive and negative externalities
<b>Environmental Quality (5%)</b>	EQ1	Impact to natural/cultural resources	Will project adversely impact a protected natural area?	Determine of the project will adversely impact a protected natural area	100%	5.0%	10/10- project will not impact protected area, 0/10 project will impact protected area
<b>Economic Development (5%)</b>	ED1	Virginia Economic Development Partnership (VEDP) sites	Number of sites within 1 mile of improvement	Determine the number of available VEDP sites near the location of the proposed project which can promote ED	75%	3.8%	10+ sites=10/10 7-9 sites= 8/10 4-6 sites=6/10 1-3 sites= 4/10 No sites= 0/10

Evaluation Measure (Overall Weight)	ID	Measure Name	Measure Description	Measure Objective	Measure Weight	Overall Weight	Scoring Criteria
	ED2	Local land use	SqMi of commercial/industrial zoning within .5 mi of improvement	Determine the total square mileage of commercial and industrial zoning within 0.5 miles of a project	25%	1.3%	2.01+ SqMi = 10/10 1.6 - 2.0 SqMi = 8/10 1.1 - 1.5 SqMi = 6/10 0.6 - 1.0 SqMi = 4/10 0.01 - 0.5 SqMi = 2/10 No Commercial or Industrial SqMi = 0/10
<b>Land Use Coordination (5%)</b>	LU1	Current jobs	Number of 2017 jobs within 0.5 mile of improvement?	To measure how many jobs are available in the immediate region surrounding the project	20%	1.0%	Jobs in 0.5 mile <500 = 2/10 501-1,000 = 4/10 1,001-2,500 = 6/10 2,501-5,000 = 8/10 >5,000 = 10/10
	LU2	Current population	Number of 2017 population within 0.5 mile of improvement	To measure how many people are in the immediate region surrounding the project	20%	1.0%	Pop in 0.5 mile <1,000 = 2/10 1,001 – 2,500 = 4/10 2,501 – 5,000 = 6/10 5,001 – 7,500 = 8/10 >7,501 = 10/10
	LU3	Future jobs	Number of 2050 jobs within 0.5 mile of improvement	To measure how many jobs may be available in the immediate region surrounding the project in the future	30%	1.5%	2050 Jobs in 0.5 mile <1,000 = 2/10 1,001 – 2,500 = 4/10 2,501 – 5,000 = 6/10 5,001 – 7,500 = 8/10 >7,501 = 10/10
	LU4	Future population	Number of 2050 population within 0.5 mile of improvement	To measure how many people may be in the immediate region surrounding the project in the future	30%	1.5%	2050 Pop in 0.5 mile <2,500 = 2/10 2,501 – 5,000 = 4/10 5,001 – 7,500 = 6/10 7,501 – 10,000 = 8/10 >10,000 = 10/10

Evaluation Measure (Overall Weight)	ID	Measure Name	Measure Description	Measure Objective	Measure Weight	Overall Weight	Scoring Criteria
<b>Statewide Coordination (10%)</b>	SC1	VTrans needs	Does it meet need? Y/N	Determine if proposed project is consistent with a determined VTrans Need Point or Segment	50%	5.0%	Yes = 10/10 No = 0/10
	SC2	VTrans needs	Tier of prioritized need	Determine the priority of VTrans segment or point that overlaps with or intersects the proposed project = (1, 2, 3, 4)	50%	5.0%	Priority 1 = 10/10 Priority 2 = 6/10 Priority 3 = 3/10 Priority 4 = 1/10
<b>Project Benefit (30%)</b>	PB1	Recommended in study	Project was recommended in a study	Degree to which project aligns with study recommendation	30%	9.0%	Out of 10; staff to provide numerical score and written justification
	PB2	Improvement impact	Staff judgement on extent to which project will achieve its intended outcome, factoring in study data and analysis (if applicable) and other readily available project information	Staff to qualitatively determine project's overall benefit based on what the project is trying to achieve, inclusion of special project features (bike lockup facilities, lighting, bike share, etc.)	15%	4.5%	Out of 10; staff to provide numerical score and written justification

Evaluation Measure (Overall Weight)	ID	Measure Name	Measure Description	Measure Objective	Measure Weight	Overall Weight	Scoring Criteria
	PB3	Regional benefit	Provides a regional benefit by meeting one or more of the following criteria: 1. Does the project contribute to non-SOV intraregional mobility? 2. Does the project connect directly to any transit route or existing bike/ped route such as the VCR Trail, Rappahannock River Heritage Trail, East Coast Greenway, or other major trailway?	Determine whether the project provides a regional benefit	30%	9.0%	Out of 10; staff to provide numerical score and written justification
	PB4	Meets strategic goals	Project directly advances FAMPO LRTP goals and objectives	Determine whether the project aligns with goals and objectives	25%	7.5%	Out of 10; staff to provide numerical score and written justification

