

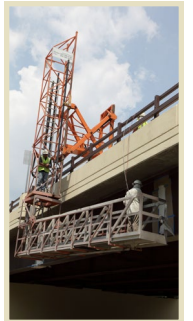
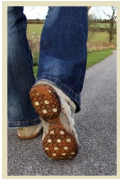


2017 RSTP & CMAQ



Funding the transportation priorities of the Richmond region

Richmond Regional Transportation Planning Organization



\$164 Million for regional transportation priorities in FY18-FY23.

Regional Transportation Projects Map



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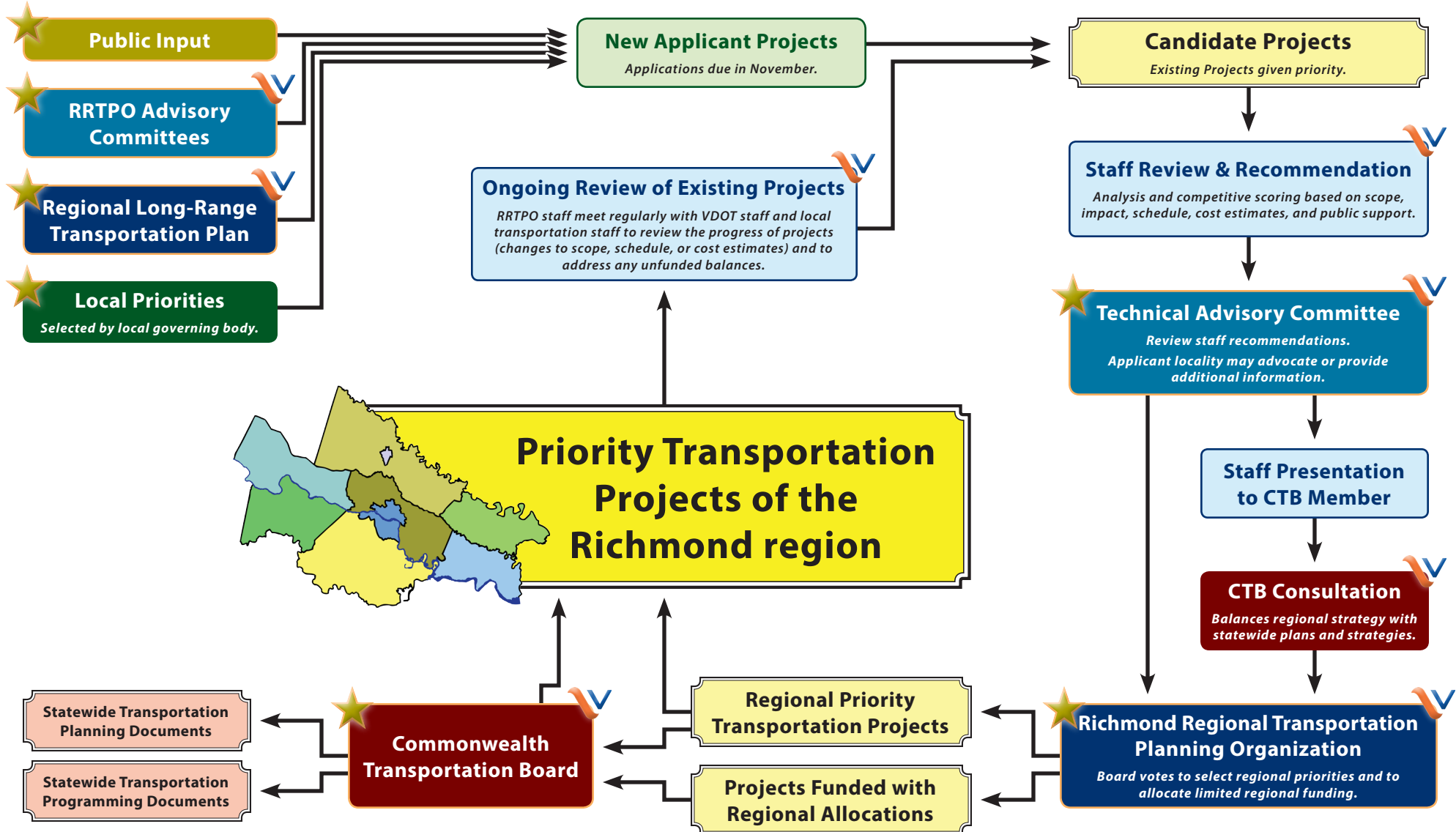
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Regional Transportation Planning Process



Created: April 2014



Regional Funding of the Transportation Improvement Program

Regional Funding for Transportation

This report details the \$164 million of regional transportation funds allocated by the Richmond Regional Transportation Planning Organization (RRTPO) on April 6th, 2017.

The RRTPO is the federally-designated forum for regional transportation decision-making, planning, and programming for the Richmond region. It's board is the only transportation organization in the region that includes elected officials from all nine of the Region's localities.

In addition, policymakers from regional, state, and federal transportation agencies sit on the board.

The RRTPO board is the only transportation organization in the Richmond region that includes elected officials from all nine of the Region's localities.

The RRTPO allocations include \$116 million of Regional Surface Transportation Program funds and \$48 million of Congestion Mitigation and Air Quality funds. Funds from these two transportation programs are provided by the federal government to empower locally-elected officials to cooperatively determine

the future of transportation in their region. Although the federal funds are provided to and administered by the state, the project selection and allocation decisions for expenditures are performed by locally-elected officials organized as a regional council known as a metropolitan planning organization or a transportation planning organization.

The allocation decisions taken by the RRTPO are submitted to the Commonwealth Transportation Board and included in the FY18-FY23 Six-Year Improvement Program.

RSTP Program

The Surface Transportation Program provides states and regions with flexible federal funding that may be used for a wide variety of highway and transit projects. Regional Surface Transportation Program (RSTP) funds are automatically suballocated to regional metropolitan planning organizations within the State.

RSTP investments in the Richmond region support passenger and freight movement along the region's surface transportation systems. The funds can be used to preserve and improve the conditions and performance on highways, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects.

CMAQ Program

The Congestion Mitigation and Air Quality (CMAQ) program provides federal funding for transportation projects and programs that help improve air quality and reduce traffic congestion. The federal government provides CMAQ funds to the Commonwealth of Virginia, a portion of which must be used on projects and programs selected by a regional agency of locally-elected officials known as a metropolitan planning organization.

Projects must be located in areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Spending under these regional programs is determined by locally-elected officials meeting together as a regional transportation body.

Regional Surface Transportation Program

RSTP



Courthouse to Courthouse Trail - Charles City County

RSTP

UPC: 97688, 106296

Construct extension from Virginia Capital Trail in Charles City County to New Kent County

The Courthouse to Courthouse Trail is a north-south spur of the recently completed Virginia Capital Trail. The Charles City spur is approximately 6.5 miles in length and would extend from the Charles City Courthouse, which is bypassed by the Capital Trail, to the New Kent County line. The spur would extend along existing Route 155 or Courthouse Road.

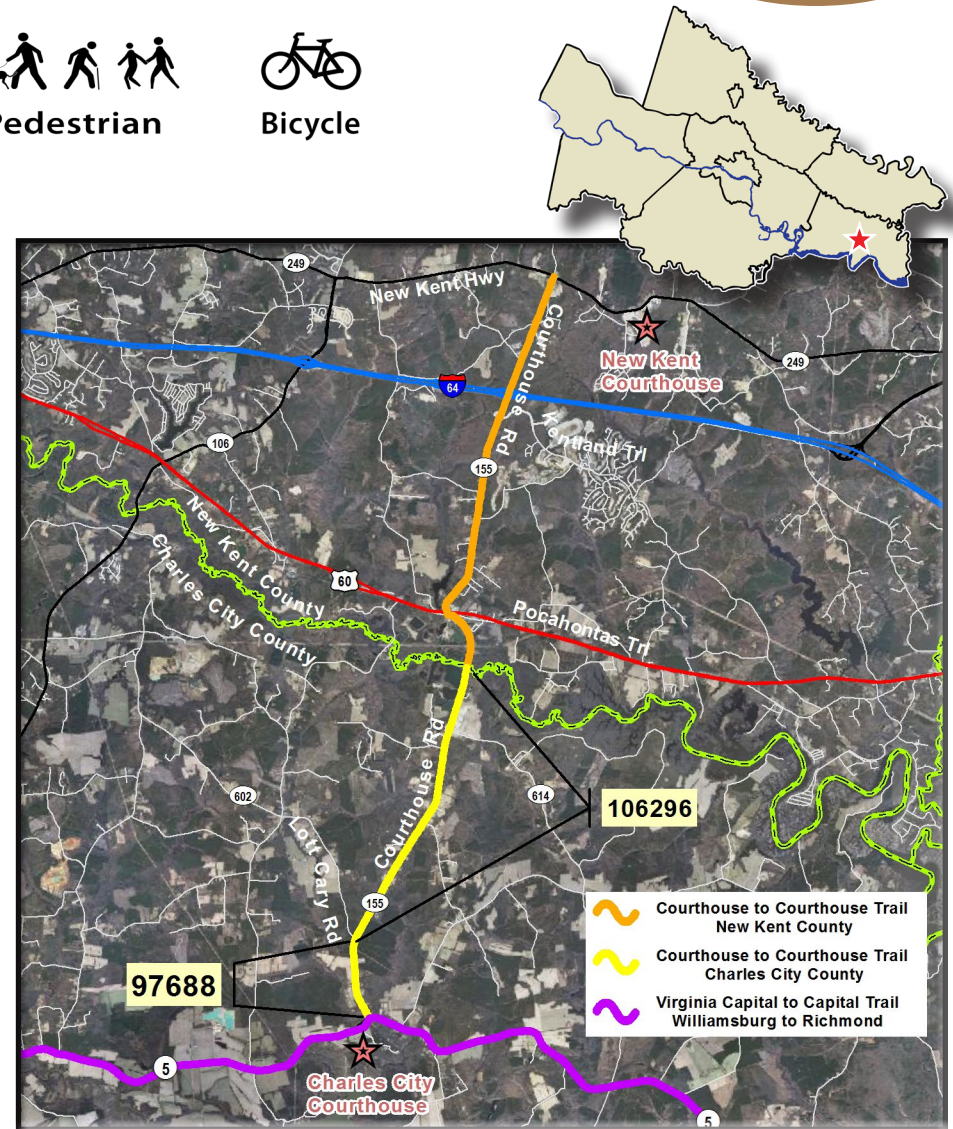
This trail spur not only provides an offshoot for interested cyclists looking to explore the County, but it would also cross in front of Charles City County's Middle School and High School. This connection would facilitate a safe route to school for cyclist and pedestrians able to access the Capital Trail.



Pedestrian



Bicycle



Project Phases (97688)	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$275,000	Underway
Right-of-way (RW)	\$ 454,413	FY20
Construction (CN)	\$1,007,587	FY21

Project Phases (106296)	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$400,000	FY20
Right-of-way (RW)		N/A
Construction (CN)		N/A

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
97688	RSTP	\$351,300	\$ 1,488,700	\$ -	\$ -
106296	RSTP	\$ -	\$ -	\$400,000	\$ -

Parham Road Signal and Sidewalk Project

RSTP

UPC: 109194

Construct new sidewalk from the entrance of J.R Tucker High School to Old Parham Road in Henrico County

This project would provide for the construction of approximately half-a-mile of sidewalk on the south side of N. Parham Road between Homeview Drive and Old Parham Road and the north side of N. Parham between Homeview Drive and the entrance of J.R. Tucker High School. This sidewalk will be five-feet wide and include a new signal at Homeview Drive and N. Parham Road and a signal replacement N. Parham Road and Skipwith Road. Both signals will include pedestrian accommodations.

This project is fully-funded with a combination of RSTP funds and other funds identified by Henrico County.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$830,000	FY19
Right-of-way (RW)	\$550,000	FY20
Construction (CN)	\$3,615,000	FY21

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
109194	RSTP	\$ -	\$ -	\$3,125,000	\$1,830,000

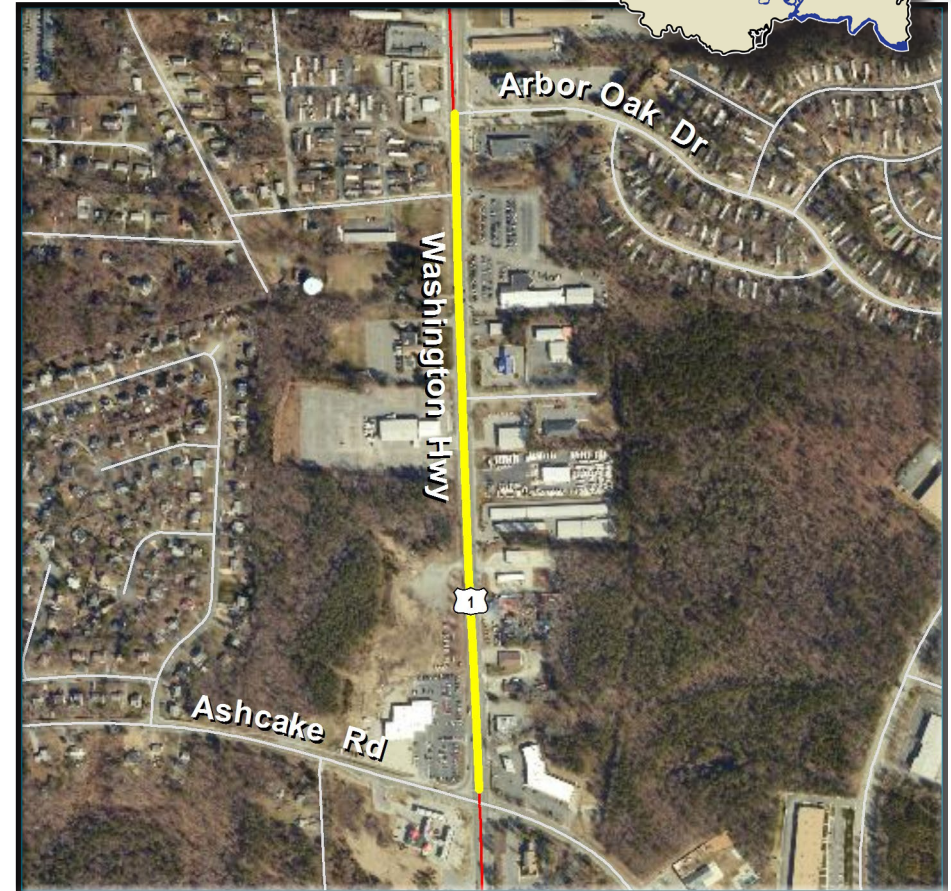
Route 1 Improvements

RSTP

UPC: New Project

Construct improvements along Route 1 from Ashcake Road to Arbor Oak Drive in the Town of Ashland

The Town of Ashland has requested funding for improvements along the Route 1 corridor in the southern portion of the town. These improvements would add a median, turn lanes, and sidewalks along an almost half-mile segment of Route 1. Portions of Route 1 north and south of this segment already maintain a similar roadway cross-section. This improvement will make the cross-section consistent through the corridor. The improvements will also benefit congestion and safety, as turning vehicles will be able to move out of the travel lanes allowing thru traffic to continue without stopping.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$1,450,000	FY19
Right-of-way (RW)	\$2,446,875	FY21
Construction (CN)	\$3,953,125	FY22

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
New Project	RSTP	\$ -	\$ -	\$ 7,305,000	\$ 545,000

Dundas Road Bridge Replacement

RSTP

UPC: 107085

Replace bridge on Dundas Road in Chesterfield County

The Dundas Road Bridge in Chesterfield County has a sufficiency rating of 34 which would rank the bridge condition as poor, and in need of rehabilitation. The bridge also provides a key link between Bensley Elementary School and a nearby high-density residential area, but lacks appropriate pedestrian facilities. This project would allow the bridge to improve structural integrity while also providing much needed pedestrian facilities.

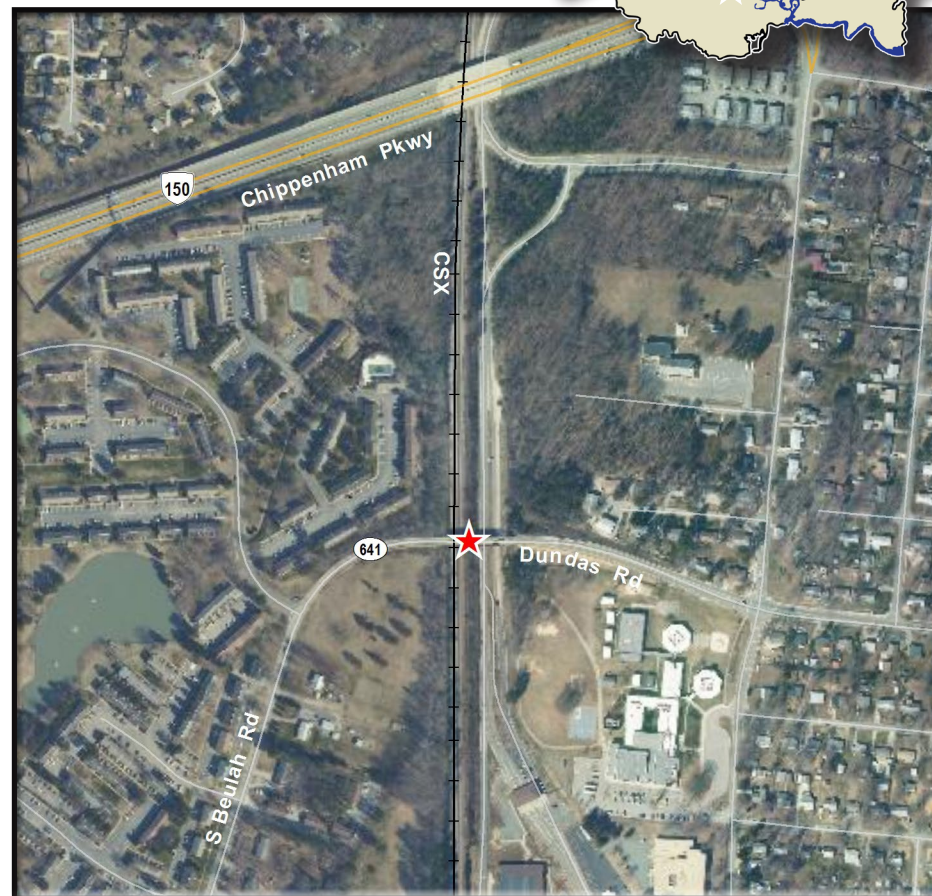
This bridge is also being funded with approximately \$3 million in revenue-sharing resources.



Pedestrian



System
Preservation



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$300,000	Underway
Right-of-way (RW)	\$100,000	FY18
Construction (CN)	\$ 5,619,000	FY19

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
107085	RSTP	\$ -	\$ -	\$3,000,000	\$3,019,000

Route 10 Widening (Bermuda Triangle Rd to Meadowville Rd)

RSTP

UPC: 101020

Widen West Hundred Road and improve intersection with Meadowville Road/Old Bermuda Road in Chesterfield County

Chesterfield County has two projects in various stages of planning, design and construction for the Route 10 corridor from US Route 1 to Meadowville Road. This project will widen this section of West Hundred Road from four-lanes to eight-lanes and will include improvements at the Meadowville Road/Old Bermuda Hundred Road intersection.



Automobile



Capacity



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$2,658,000	Complete
Right-of-way (RW)	\$9,062,000	Underway
Construction (CN)	\$ 42,471,354	FY19

Project	Program	Regional Funding from RRTPO			Non-RRTPO Funding
		Past Funding	FY18	FY19 - FY23	
101020	RSTP	\$5,288,800	\$ -	\$17,921,645	\$ 30,980,961

Route 10 Widening (Route 1 to I-95)

RSTP

UPC: 102952

Widen West Hundred Road from Jefferson Davis Highway to I-95 in Chesterfield County

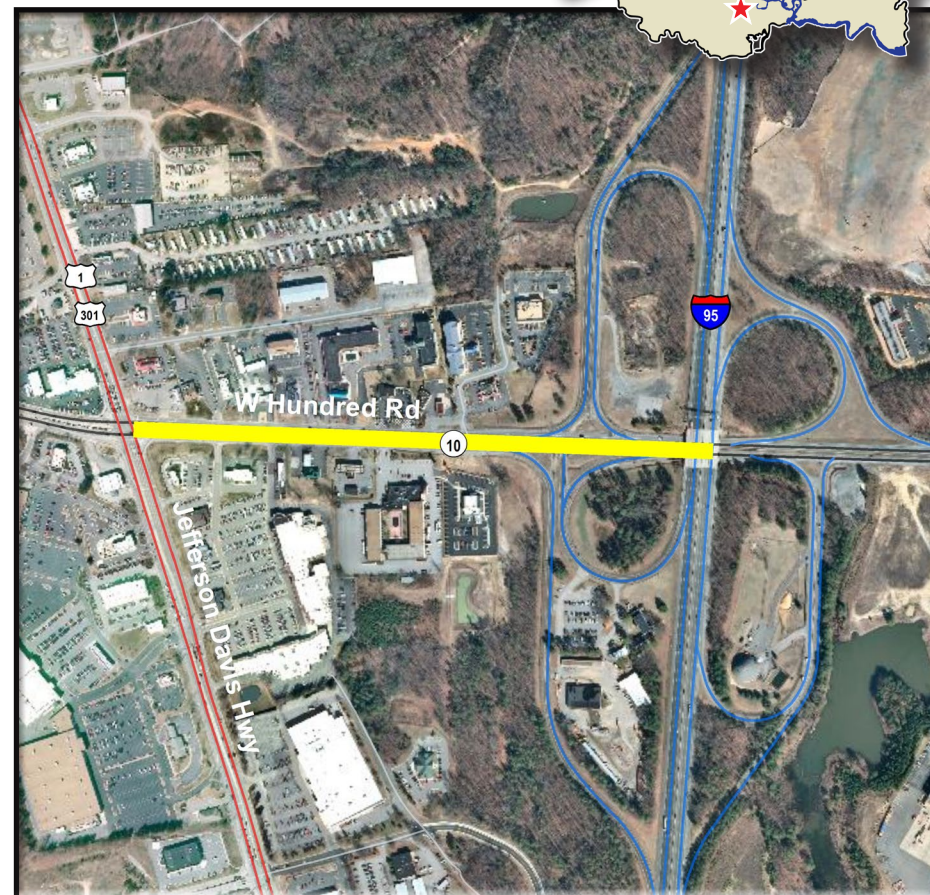
The section of West Hundred Road between Bermuda Triangle and Meadowville Road is a congested four-lane, divided roadway carrying approximately 37,000 vehicles per day (2014) with a volume that is projected to increase to 48,000 vehicles per day by 2049; the current level of service during the peak period is C with a forecasted level of service of F.



Automobile



Capacity



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$850,000	Complete
Right-of-way (RW)	\$521,000	Underway
Construction (CN)	\$7,629,000	FY17

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
102952	RSTP	\$ 1,000,000	\$ 4,000,000	\$ -	\$4,000,000

Route 10 Widening (Whitepine Road to Frith Lane)

RSTP

UPC: 104889

Widen Iron Bridge Road from Whitepine Road to Frith Lane in Chesterfield County

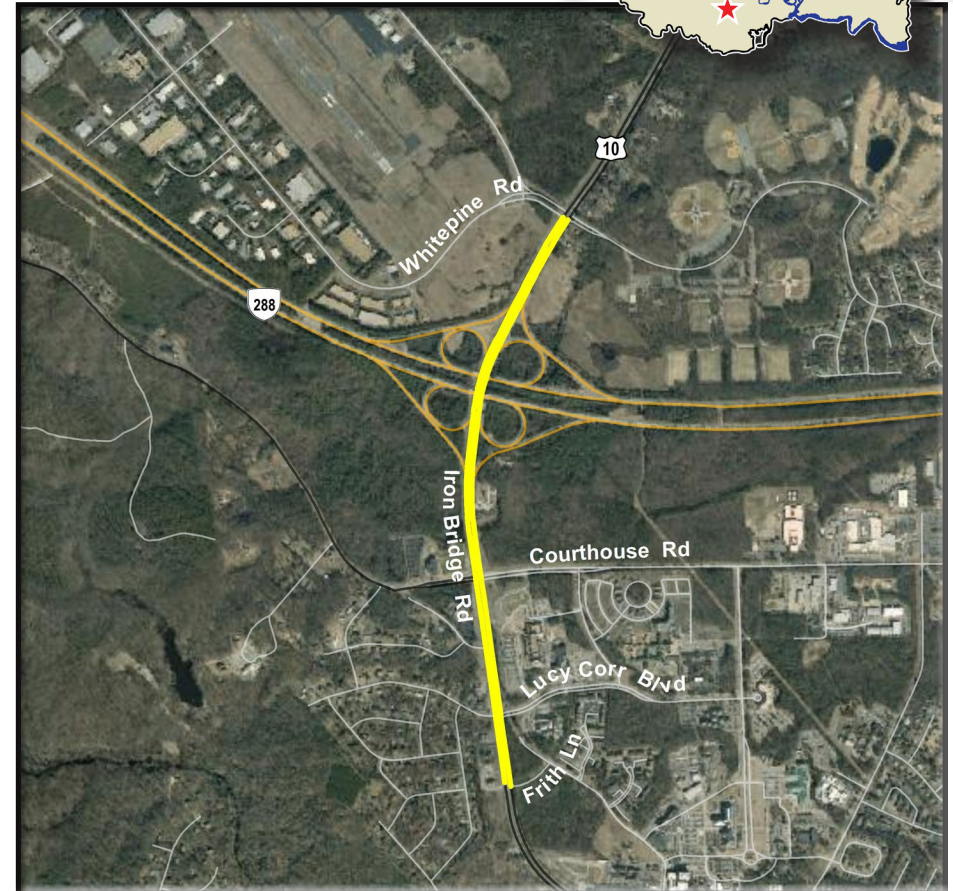
This project will widen Route 10 to six lanes between Whitepine Road and Frith Lane through the Route 288/Route 10 interchange. Chesterfield County completed the section of Route 10 from east of Frith Lane to Greenyard Road using county bond funds.



Automobile



Capacity



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$1,600,000	FY18
Right-of-way (RW)	\$2,500,000	FY19
Construction (CN)	\$11,100,000	FY21

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
104889	RSTP	\$ -	\$1,600,000	\$ 13,600,000	\$ -

Route 360 Widening (Lonas Pkwy to Castle Rock Rd)

RSTP

UPC: 104890

Widen eastbound Hull Street Road from Lonas Parkway to Castle Rock Road in Chesterfield County

This project will improve the vertical alignment and add a third lane to Route 360 eastbound between Lonas Parkway and Castle Rock Road. A previous phase of this project was funded by the RRTPO as well. This phase will complete a ten-mile long, six-lane Principal Arterial that connects Chippenham Parkway, Route 288 and extends to western Chesterfield. This project is fully funded.