## ATTACHMENT 5

### Plan2045 Regionally Significant Project Candidate List Update (9/21/21)

#### History:

For the *Plan2045* Candidate Projects List, we started by compiling the major recommendations/needs from plans, studies, and models in our area (ex: I-95 Corridor Improvement Plan, I-95/I-85 RSA and Interchange Feasibility Study, VTrans, TCAMPO's 2016 CMP, VDOT's Park and Ride Plan, FOLAR and ATP studies, previous LRTPs, RTC model). Projects from this compilation (and other sources) not ultimately selected as Regionally Significant projects on the *Plan2045* Constrained Long Plan Project List would be listed in the Vision lists.

As noted in earlier meetings, Regionally Significant projects are required to be listed in the Financially Constrained List of *Plan2045* and the Air Quality Conformity List, regardless of funding source, which yielded the MPO Staff Preliminary Regionally Significant Projects List.

At the August 6 meeting, MPO staff was asked to review previous SMART SCALE applications and if any were Regionally Significant, check with the localities to see if they need to be added. Three prior SMART SCALE project applications are Regionally Significant, and the Cedar Level Road Southern Section Widening project and the Route 746 (N. Enon Church Road) Widening project were added to the Candidates List.

After the August 6 meeting, MPO staff also asked localities to also include any capacity need that may yield a Candidate Regionally Significant project (ex: identified in their comprehensive plan or has a high traffic volume or v/c) that is not already on the List. Route 620 (Woods Edge Road) from just east of the railroad tracks to just east of Route 1 was added, and Temple Ave. from Conduit Ave to the Colonial Heights East CL was added.

MPO Staff also adjusted the project limits to more logical termini.

Also, in developing the Candidate List, it is critical that these needs be reviewed to see if they truly need or are desired to be widened (either physically or by policy). With this in mind, MPO staff discussed the projects with the localities and a few projects were removed (ex: Oaklawn Blvd, Randolph Rd., Woodpecker Road).

After the September 3 meeting, MPO Staff discussed the recommendations with RRTPO staff to sure we are coordinating properly:

- RRTPO requested that the portion of the Fall Line Trail in the TCAMPO area (which is considered Regional by RRTPO) would also be considered Regional by TCAMPO. Since this project is likely to be funded and constructed in phases, any phases funded with federal funds would be MTIP grouped (likely as “Transportation Alternatives/non-traditional”) and only needs to be “consistent with the MTP”. Therefore, the Fall Line Trail (along with the Lower Appomattox River trails) will not be listed as Regionally Significant but at minimum will be discussed in the bike/ped section of *Plan2045*.
- RRTPO staff elaborated on their method of selecting projects for consideration as their *ConnectRVA 2045* Regional Candidates and reminded TCAMPO staff that a LOS D or LOS E need identified in the RTC model does not necessarily mean it should be widened; it should also 1) be identified as a need in key studies such as the CMP (ex: v/c > 0.90) or the I-95 Corridor Improvement Study (or similar study) and 2) be feasible before it is considered for widening. For example, the recent I-95, I-64, and I-85 Interstate Operations and Enhancement analyses by VDOT did not identify any major capacity issues along I-95 in the RRTPO area south of Richmond or I-95 or I-85 in the TCAMPO area (other than interchange needs; therefore, the sections of I-95 south of Richmond were removed as *Plan2045* Regionally Significant Candidate widening projects (and on the above bases, I-85 should be removed, too, as a *Plan2045* Regionally Significant Candidate).

Using the above criteria, the number of *Plan2045* Regionally Significant Candidate Projects for scoring and selection in the CLRP Section was therefore reduced from 22 to 7 widening projects:

- Route 10 from I-295 to Rt 746 N. Enon Church Rd (0.90 miles)
- Route 144 (Temple Ave) from Conduit Ave. to Colonial Hts ECL (0.93 miles)
- Route 144 from Colonial Hts. ECL to Puddledock Rd (0.78 miles)
- Route 144 from Puddledock Rd to Route 36 (1.99 miles)
- Route 620 (Woods Edge Rd) from east of the railroad to Route 1 (0.40miles)

- Route 746 (N. Enon Church Rd) from Meadowville Technology Parkway to Route 10 (0.80 miles)
- Cedar Level Road Southern section (0.21 miles)

*Note: the East-West Freeway (2 lanes) from west of Branders Bridge Road to Route 1 is a Private/Local" road; it would not be scored in Plan2045 and will be listed as a "Private/Local Road" in the CLRP.*

MPO Staff Recommendation:

***MPO staff recommends the above list be approved in October for the Plan2045 Candidate project evaluation, scoring, and selection (and also include a handful of other type of projects for testing the scoring methods as part of the GAP Study).*** We (with help from the GAP consultant) will then move forward with gathering data, approving the scoring method, scoring, and selecting the CLRP Projects over the next few months.