Automobile



Capacity



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$960,000	Underway
Right-of-way (RW)	\$1,200,000	FY19
Construction (CN)	\$4,240,000	FY20

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
104890	RSTP	\$ 960,000	\$ -	\$5,440,000	\$ -

Hockett Road Intersection Realignment at Route 250

RSTP

UPC: 105733

Relocate Hockett Road and make intersection improvements at Route 250 Goochland County

The realignment of the road will align Hockett Road with Ashland Road at an existing signalized intersection on Broad Street Road. The project will involve the construction of approximately 0.25 miles of roadway. The funding for the PE phase of the project coming from the County's Secondary Six-Year Plan allocations, while the majority of the needed right-of-way has been donated from a property owner. The RRTPO funding allocation will complete the construction phase of the project.



Automobile



Intersection



Safety



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$395,000	Underway
Right-of-way (RW)	\$5,000	FY18
Construction (CN)	\$1,500,000	FY19

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
105733	RSTP	\$ -	\$ -	\$1,500,000	\$400,000

Cedar Lane Realignment

RSTP

UPC: 103014

Realign Cedar Lane with US 1 in Hanover County

Cedar Lane's intersection with US Route 1 is "skewed," meaning that the angle limits sight distance and the alignment is not at right-angles. This Hanover County project will realign Cedar Lane approximately 500 feet north of the current intersection with US Route 1 and will add a traffic signal at the intersection.

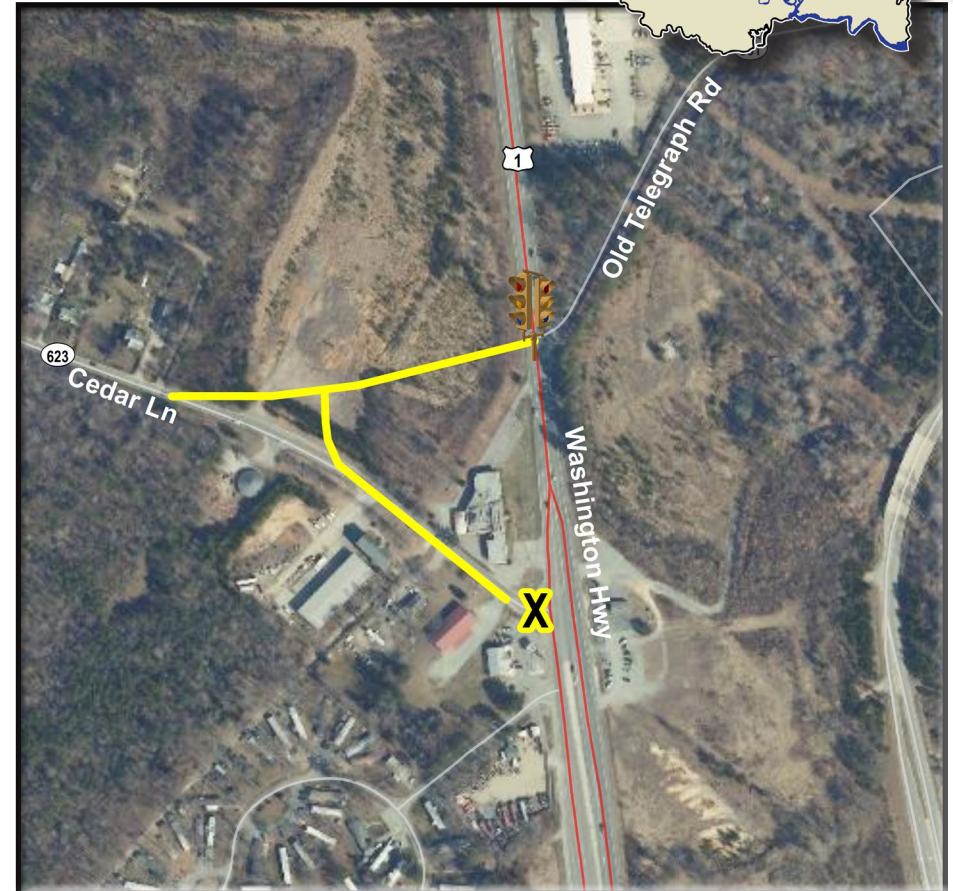
The area surrounding this intersection is designated on the county's comprehensive plan for commercial, office/service and limited industrial uses. Improving the alignment addresses safety concerns at the intersection and will address a needed transportation solution that is difficult for private development interests to resolve.



Automobile



Safety



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 660,000	Complete
Right-of-way (RW)	\$1,081,000	Underway
Construction (CN)	\$4,775,000	FY18

Project	Program	Regional Funding from RRTPO			Non-RRTPO Funding
		Past Funding	FY18	FY19 - FY23	
103014	RSTP	\$2,000,000	\$ 934,000	\$ -	\$3,001,000

Mechanicsville Tnpk Widening & Lee Davis Rd Intersection

RSTP

UPC: 13551

Widen Route 360 and improve intersection at Lee Davis in Hanover County

Hanover County is working to increase capacity along the Route 360 corridor between I-295 and Walnut Grove Road, which will consist of four projects to widen the roadway from four to six/eight lanes between I-295 and Walnut Grove and realign Bell Creek Road.

CMAQ funding is being allocated to this project for the addition of turn lanes and medians.



Automobile



Intersection



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$1,939,000	Complete
Right-of-way (RW)	\$9,395,000	Underway
Construction (CN)	\$12,850,000	FY22

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
13551	RSTP	\$ 5,106,973	\$ -	\$5,387,928	\$2,573,146
	CMAQ	\$ 1,008,073	\$ -	\$2,687,927	

Pole Green Road Widening and Complete Street (PE-Only)

RSTP

UPC: 109260

Construct capacity improvement to Pole Green Road from Bell Creek Road to Rural Point Road in Hanover County

Hanover County has requested funding for the preliminary engineering phase of a widening project for Pole Green Road. This widening is approximately 1.5 miles long and would include bike and pedestrian facilities. It would also extend an existing four-lane section, which currently ends at Bell Creek Road. This funding would allow for the completion of preliminary engineering to 60 percent plans and would well position this project for future funding applications.



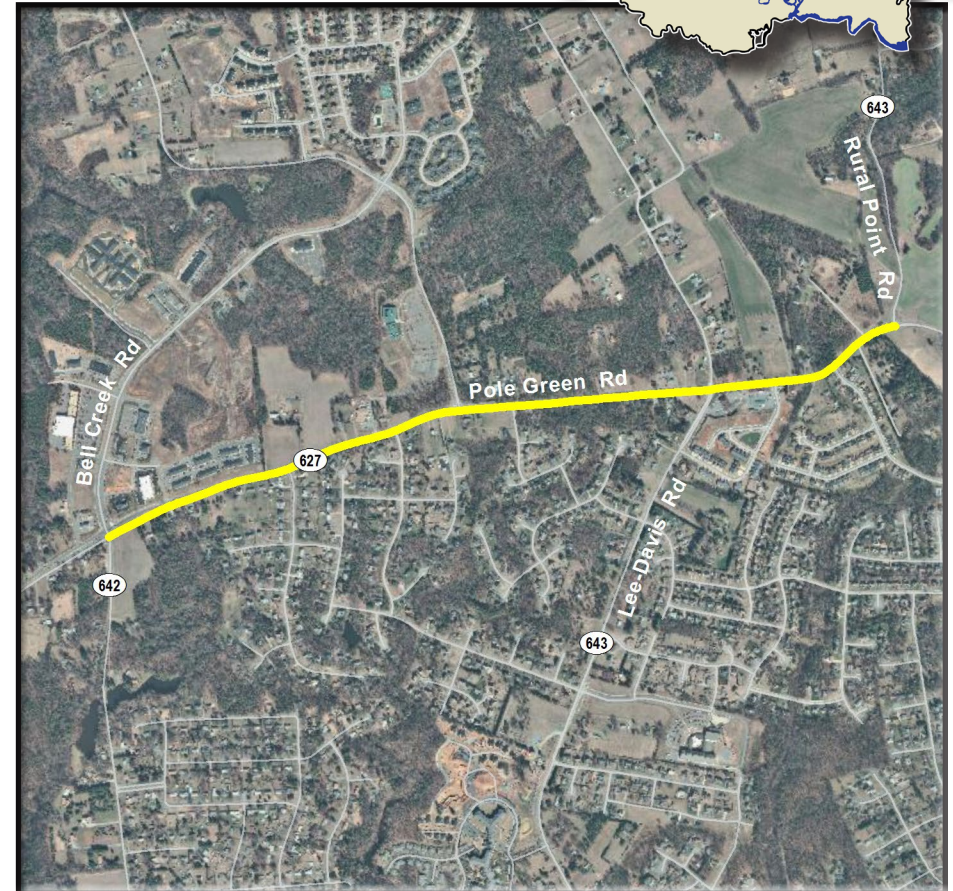
Automobile



Capacity



Pedestrian



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$1,338,000	FY20
Right-of-way (RW)	\$4,650,000	N/A
Construction (CN)	\$10,750,000	N/A

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
109260	RSTP	\$ -	\$ -	\$ 1,338,000	\$ -

Studley Road and Rural Point Road Roundabout

RSTP

UPC: 104875

Construct a roundabout at intersection of Studley Road and Rural Point Road in Hanover County

Studley Road and Rural Point Road are two-lane roads that intersect on a severe skew which contributes to the high proportion of angle crashes at this location. Thru traffic on Studley Road and school traffic generated by Rural Point Elementary School, which abuts the intersection, results in significant delay on Rural Point Road during the morning and afternoon peak periods. Approximately 50 school bus trips pass through the intersection daily throughout the school year. To address the safety and congestion issues at the intersection, a roundabout is proposed. Bicycle and pedestrian accommodations will be considered as part of the project.



Automobile



Intersection



Safety



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$348,000	Complete
Right-of-way (RW)	\$178,000	Underway
Construction (CN)	\$1,390,000	FY18

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
104875	RSTP	\$1,492,490	\$ 219,010	\$ -	\$116,180

Sadler Road Relocation and Complete Street

RSTP

UPC: 60934, 104148

Construct safety and capacity improvements to Sadler Road from Cedar Branch Court to Cedar Grove Road in Henrico County

This project will improve a 1.8 mile section of Sadler Road from a two-lane road to a combination of a four-lane undivided roadway and an improved two-lane facility with sidewalks.

Sadler Road is classified as an urban collector roadway providing access between W. Broad Street and Nuckols Road in the Innsbrook area of northwestern Henrico. Traffic volumes on Sadler Road are 2,700 vehicles per day (2010); the narrow roadway with poor alignment has no pedestrian accommodations.



Automobile



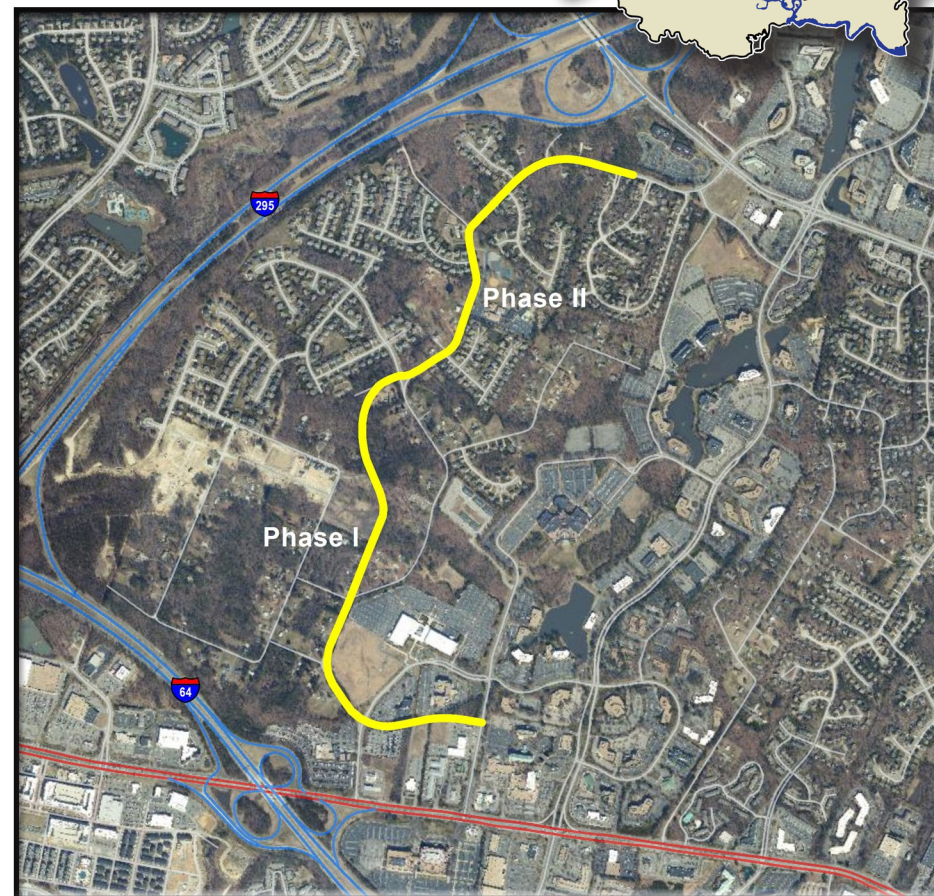
Pedestrian



Bicycle



Safety



Project Phases (60934)	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$2,500,000	Underway
Right-of-way (RW)		
Construction (CN)		

Project Phases (104148)	Estimated Cost	Schedule
Preliminary Engineering (PE)		N/A
Right-of-way (RW)	\$4,600,000	FY20
Construction (CN)	\$11,170,000	FY21

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
60934	RSTP	\$1,426,943	\$ -	\$ -	\$1,073,057
104148	RSTP	\$4,002,800	\$ -	\$5,600,000	\$6,167,244

Carter Gallier Boulevard - New Road

RSTP

UPC: 8216

Construct Carter-Gallier Boulevard as a new road from Anderson Highway to Luck Stone Road in Powhatan County

This Powhatan County project will relocate the Page Road intersection with Anderson Highway (Route 60) to a new location at the Virginia State Police Head Quarters cross-over. The project is included in the County's Thoroughfare Plan and will also include the construction of a new road, Carter-Gallier Boulevard, with Luck Stone Road.



Automobile



Capacity



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$1,450,000	Complete
Right-of-way (RW)	\$2,714,141	Complete
Construction (CN)	\$3,470,000	FY17

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
8216	RSTP	\$6,805,943	\$64,334	\$ -	\$774,339

Huguenot Trail Widening

RSTP

UPC: 86442

Widen Huguenot Trail from Route 288 to the Powhatan County Line.

Powhatan County has requested funding to fully fund the construction phase of the Huguenot Trail widening, allowing this project to advance to completion. The Huguenot Trail widening consists of widening the existing two-lane road section to four-lanes, as well as replacing the bridge over Bernard's Creek. The entire road section is 1.2 miles between the interchange at Route 288 and the Powhatan County/Chesterfield County line. The design will also increase safety throughout the corridor by improving geometric deficiencies and intersection alignments.



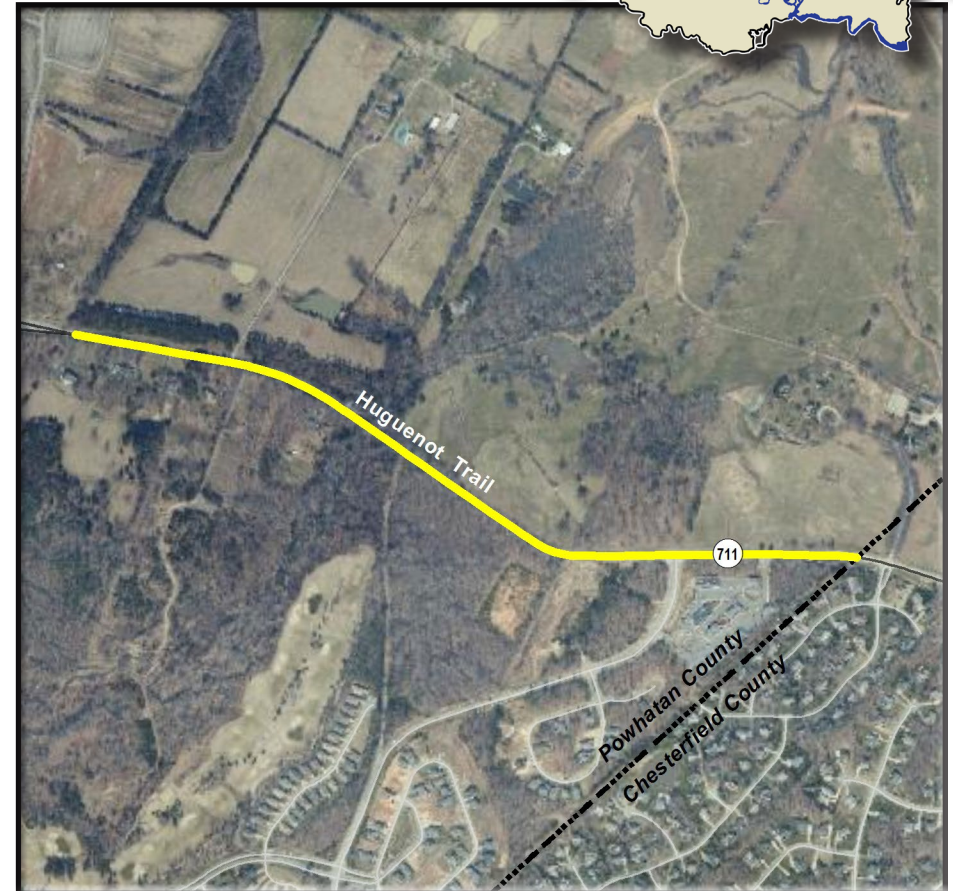
Automobile



Capacity



System
Preservation



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$2,225,000	Complete
Right-of-way (RW)	\$2,495,000	Complete
Construction (CN)	\$14,681,624	FY17

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
86442	RSTP	\$2,061,576	\$2,342,989	\$2,304,431	\$12,692,628

Commerce Road Complete Street

RSTP

UPC: 15958

Reconstruct Commerce Road as a complete street in the City of Richmond

The Commerce Road Improvements will include roadway reconstruction including protected turn lanes, improved entrance curb radii for industrial traffic, as well as segregated bicycle and pedestrian facilities, street lighting and bridge replacement in the corridor from Bells Road to Bellemeade Road. Improvements will also include enhanced signalized turn lanes and reconfiguration of some entrances to improve corridor access management.



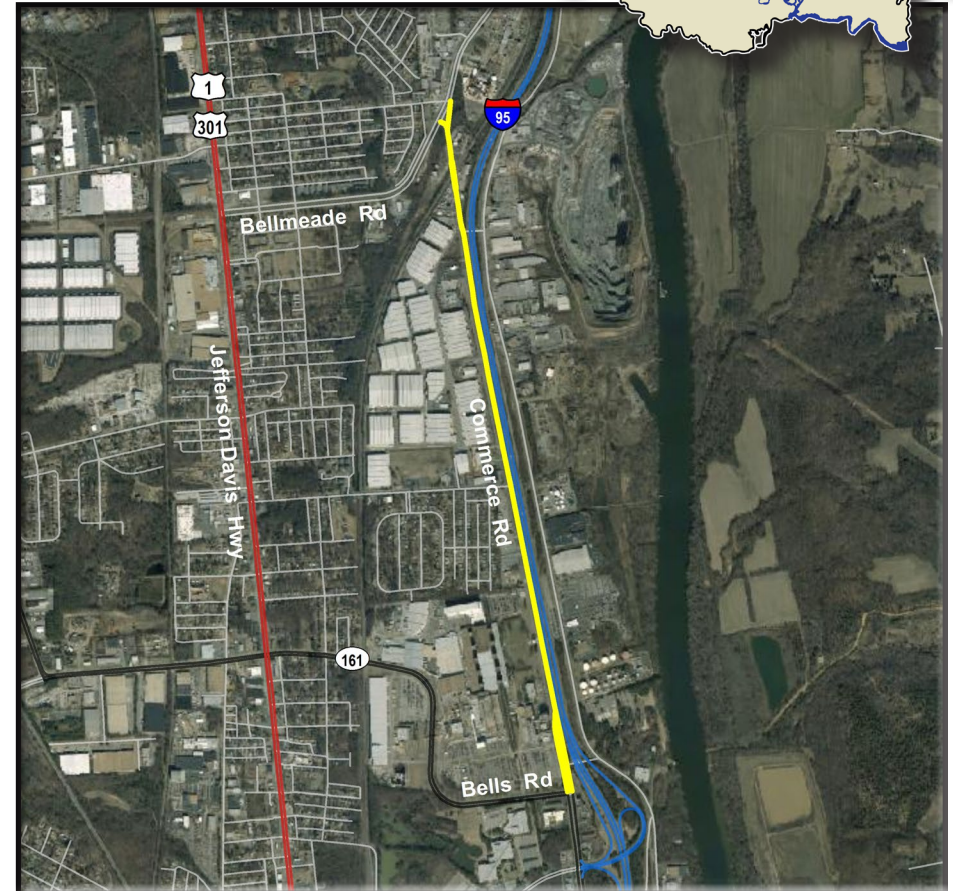
Automobile



Intermodal
Truck



System
Preservation



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$2,092,072	Complete
Right-of-way (RW)	\$600,000	Underway
Construction (CN)	\$12,968,339	FY18

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
15958	RSTP	\$ -	\$2,050,000	\$ -	\$13,610,411

Deepwater Terminal Road Extension

RSTP

UPC: 104882

Extend Deepwater Terminal Road to Goodes Street in City of Richmond

This construction project will extend Deepwater Terminal Road to Goodes Street, a distance of approximately 0.70 miles improving access to the Port of Richmond.

Currently, goods travelling to the port are limited by the 14-foot clearance restrictions of Bells Road passing under I-95. Accessing the port from Commerce Road by Goodes Street provides a second point of access to the port with a 21-foot vertical clearance under the interstate. The increased vertical clearance is necessary to accommodate over-size or “project” cargo opportunities for the Richmond Marine Terminal.

The existing and future industrial businesses along Deepwater Terminal will also benefit from having a secondary means of accessing their businesses.



Automobile



Intermodal
Truck



Capacity



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)		N/A
Right-of-way (RW)		N/A
Construction (CN)		N/A

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY17	FY18 - FY22	
104882	RSTP	\$ -	\$ -	\$1,750,000	\$ -

Jahnke Road Complete Street

RSTP

UPC: 19035

Reconstruct Jahnke Road as a complete street in the City of Richmond

This project will improve traffic safety and flow, as well as enhance multimodal options within a 1.25 mile stretch of Jahnke Road, between Forest Hill Avenue and Blakemore Road. The project will include a variety of pedestrian-oriented improvements including a five-foot sidewalk on the southern side and an eight-foot multi-use path on the northside.

Additional improvements will include turn lanes at key intersections and a new signal at Forestview School Drive, which serves as the entrance to Elizabeth Redd Elementary School. Safety enhancements will also be implemented where CSX Railroad crosses over Jahnke Road.



Automobile



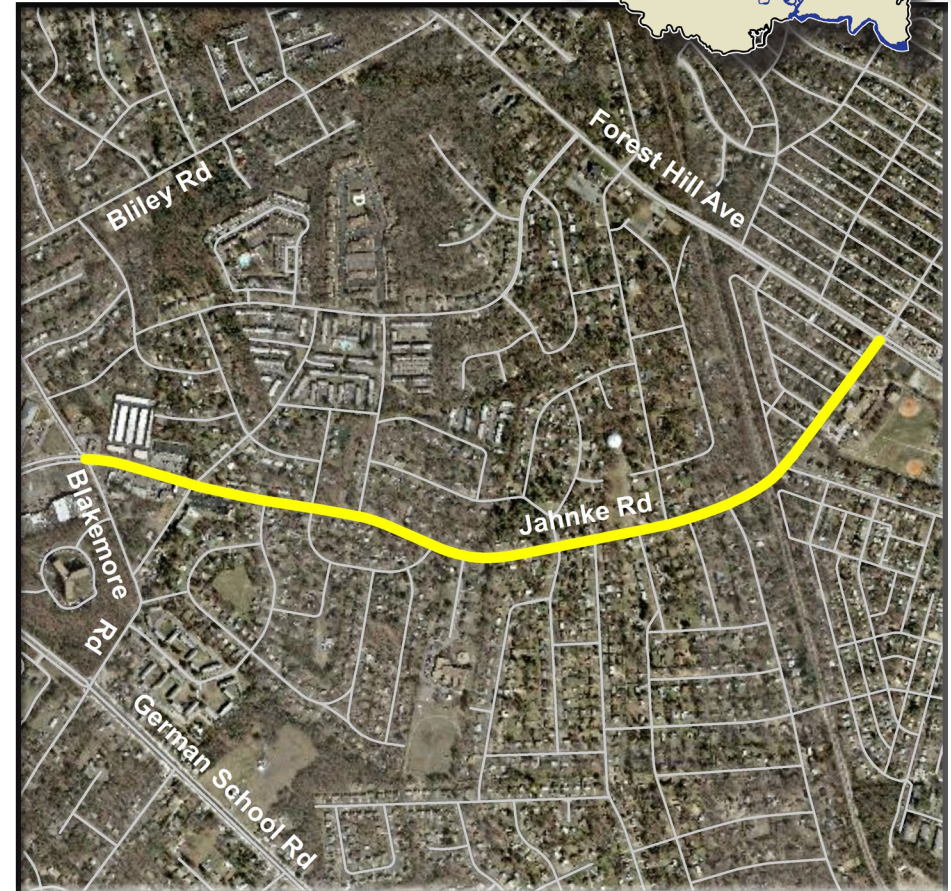
Safety



Bicycle



Pedestrian



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$2,000,000	Complete
Right-of-way (RW)	\$1,500,000	Underway
Construction (CN)	\$10,528,558	FY18

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
19035	RSTP	\$5,330,200	\$4,000,000	\$3,300,000	\$316,458
	CMAQ	\$1,081,900	\$ -	\$ -	

Mayo Bridge Rehabilitation over the James River

RSTP

UPC: 104888

Rehabilitate Mayo Bridge (Route 360) over the James River in the City of Richmond

The Mayo Bridge was constructed in 1913 and has a VDOT scored bridge sufficiency rating of 35.8 which would rank the bridge condition as poor. The bridge is in need of replacement, but until funding is secured for replacement the City is working to secure the funding for major rehabilitation which is projected to cost \$10 million. The proposed rehabilitation includes reconstructing the deck and approaches; repairing all delaminated concrete from under the arch and spandrel beams, pier caps, columns and abutments; and repairing or replacing portions of the parapets.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$500,000	Underway
Right-of-way (RW)		N/A
Construction (CN)	\$7,250,000	FY18

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
104888	RSTP	\$500,000	\$ -	\$6,000,000	\$ -