MPO STAFF STUDY/PLAN IDENTIFIED NEEDS LIST/REGIONALLY SIGNIFICANT CANDIDATE PROJECTS LIST 8-26-21

Route	Jurisdiction	Issue/Deficiency Description	No. lanes	Future Lanes	Length (mi)	Functional Class	NHS?	Additional Notes	Category	Type	Transportation Mode	Source	Regionally Significant?*
10	Chesterfield	Capacity Constraint: I-295 Ramp to N. Enon Church Rd (Rt 746)	4	6	0.90	Principal Arterial	Yes	Need additional 1 lane in each direction by 2023	Capacity Improvements	Construction	Highway	2016 TCAMPO CMP; RTC Travel Demand Model Run (AADT 31,000 2019)	Yes
620	Chesterfield	Capacity Constraint: Woods Edge Rd from Route 1 to just east of RR tracks	2	4	0.40	Minor Arterial	No	Add an additional lane in each direction	Capacity Improvements	Construction	Highway	VDOT Traffic Volume Report (15,000 AADT 2019)	Yes
746	Chesterfield	North Enon Church Road Widening from Meadowville Technology Parkway to Route 10	2	4	0.80	Minor Arterial	No	Add an additional lane in each direction	Capacity Improvements	Construction	Highway	TCAMPO LRTP (vision), in SYIP, SMART SCALE application	Yes
xx	Chesterfield	East-West Highway in Chesterfield from North-South Arterial through Branders Bridge Road to US-1 at Ruffin Mill Rd	0	2	3.20	Future Principal Arterial	No	New highway to connect North-South Arterial and Branders Bridge Rd to Route 1	Capacity Improvements	Construction	Highway	TCAMPO 2040 MTP	Yes
95	Chesterfield	Capacity Constraint: I-95 from Rt 10 to Rt 620 Woods Edge/Ruffin Mill Rd	6	8	1.81	Interstate	Yes	Need additional 1 lane in each direction by 2017 (RRTP and Tri-Cities MPO)	Capacity Improvements	Construction	Highway	RTC Travel Demand Model Run (2017)	Yes
95	Chesterfield/Colonial Heights	Capacity Constraint: Rt 620 Woods Edge/Ruffin Mill Rd to Temple Ave	6	8	3.93	Interstate	Yes	Need additional 1 lane in each direction by 2017	Capacity Improvements	Construction	Highway	2016 TCAMPO CMP	Yes
95	Colonial Heights	Capacity Constraint: I-95 SB from Temple Ave to Southpark Blvd	6	7	0.98	Interstate	Yes	Need additional 1 lane in each direction by 2045 (TCAMPO)	Capacity Improvements	Construction	Highway	RTC Travel Demand Model Run	Yes
95	Colonial Heights/Petersburg	Capacity Constraint: I-95 SB from Southpark Blvd to E. Bank St	6	8	0.85	Interstate	Yes	Need additional 1 lane in each direction by 2026 (TCAMPO)	Capacity Improvements	Construction	Highway	RTC Travel Demand Model Run	Yes
144	Colonial Heights	Capacity Constraint: Rt 144 from Conduit Ave to ECL Colonial Hts	4	6	0.93	Principal Arterial	Yes/STRAHNET	Add an additional lane in each direction	Capacity Improvements	Construction	Highway	Previous CLRP (29,000 AADT 2019)	Yes
85	Dinwiddie/Petersburg	Capacity Constraint: I-85 from Rt 460 Airport St to Squirrel Level Rd	4	6	3.96	Interstate	Yes	Need additional 1 lane in each direction by 2043 (TCAMPO)	Capacity Improvements	Construction	Highway	RTC Travel Demand Model Run	Yes
xx	Hopewell	Cedar Level Road Widening, North Ave to Woodlawn	2	4	0.21	Minor Arterial	No	Add an additional lane in each direction	Capacity Improvements	Construction	Highway	SMART SCALE application	Yes
95	Petersburg	Capacity Constraint: .25 Mi N of I-85 to Mingea St Overpass/Wythe overpass	4	6	0.09	Interstate	Yes	Need additional 1 lane in each direction by 2017	Capacity Improvements	Construction	Highway	2016 TCAMPO CMP, RTC Travel Demand Model Run	Yes
95	Petersburg	Capacity Constraint: I-95 from Wagner Rd to County Dr	4	6	1.50	Interstate	Yes	Need additional 1 lane in each direction by 2034 (TCAMPO)	Capacity Improvements	Construction	Highway	RTC Travel Demand Model Run	Yes
95	Prince George	Capacity Constraint: I-95 from MPO Boundary/Warwick Swamp to NB Off Ramp Rt 301	4	6	2.17	Interstate	Yes	Need additional 1 lane in each direction by 2040	Capacity Improvements	Construction	Highway	2016 TCAMPO CMP; RTC Travel Demand Model Run	Yes
95	Prince George	Capacity Constraint: I-95 NB Off ramp Rt 301 to SB On Ramp I-295	4	6	1.38	Interstate	Yes	Need additional 1 lane in each direction by 2040	Capacity Improvements	Construction	Highway	2016 TCAMPO CMP; RTC Travel Demand Model Run	Yes
144	Prince George/Chesterfield	Capacity Constraint: Rt 144 from ECL Colonial Hts through Chesterfield (bridge) to Prince George CL to Puddledock Rd	4	6	0.78	Principal Arterial	Yes/STRAHNET	Need additional 1 lane in each direction by 2020	Capacity Improvements	Construction	Highway	2016 TCAMPO CMP 2020 Need (30,000 AADT 2019)	Yes
144	Prince George	Capacity Constraint: Rt 144 from Puddledock Rd to Rt 36	4	6	1.99	Principal Arterial	Yes/STRAHNET	Need additional 1 lane in each direction by 2020	Capacity Improvements	Construction	Highway	2016 TCAMPO CMP 2020 Need (35,000 AADT 2019)	Yes