I-64 at Gaskins Road Interchange IMR

RSTP

UPC: New Project

Analyze alternatives for interchange of I-64 and Gaskins Road in Henrico County

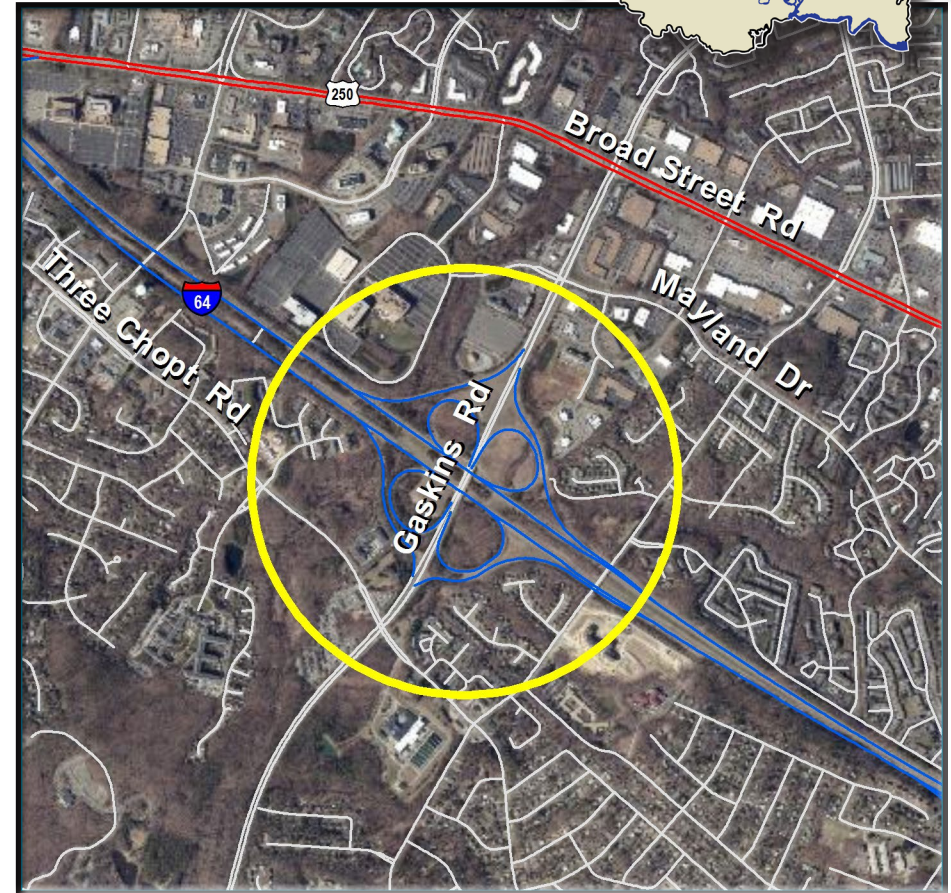
Henrico County has requested a detailed Interchange Modification Report (IMR) for the interchange of I-64 and Gaskins Road. This IMR will help to identify recommendations for safety, operational, and capacity improvements for the interchange. Upon completion, the IMR will be used in the development of a future improvement for the interchange.



Automobile



Alternatives Study



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$400,000	FY18
Right-of-way (RW)		N/A
Construction (CN)		N/A

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
New Project	RSTP	\$ -	\$ 400,000	\$ -	\$400,000

*Funds indicated as "Past Funding" for this newly funded project reflect the reallocation of unspent funds from projects that were completed under budget (closeout funds).

Main Street Station

RSTP

UPC: 64219

Restore Train Shed of Main Street Station

The restoration of Main Street Station (MSS) is a RRTPO Regional Transportation Priority Project which includes three phases. December 2003 marked the conclusion of the first phase, which coincided with the ending of a 28-year hiatus of having rail service into the city's central business district. Phase two of the project was completed in September 2007 and included the purchase of the remainder of the MSS property and the rehabilitation of the head house. These two phases, with a total investment of \$39.3M, were funded primarily by federal funds with other funding by the city and \$2M in RRTPO CMAQ allocations.

The development schedule for Phase 3 is targeted for completion in 2017 and includes the restoration of the train shed, development of the seaboard buildings and other improvements in support of the proposed Broad Street Bus Rapid Transit project.



Pedestrian



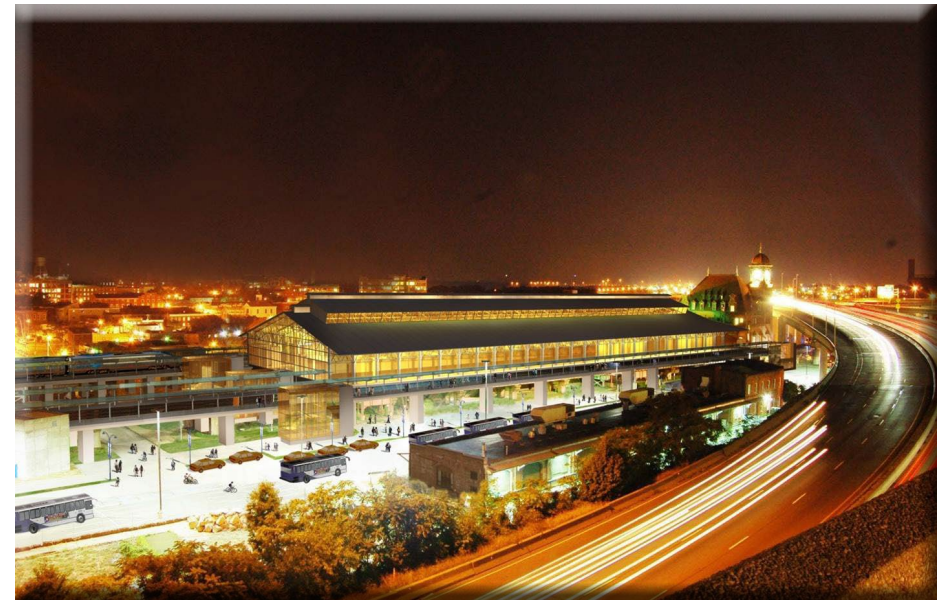
Transit



Passenger
Rail



Bicycle



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)		N/A
Right-of-way (RW)		N/A
Construction (CN)	\$42,047,837	FY18

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
64219	CMAQ	\$19,445,779	\$ -	\$ -	\$14,041,673
	RSTP	\$8,014,304	\$546,117	\$ -	

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Congestion Mitigation & Air Quality Improvement Program

CMAQ



Prepared by: Richmond Regional TPO, April 2017

(7 Countywide or Regionwide CMAQ projects also included.)

Azalea Avenue at Richmond-Henrico Turnpike Complete Streets

CMAQ

UPC: 106299

Install pedestrian, transit, and safety improvements to Azalea Ave at Richmond- Henrico Turnpike in Henrico County

The project will provide sidewalks in an area with a significant amount of pedestrian activity; in addition to sidewalks, it will also provide crosswalks and pedestrian signals at two intersections where none currently exist. This project will also provide improved access to three GRTC bus stops, which will facilitate transit use.

With the installation of curb and gutter and restriping of the lane markings on Richmond-Henrico Turnpike, an exclusive right-turn lane will be installed for southbound traffic.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$130,000	Underway
Right-of-way (RW)	\$85,000	FY18
Construction (CN)	\$1,400,000	FY19

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
106299	CMAQ	\$215,000	\$ -	\$1,400,000	\$ -

John Rolfe Parkway Sidewalk

CMAQ

UPC: 104881

Construct a sidewalk along John Rolfe Parkway from Ridgefield Parkway to Gayton Road in Henrico County

This project will add approximately 0.7 miles of sidewalk along the east side of John Rolfe Parkway between Ridgefield Parkway to Gayton Road in Henrico County. This project will also include pedestrian signals and crosswalks at these two intersections. The sidewalk will tie into the existing sidewalks on John Rolfe Parkway, as well as those on Ridgefield Parkway.



Pedestrian



Safety



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$120,000	Complete
Right-of-way (RW)	\$100,000	Underway
Construction (CN)	\$539,000	FY17

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
104881	CMAQ	\$414,000	\$325,000	\$ -	\$ -

Ridgefield Parkway Sidewalk

CMAQ

UPC: 104880

Construct a sidewalk along Ridgefield Parkway from Pump Road to Falconbridge Drive in Henrico County

This project will provide a sidewalk along one side of a one-mile section of Ridgefield Parkway, which the Henrico County Major Thoroughfare Plan designates as a minor arterial roadway.

Ridgefield Parkway is located in a residential area and the sidewalk will provide a connection to Deep Run Park, complete the sidewalk network along this three-mile section of Ridgefield Parkway, and complete the connection to Godwin High School on Pump Road.



Pedestrian



Safety



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$175,000	Complete
Right-of-way (RW)	\$100,000	Underway
Construction (CN)	\$ 897,000	FY18

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
104880	CMAQ	\$805,062	\$366,938	\$ -	\$ -

Route 360 & Spring Run Intersection

CMAQ

UPC: 104886

Improve intersection at Spring Run and Hull Street Road in Chesterfield County

This project will construct dual left turn lanes on Hull Street Road (Route 360) and dual right turn lanes on Spring Run Road. The dual left and right turn lanes will allow turning traffic to clear the intersection with Hull Street more quickly, which will reduce the travel delay to the through movement of traffic on Hull Street Road.



Automobile



Intersection



Safety



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$300,000	FY18
Right-of-way (RW)	\$540,000	FY19
Construction (CN)	\$2,760,000	FY21

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
104886	CMAQ	\$ -	\$300,000	\$3,300,000	\$ -

Creighton Road & Cold Harbor Road Intersection

CMAQ

UPC: 81667

Install a roundabout at the Creighton Road and Cold Harbor Road Intersection

This improvement would install a one-lane roundabout at the intersection of Creighton Road and Cold Harbor Road in Hanover County. Currently this location is structured as a standard four-approach intersection and lacks adequate turn lanes. As traffic volumes have increased due to the location's proximity and access to I-295 the intersection's level of service has deteriorated, particularly during peak travel hours. Conversion of this interchange to a roundabout will increase throughput, reduce delays, and have considerably less right-of-way impacts than adding turn lanes to the current four-approach structure.



Automobile



Intersection



Safety



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$1,211,000	Underway
Right-of-way (RW)	\$1,729,000	FY17
Construction (CN)	\$3,826,00	FY20

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
81667	CMAQ	\$6,438,900	\$ -	\$1,927,000	\$ 1

Route 33 & Ashland Road Intersection

CMAQ

UPC: 56181

Improve intersection at Mountain Road (Rt. 33) and Ashland Road in Hanover County

This project will widen the approach on US Route 33 and add turning lanes at the intersection of Ashland Road (Route 623). Traffic volumes and accident history at this location have made this project a priority for the county as this road is routinely used as a commuter route to access commercial areas between western Hanover and Henrico.



Automobile



Intersection



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$1,950,000	Complete
Right-of-way (RW)	\$2,350,000	Underway
Construction (CN)	\$3,605,000	FY18

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19- FY22	
56181	CMAQ	\$167,800	\$2,093,000	\$ -	\$5,644,484

Henrico County Automated Traffic Management System

CMAQ

UPC: 109951

Install intelligent transportation system coordinating traffic signals in Henrico County

Automated Traffic Management System (ATMS) investments include the evaluation and upgrade of equipment and communication technology resulting in an integrated signal system which can be managed from a central location/operations center enabling response to transportation issues in “real-time”.



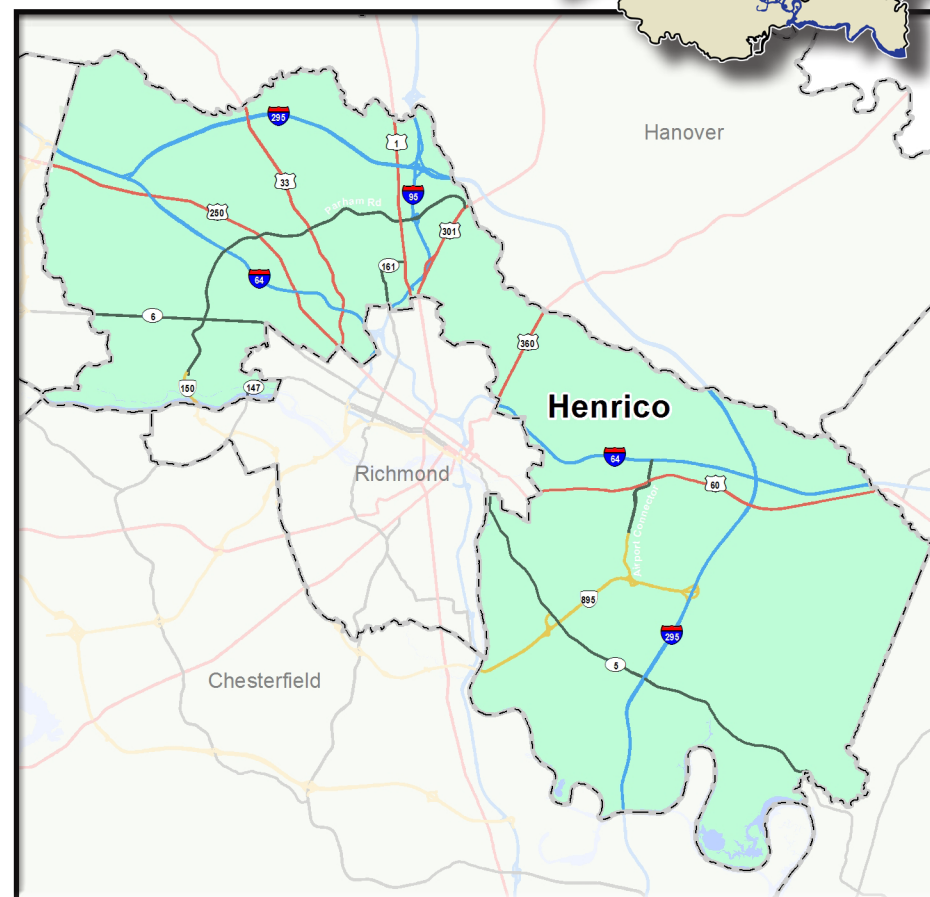
Automobile



System
Preservation



Safety



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$1,425,000	FY19
Right-of-way (RW)		N/A
Construction (CN)	\$7,101,621	FY21

Project	Program	Regional Funding from RRTPO			Non-RRTPO Funding
		Past Funding	FY18	FY19 - FY23	
109951	CMAQ	\$2,908,700	\$ -	\$5,617,921	\$ -

Parham Road and Patterson Avenue Intersection

CMAQ

UPC: 101034

Improve intersection at Parham Road and Patterson Ave in Henrico County

This project will improve the intersection of two heavily traveled roads, Parham Road and Patterson Avenue (Route 6) in Henrico County, in order to accommodate the high volume of vehicles travelling these two corridors.

Dual left-turn lanes will be installed on Patterson Avenue's eastbound and westbound approaches to the intersection, as well as on Parham Road's northbound approach. Additional improvements include grass medians and a reduced-access point at the median on Paterson Avenue's eastbound approach. All of these improvements will facilitate increased movement through the intersection, while also making the intersection safer.



Automobile



Intersection



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$1,500,000	Underway
Right-of-way (RW)	\$7,600,000	FY18
Construction (CN)	\$4,900,000	FY20

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
101034	CMAQ	\$ -	\$ -	\$6,550,000	\$5,050,000
	RSTP	\$2,400,000	\$ -	\$ -	

City of Richmond Automated Traffic Management System

CMAQ

UPC: 105890

Install intelligent transportation system coordinating traffic signals in the City of Richmond

The RRTPO previously funded the installation of Automated Traffic Management Systems (ATMS) investments including signal-timing coordination, battery back-up, pedestrian count-down signals, and closed-circuit television throughout Richmond's central business district and Richmond's Southside.

This project funds the installation for the rest of the City north of the James River (UPC 105890).

By evaluating and upgrading equipment and communication technology, these projects will create an integrated signal system that allows for remote traffic monitoring and real-time incident response from a central operations center.



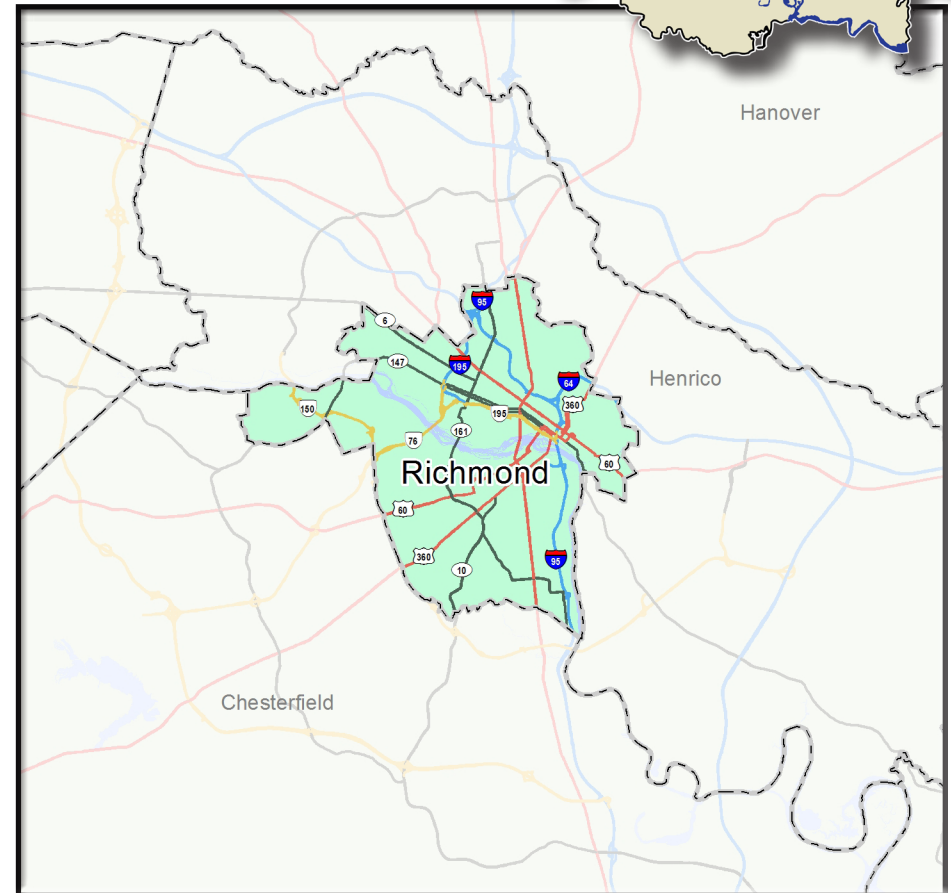
Automobile



System
Preservation



Safety



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)		N/A
Right-of-way (RW)		N/A
Construction (CN)	\$6,312,350	FY18

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
105890	CMAQ	\$ -	\$2,118,263	\$4,194,087	\$ -

City of Richmond Signal Re-Timing

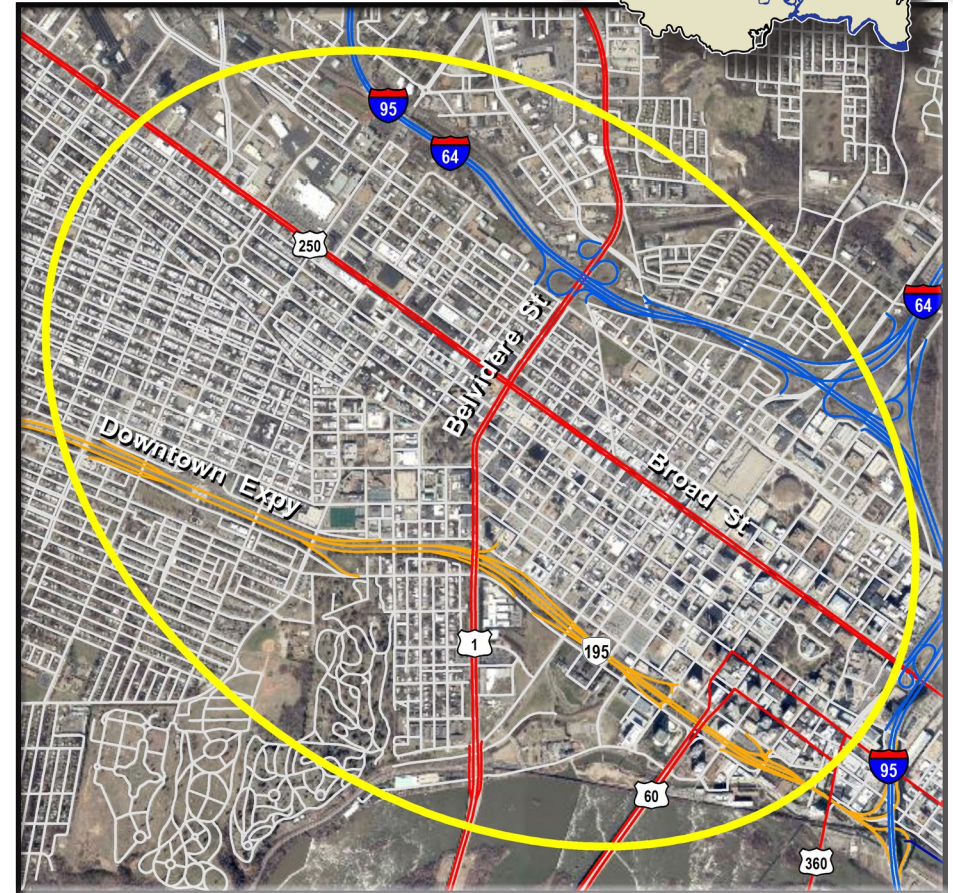
CMAQ

UPC: New Project

Re-time traffic signals within the Central Business District in the City of Richmond

The City of Richmond has requested funds to re-time 160 signals in the central business district (CBD).

This re-timing will allow the Automated Traffic Management System (ATMS) in the CBD to perform at its most optimal, while also accommodating changes to the traffic network. This signal re-timing will also accommodate pedestrian mobility. The signals have not been re-timed since they were installed in 2008.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)		N/A
Right-of-way (RW)		N/A
Construction (CN)	\$800,000	FY18

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
New Project	CMAQ	\$ -	\$800,000	\$ -	\$ -

Richmond Marine Terminal GO “Green Operator” Program

CMAQ

UPC: 104892

Implement “Green Operator” Program at the Richmond Marine Terminal

The Virginia Port Authority (VPA) has established a “Green Operator” (GO) program at the Richmond Marine Terminal (RMT) modeled after the VPA program currently in place in the Hampton Roads region. This program is a comprehensive statewide multi-modal program that includes dray trucks, short and long-haul railroad, cargo-handling equipment and marine vessel sectors. This program incentivizes RMT partners to move toward clean diesel technologies. These incentives are necessary to improve air quality.



Intermodal
Barge



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	1,543,052	Program
Right-of-way (RW)		
Construction (CN)		

Project	Program	Regional Funding from RRTPO			Non-RRTPO Funding
		Past Funding	FY18	FY19 - FY23	
104892	CMAQ	\$1,293,052	\$250,000	\$ -	\$ -

Replacement of Rolling Stock CNG Buses

CMAQ

UPC: 109362

Replacement of GRTC rolling stock with compressed natural gas vehicles

The Greater Richmond Transit Company (GRTC) current bus replacement program encourages the replacement of diesel-fueled rolling stock with Compressed Natural Gas (CNG) vehicles. The conversion strategy in favor of CNG results in a more economical and environmentally-sound regional transit fleet.

The RRTPO's contribution will fund the local-level funding gap that results in replacing diesel-fueled vehicles with an alternative fuels vehicle. These funds will help replace 29 transit vehicles.



Transit



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)		N/A
Right-of-way (RW)		N/A
Construction (CN)	\$589,291	FY18

Regional Funding from RRTPO					Non-RRTPO Funding
Project	Program	Past Funding	FY18	FY19 - FY23	
109362	CMAQ	\$ -	\$589,291	\$ -	\$ -

Additional Bus Purchase (Rolling Stock)

CMAQ

UPC: New Project

Replacement of GRTC rolling stock with compressed natural gas vehicles

The Greater Richmond Transit Company (GRTC) current bus replacement program encourages the replacement of diesel-fueled rolling stock with Compressed Natural Gas (CNG) vehicles. The conversion strategy in favor of CNG results in a more economical and environmentally-sound regional transit fleet.

GRTC Transit Systems has requested funding for the purchase of five new replacement 40-foot Gillig buses. This purchase will continue GRTC's goal of transition all 110 service vehicles to compressed natural gas. The overall conversion fleet will provide a 90% reduction in nitrous oxide emissions in comparison to current standards.



Transit



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)		N/A
Right-of-way (RW)		N/A
Construction (CN)	\$2,465,420	FY22

Project	Program	Regional Funding from RRTPO			Non-RRTPO Funding
		Past Funding	FY18	FY19 - FY23	
New Project	CMAQ	\$ -	\$ -	\$2,465,420	\$ -

CMAQ

The City of Richmond Employee Trip Reduction Program (RETRP) began in January 2004 to encourage City employees to use alternative forms of transportation in an effort to reduce the dependency on automobiles, reduce the demand for parking and improve the air quality in the region.