MPO STAFF STUDY/PLAN IDENTIFIED NEEDS LIST/REGIONALLY SIGNIFICANT CANDIDATE PROJECTS LIST 9-21-21

Route	Jurisdiction	Issue/Deficiency Description	No. lanes	Future Lanes	Length (mi)	Functional Class	NHS?	Additional Notes	Category	Type	Transportation Mode	Source	Regionally Significant?*
10	Chesterfield	Capacity Constraint: I-295 Ramp to N. Enon Church Rd (Rt 746)	4	6	0.90	Principal Arterial	Yes	Need additional 1 lane in each direction by 2023	Capacity Improvements	Construction	Highway	2016 TCAMPO CMP; RTC Travel Demand Model Run (AADT 31,000 2019)	Yes
144	Colonial Heights	Capacity Constraint: Rt 144 from Conduit Ave to ECL Colonial Hts	4	6	0.93	Principal Arterial	Yes/ STRAHNET	Add an additional lane in each direction	Capacity Improvements	Construction	Highway	Previous CLRP (29,000 AADT 2019)	Yes
144	Prince George/ Chesterfield	Capacity Constraint: Rt 144 from ECL Colonial Hts through Chesterfield (bridge) to Prince George CL to Puddledock Rd	4	6	0.78	Principal Arterial	Yes/ STRAHNET	Need additional 1 lane in each direction by 2020	Capacity Improvements	Construction	Highway	2016 TCAMPO CMP 2020 Need (30,000 AADT 2019)	Yes
144	Prince George	Capacity Constraint: Rt 144 from Puddledock Rd to Rt 36	4	6	1.99	Principal Arterial	Yes/ STRAHNET	Need additional 1 lane in each direction by 2020	Capacity Improvements	Construction	Highway	2016 TCAMPO CMP 2020 Need (35,000 AADT 2019)	Yes
620	Chesterfield	Capacity Constraint: Woods Edge Rd from Route 1 to just east of RR tracks	2	4	0.40	Minor Arterial	No	Complete by adding an additional lane in each direction	Capacity Improvements	Construction	Highway	VDOT Traffic Volume Report (15,000 AADT 2019)	Yes
746	Chesterfield	North Enon Church Road Widening from Meadowville Technology Parkway to Route 10	2	4	0.80	Minor Arterial	No	Complete by adding an additional lane in each direction	Capacity Improvements	Construction	Highway	TCAMPO LRTP (vision), in SYIP, SMART SCALE application	Yes
xx	Hopewell	Cedar Level Road Widening, North Ave to Woodlawn	2	4	0.21	Minor Arterial	No	Complete by adding an additional lane in each direction	Capacity Improvements	Construction	Highway	SMART SCALE application	Yes