Automobile



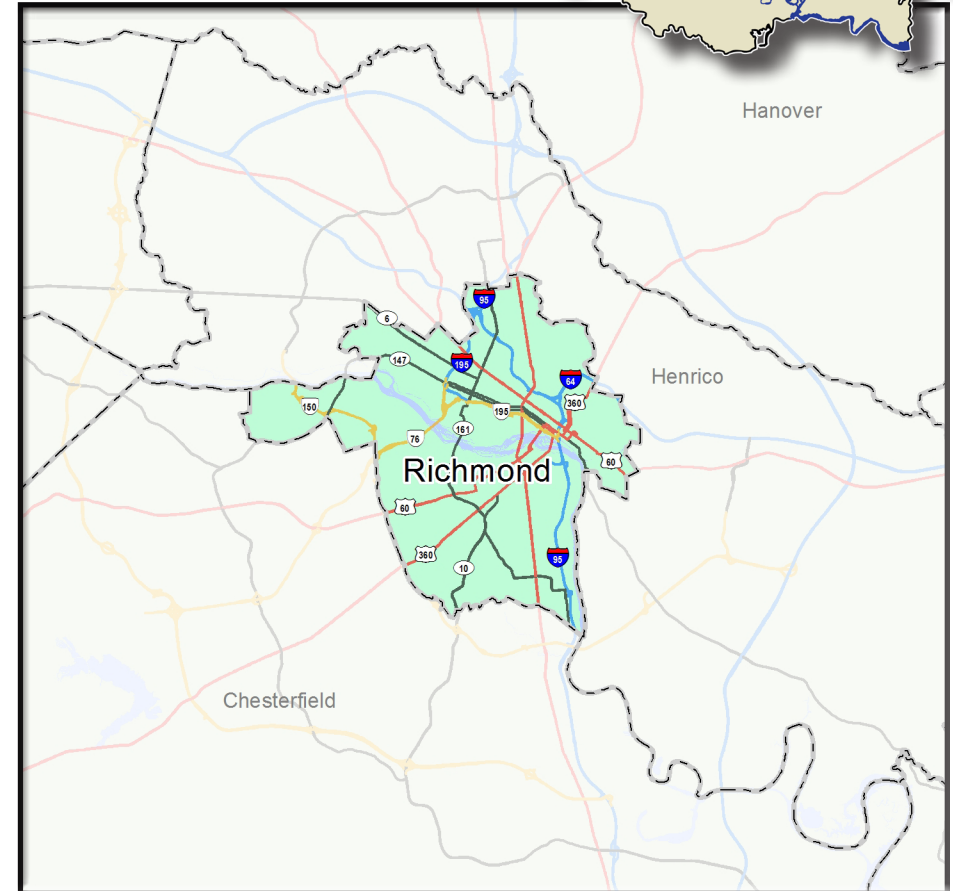
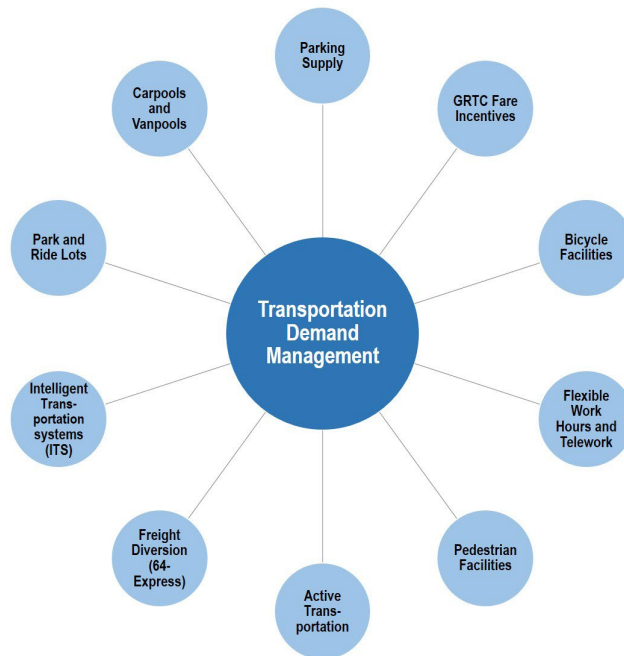
Transit



Bicycle



Pedestrian



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$3,151,000	Program
Right-of-way (RW)		
Construction (CN)		

Regional Funding from RRTPO					Non-RRTPO
Project	Program	Past Funding	FY18	FY19 - FY23	Funding
T1811	CMAQ	\$2,901,000	\$250,000	\$ -	\$ -

RideFinders Ride Sharing Services

CMAQ

UPC: T203

Fund RideFinders ride-sharing services program throughout the Region

As the Richmond Region's travel demand management agency, the RRTPO allocates funding to support programs that manage travel demand by providing travelers with travel choices, such as work location, route, time, and mode in a more cost-effective manner than building more capacity.

Funding the RideFinders division of GRTC Transit System provides carpool and vanpool services throughout the region and is a key element of the RRTPO's efforts to reduce travel demand by daily commuters.



Automobile



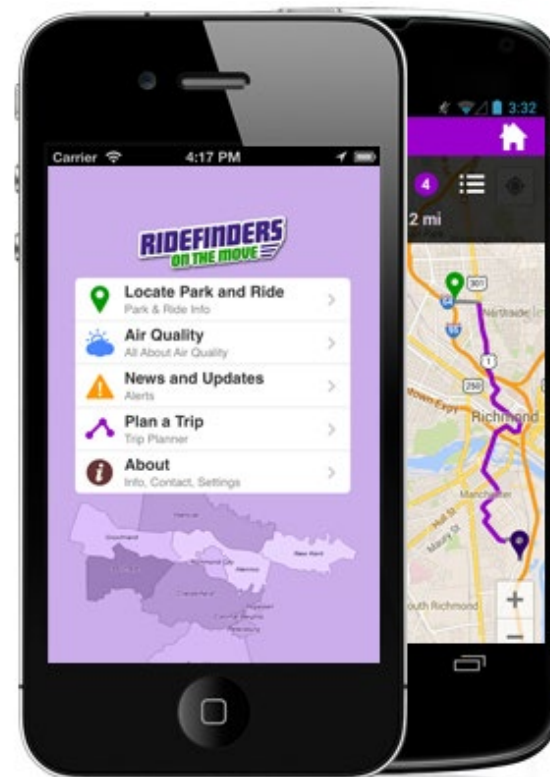
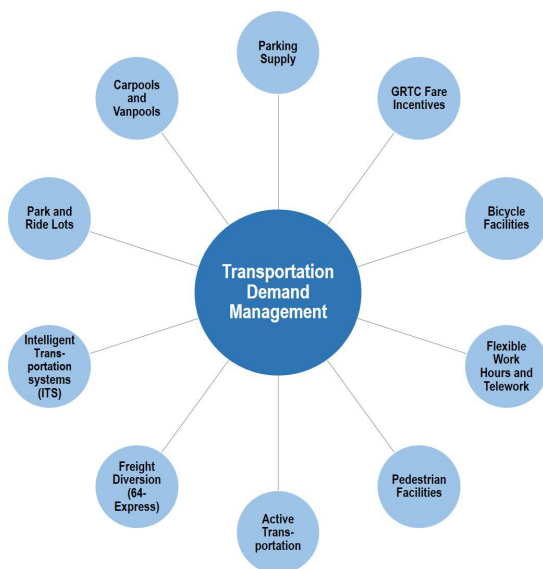
Transit



Bicycle



Pedestrian



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$15,153,151	Program
Right-of-way (RW)		
Construction (CN)		

Project	Regional Funding from RRTPO				Non-RRTPO Funding
	Program	Past Funding	FY18	FY19 - FY23	
T203	CMAQ	\$12,917,700	\$510,438	\$1,020,968	\$ -
	RSTP	\$704,000	\$ -	\$ -	

Summary Resolution of Allocation



Planning District Commission



Metropolitan Planning Organization

Town of
Ashland
Counties of
Charles City
Chesterfield
Goochland
Hanover
Henrico
New Kent
Powhatan
City of
Richmond

RRTPO AGENDA 4/6/17; ITEM I.L.D.

FY18 – FY23 RSTP AND CMAQ RECOMMENDATION

Richmond Regional Transportation Planning Organization

On motion of Christopher Winslow, seconded by David T. Williams, the Richmond Regional Transportation Planning Organization unanimously approved the following resolution:

RESOLVED, that the Richmond Regional Transportation Planning Organization authorizes the allocation of Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds in Fiscal Years 2018 – 2023 as shown in the tables “FY18 – FY23 Regional Surface Transportation Program (RSTP) Allocations” and “FY18 – FY23 Congestion Mitigation and Air Quality Program (CMAQ) Allocations” and authorizes submission of these selected projects and allocations to the Commonwealth Transportation Board (CTB) for inclusion in the Fiscal Year 2018 – 2023 Six-Year Improvement Program as follows:

1. Route 155 Capital Trail Spur, Charles City County: \$448,700 RSTP, existing, fully funds;
2. Route 10 Widening (Whitepine Road to Frith Lane), Chesterfield County: \$5,530,000 RSTP, existing, fully funds;
3. Route 10 Widening (Route 1 to I-95), Chesterfield County: \$1,000,000 RSTP, existing, fully funds, transfers \$500,000 in previous allocations from UPC 105733 - Hockett Road Intersection Realignment in Goochland County;
4. Carter Gallier Road, Powhatan County: \$390,377 RSTP (\$326,042 RSTP close-out and \$64,334 FY18), existing, fully funds;
5. U.S. 33 and Ashland Road Intersection Improvement, Hanover County: \$162,000 CMAQ close-out, existing, fully funds;
6. Ridgefield Parkway Sidewalk, Henrico County: \$572,000 CMAQ (\$530,062 CMAQ close-out and \$41,938 FY18), existing, fully funds;
7. John Rolfe Parkway Sidewalk, Henrico County: \$139,000 CMAQ close-out, existing, fully funds;
8. Air Pollution Program, RideFinders: \$1,531,451 CMAQ, existing, funds request;
9. Route 1 Improvements (Ashcake Road to Arbor Oak Drive), Town of Ashland: \$7,305,000 RSTP, new, fully funds;

RRTPO Agenda Item I.L.D.: FY18 – FY23 RSTP AND CMAQ RECOMMENDATION
April 6, 2017
Page 2

10. Pole Green Widening (PE-Only), Hanover County: \$618,000 RSTP, preliminary engineering phase of project totaling \$1,338,000, fully funds phase;
11. I-64 at Gaskin Road - Interchange Modification Report, Henrico County: \$400,000 RSTP, new, fully funds;
12. Compressed Natural Gas Bus Replacement Purchase, GRTC Transit Systems: \$2,465,420 CMAQ, new, fully funds;
13. Signal Retiming Central Business District, City of Richmond: \$800,000 CMAQ, new, fully funds one-time signal retiming project.

This is to certify that the Richmond Regional Transportation Planning Organization approved the above resolution at its meeting held April 6, 2017.

WITNESS:

BY:

Sharon E. Robeson
Program Assistant
Richmond Regional Planning
District Commission

Barbara Schoeb Nelson
Secretary
Richmond Regional Transportation
Planning Organization

CMAQ Revision Resolution



Planning District Commission



Metropolitan Planning Organization

Town of
Ashland
Counties of
Charles City
Chesterfield
Goochland
Hanover
Henrico
New Kent
Powhatan
City of
Richmond

RRTPO AGENDA 5/4/17; ITEM I.D.1.

FY18 – FY23 CMAQ ALLOCATION TABLE REVISION

Richmond Regional Transportation Planning Organization

On motion of Patricia S. O'Bannon, seconded by Larry J. Nordvig, the Richmond Regional Transportation Planning Organization unanimously approved the following resolution:

RESOLVED, that the Richmond Regional Transportation Planning Organization approves the revisions for Fiscal Year 2018 – Fiscal Year 2023 Congestion Mitigation and Air Quality (CMAQ) allocations and authorizes submission of these revised tables to the Commonwealth Transportation Board (CTB) for inclusion in the Fiscal Year 2018 – 2023 Six-Year Improvement Program.

This is to certify that the Richmond Regional Transportation Planning Organization approved the above resolution at its meeting held May 4, 2017.

WITNESS:

BY:

A handwritten signature in black ink, appearing to read "Sharon E. Robeson", written over a horizontal line.

Sharon E. Robeson
Program Assistant
Richmond Regional Planning
District Commission

A handwritten signature in black ink, appearing to read "Barbara Schoeb Nelson", written over a horizontal line.

Barbara Schoeb Nelson
Secretary
Richmond Regional Transportation
Planning Organization

RSTP Allocations Approved on April 6, 2017

RSTP

Project Description	UPC	Exist/ New	Cost Estimate	Previous Funding			Actual Allocations*	Projected RSTP Allocations*					Total RSTP Allocations (FY18-FY23)	Other Allocated Sources		Total Allocations* (PPF†)	
				Previous RSTP (RRTPO)	Previous CMAQ (RRTPO)	Previous Other (Non-RRTPO)	FY18	FY19	FY20	FY21	FY22	FY23		of Funding			
														CMAQ FY18-FY23	Other FY18-FY23 (Amount)		
Town of Ashland																	
- Rt 1 Improvements: Ashcake Rd to Arbor Oak Dr	n/a	New	7,850,000	-	-	545,000	-	905,000	-	2,000,000	2,000,000	2,400,000	7,305,000	-	-	7,850,000	
SUBTOTALS:							-	905,000	-	2,000,000	2,000,000	2,400,000	7,305,000	-	-	7,850,000	
Charles City County																	
- Rt 155: VA capital trail ext: Rt 5 to Lott Cary Rd	97688	Exist	1,800,000	351,300	-	-	1,448,700	-	-	-	-	-	1,448,700	-	-	1,800,000	
- Rt 155 capital trail spur from Lott Cary Rd to New Kent CL	106296	Exist	400,000	-	-	-	-	-	400,000	-	-	-	400,000	-	-	400,000	
SUBTOTALS:							1,448,700	-	400,000	-	-	-	1,848,700	-	-	2,200,000	
Chesterfield County																	
- Rt 10 widening: Rt 1 to I-95	102952	Exist	9,000,000	1,000,000	-	4,000,000	4,000,000	-	-	-	-	-	4,000,000	-	-	9,000,000	
- Rt 10 widen to 6 lanes: Whitepine Rd to Frith Ln	104889	Exist	15,200,000	-	-	-	1,600,000	-	1,775,000	2,000,000	9,825,000	-	15,200,000	-	-	15,200,000	
- Rt 360 EB widening: Lonas Pkwy to Castle Rock Rd	104890	Exist	6,400,000	960,000	-	-	-	1,200,000	3,000,000	1,240,000	-	-	5,440,000	-	-	6,400,000	
- Rt 10 widen to 8 lanes from Bermuda Triangle Rd to Meadowville Rd	101020	Exist	54,191,406	5,288,800	-	16,040,820	-	5,973,882	5,973,882	5,973,882	-	-	17,921,645	-	14,940,141	54,191,406	
- Dundas Road Bridge Replacement	107085	Exist	6,019,000	-	-	3,019,000	-	-	-	3,000,000	-	-	3,000,000	-	-	6,019,000	
SUBTOTALS:							5,600,000	7,173,882	10,748,882	12,213,882	9,825,000	-	45,561,645	-	14,940,141	90,810,406	
Goochland County																	
- Hockett Road intersection realignment at Rt 250	105733	Exist	1,900,000	-	-	400,000	-	-	-	-	-	1,500,000	1,500,000	-	-	1,900,000	
SUBTOTALS:							-	-	-	-	-	-	1,500,000	1,500,000	-	-	1,900,000

Project Description	UPC	Exist/ New	Cost Estimate	Previous Funding			Actual	Projected RSTP Allocations*						Total RSTP Allocations (FY18-FY23)	Other Allocated Sources		Total Allocations* (PPF†)
				Previous	Previous	Previous	FY18	FY19	FY20	FY21	FY22	FY23	of Funding				
				RSTP (RRTPO)	CMAQ (RRTPO)	Other (Non-RRTPO)							CMAQ FY18-FY23		Other FY18-FY23 (Amount)		
Hanover County																	
Rt 360/Lee Davis Rd: Intersection improvements	13551	Exist	24,184,000	5,106,973	1,008,073	2,573,146	-	2,645,854	-	-	1,300,000	1,442,074	5,387,928	2,687,927	-	16,764,047	
Rt 606 (Studley Rd) roundabout at Rural Point Rd	104875	Exist	1,805,000	1,492,490	-	116,180	219,010	-	-	-	-	-	219,010	-	-	1,827,680	
Cedar Ln/Rt 1 intersection realignment	103014	Exist	5,745,000	2,000,000	-	3,001,000	934,000	-	-	-	-	-	934,000	-	-	5,935,000	
Pole Green Road Widening (PE-Only)	109260	Exist	1,338,000	-	-	-	-	-	1,338,000	-	-	-	1,338,000	-	-	1,338,000	
SUBTOTALS:							1,153,010	2,645,854	1,338,000	-	1,300,000	1,442,074	7,878,938	2,687,927	-	25,864,727	
Henrico County																	
Sadler Road improvements from Dominion Blvd to Cedar Branch Ct: Phase 1 (RW & CN)	104148	Exist	15,770,000	4,002,800	-	6,167,244	-	-	-	-	2,800,000	2,800,000	5,600,000	-	-	15,770,044	
Parham Road Sidewalk and Signals	109194	Exist	4,955,000	-	-	-	-	401,000	2,724,000	-	-	-	3,125,000	-	1,830,000	4,955,000	
I-64 at Gaskins Road IMR	n/a	New	400,000	-	-	-	400,000	-	-	-	-	-	400,000	-	-	400,000	
SUBTOTALS:							400,000	401,000	2,724,000	-	2,800,000	2,800,000	9,125,000	-	1,830,000	21,125,044	
Powhatan County																	
Carter Gallier Rd (former Page Rd) from Rt 60 to 0.5 mile to Luck Stone Rd	8216	Exist	7,644,518	6,805,943	-	577,825	64,334	-	-	-	-	-	64,334	-	196,514	7,644,616	
Huguenot Trail widening (Rte. 711)	86442	Exist	19,401,624	2,061,576	-	3,987,157	2,342,989	2,304,431	-	-	-	-	4,647,420	-	8,705,471	19,401,624	
SUBTOTALS:							2,407,323	2,304,431	-	-	-	-	4,711,754	-	8,901,985	27,046,240	

Project Description	UPC	Exist/ New	Cost Estimate	Previous Funding			Actual Allocations*	Projected RSTP Allocations*					Total RSTP Allocations (FY18-FY23)	Other Allocated Sources of Funding		Total Allocations* (PPF†)
				Previous RSTP (RRTPO)	Previous CMAQ (RRTPO)	Previous Other (Non-RRTPO)	FY18	FY19	FY20	FY21	FY22	FY23		CMAQ FY18-FY23	Other FY18-FY23 (Amount)	
City of Richmond																
- Main Street Station (Phase III)	64219	Exist	41,903,806	8,014,304	19,445,779	14,041,637	546,117	-	-	-	-	-	546,117	-	-	42,047,837
- Commerce Rd improvements: Bells Rd to Bellmeade Rd	15958	Exist	14,460,405	-	-	13,610,411	2,050,000	-	-	-	-	-	2,050,000	-	-	15,660,411
- Deepwater Terminal Rd extension: Deepwater Terminal Rd to Goodes St	104882	Exist	N/A	-	-	-	-	-	-	-	-	1,750,000	1,750,000	-	-	1,750,000
- Jahnke Rd improvements from Blakemore Rd to Forest Hill Ave	19035	Exist	14,000,000	5,330,200	1,081,900	316,458	4,000,000	3,300,000	-	-	-	-	7,300,000	-	-	14,028,558
- Mayo Bridge (Rt 360) Rehabilitation over James River	104888	Exist	7,750,000	500,000	-	-	-	1,000,000	2,000,000	3,000,000	-	-	6,000,000	-	-	6,500,000
SUBTOTALS:							6,596,117	4,300,000	2,000,000	3,000,000	-	1,750,000	17,646,117	-	-	79,986,806
Regionwide																
- Regionwide	101492		20,202,046	-	-	-	-	897,193	2,209,257	2,450,493	4,115,055	10,530,047	20,202,046	11,489,135	-	31,691,181
SUBTOTALS:							-	897,193	2,209,257	2,450,493	4,115,055	10,530,047	20,202,046	11,489,135	-	31,691,181
RRTPO TOTAL ALLOCATION REQUEST (4/6/2017)							\$17,605,150	\$18,627,360	\$19,420,139	\$19,664,375	\$20,040,055	\$20,422,121	115,779,200			
CTB RSTP Allocation for Richmond Regional RRTPO (3/1/2017)							\$17,605,150	\$18,627,360	\$19,420,139	\$19,664,375	\$20,040,055	\$20,422,121	115,779,200			
Fed RSTP Only (80%)							\$14,084,120	\$14,901,888	\$15,536,111	\$15,731,500	\$16,032,044	\$16,337,697	\$92,623,360			
State Match (20%)							\$3,521,030	\$3,725,472	\$3,884,028	\$3,932,875	\$4,008,011	\$4,084,424	\$23,155,840			
Funds Remaining							\$-	\$-	\$-	\$-	\$-	\$-	\$-			
Note: - Cost estimates from PCES (VDOT's project cost estimating system) or provided by local jurisdictions. - Schedule provided by PCES or by local jurisdictions. - Other funding from PCES/SYIP. - Previous RSTP or CMAQ funding from RRTPO tracking sheets. * Actual and projected allocations consist of 80% federal RSTP funds and 20% state match (provided by VDOT) † PPF: Past, Present, and Future																

CMAQ Allocations Approved on May 4, 2017

CMAQ

Project Description	UPC	Exist/ New	Cost Estimate	Previous Funding			Actual Allocations*	Projected CMAQ Allocations*						Total CMAQ Allocations (FY18-FY23)	Other Allocated Sources of Funding		Total Allocations* (PPF†)
				Previous CMAQ (RRTPO)	Previous RSTP (RRTPO)	Previous Other (Non-RRTPO)	FY18	FY19	FY20	FY21	FY22	FY23	RSTP FY18-FY23		Other FY18-FY23 (Amount)		
Chesterfield County																	
- Rt 360 intersection improvements at Spring Run Rd	104886	Exist	3,600,000	-	-	-	300,000	540,000	-	1,310,709	1,449,291	-	3,600,000	-	-	3,600,000	
SUBTOTALS:							300,000	540,000	-	1,310,709	1,449,291	-	3,600,000	-	-	3,600,000	
Greater Richmond Transit Company																	
- Replacement of Rolling Stock CNG Buses (CNG Conversion Support)	109362	Exist	589,291	-	-	-	589,291	-	-	-	-	-	589,291	-	-	589,291	
- Replacement of Rolling Stock CNG Buses	N/A	New	2,465,420	-	-	-	-	-	-	-	2,465,420	-	2,465,420	-	-	2,465,420	
SUBTOTALS:							589,291	-	-	-	2,465,420	-	3,054,711	-	-	3,054,711	
Hanover County																	
- Rt 33/Ashland Rd: Intersection improvements	56181	Exist	7,905,352	167,800	-	5,644,484	2,093,098	-	-	-	-	-	2,093,098	-	-	7,905,382	
- Rt 360/Lee Davis Rd: Intersection improvements	13551	Exist	24,184,000	1,008,073	5,106,973	2,573,146	-	-	-	-	754,673	1,933,255	2,687,927	5,387,927	-	16,764,046	
- Creighton Rd/Cold Harbor Rd Roundabout	81667	Exist	6,766,000	6,438,900	-	1	-	-	1,000,000	927,000	-	-	1,927,000	-	-	8,365,901	
SUBTOTALS:							2,093,098	-	1,000,000	927,000	754,673	1,933,255	6,708,025	5,387,927	-	33,035,329	

Project Description	UPC	Exist/ New	Cost Estimate	Previous Funding			Actual Allocations*	Projected CMAQ Allocations*					Total CMAQ Allocations (FY18-FY23)	Other Allocated Sources of Funding		Total Allocations* (PPF†)
				Previous CMAQ (RRTPO)	Previous RSTP (RRTPO)	Previous Other (Non-RRTPO)	FY18	FY19	FY20	FY21	FY22	FY23		RSTP FY18-FY23	Other FY18-FY23 (Amount)	
Henrico County																
ATMS (Automated Traffic Management System) phase 2: Countywide	109951	Exist	8,526,621	2,908,700	-	-	-	1,772,655	1,872,633	1,972,633	-	-	5,617,921	-	-	8,526,621
Azalea Ave pedestrian & signal improvements at Rich-Henrico Tnpk	106299	Exist	1,615,000	215,000	-	-	-	1,400,000	-	-	-	-	1,400,000	-	-	1,615,000
Ridgefield Pkwy sidewalk (north side of the roadway): Pump Rd to Falconbridge Dr	104880	Exist	1,172,000	805,062	-	-	366,938	-	-	-	-	-	366,938	-	-	1,172,000
John Rolfe Parkway	104881	Exist	759,000	414,000	-	-	325,000	-	-	-	-	-	325,000	-	-	739,000
Rt 6/Parham Rd intersection improvements	101034	Exist	14,000,000	-	2,400,000	5,050,000	-	1,500,000	1,810,709	3,239,291	-	-	6,550,000	-	-	14,000,000
SUBTOTALS:							691,938	4,672,655	3,683,342	5,211,924	-	-	14,259,859	-	-	26,052,621
Port of Virginia																
Green Operator Program	104892	Exist	1,543,052	1,293,052	-	-	250,000	-	-	-	-	-	250,000	-	-	1,543,052
SUBTOTALS:							250,000	-	-	-	-	-	250,000	-	-	1,543,052
City of Richmond																
Signal system: East, north, and west of City	105890	Exist	6,312,350	-	-	-	2,118,263	1,833,971	2,360,116	-	-	-	6,312,350	-	-	6,312,350
Signal Re-timings: Central Business District	n/a	New	800,000	-	-	-	800,000	-	-	-	-	-	800,000	-	-	800,000
Employee trip reduction program	T1811	Exist	n/a	2,901,000	-	-	250,000	-	-	-	-	-	250,000	-	-	3,151,000
SUBTOTALS:							3,168,263	1,833,971	2,360,116	-	-	-	7,362,350	-	-	10,263,350

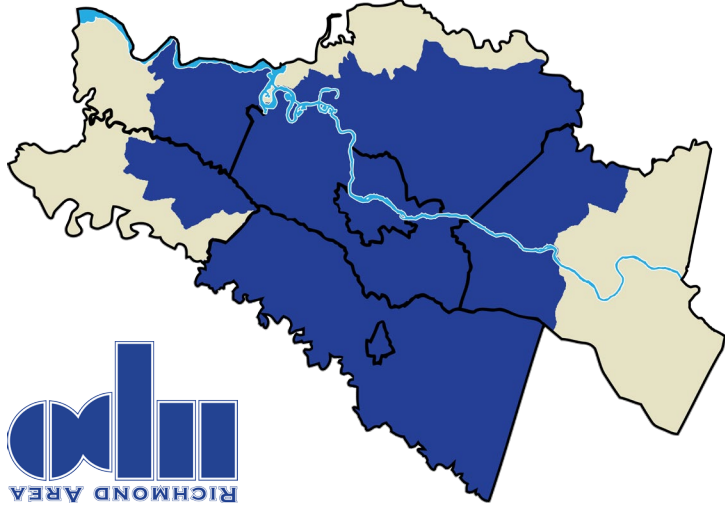
Project Description	UPC	Exist/ New	Cost Estimate	Previous Funding			Actual Allocations*	Projected CMAQ Allocations*					Total CMAQ Allocations (FY18-FY23)	Other Allocated Sources		Total Allocations* (PPF†)
				Previous CMAQ (RRTPO)	Previous RSTP (RRTPO)	Previous Other (Non-RRTPO)	FY18	FY19	FY20	FY21	FY22	FY23		of Funding		
				RSTP FY18-FY23	Other FY18-FY23 (Amount)											
RideFinders																
- Air pollution reduction program	T203	Exist	On-Going	12,917,700	704,000	-	510,483	510,484	510,484	-	-	-	1,531,451	-	-	15,153,151
SUBTOTALS:							510,483	510,484	510,484	-	-	-	1,531,451	-	-	15,153,151
Regionwide																
- Regionwide	101492		12,078,426				-	347,671	528,311	772,175	3,552,425	6,288,554	11,489,135	20,202,046	-	31,691,181
SUBTOTALS:							-	347,671	528,311	772,175	3,552,425	6,288,554	11,489,135	20,202,046	-	31,691,181
RRTPO TOTAL ALLOCATION REQUEST (4/6/2017)							\$7,603,073	\$7,904,781	\$8,082,253	\$8,221,808	\$8,221,808	\$8,221,808	\$48,255,531			
CTB CMAQ Allocation for Richmond Regional RRTPO (3/1/2017)							\$7,603,073	\$7,904,781	\$8,082,253	\$8,221,808	\$8,221,808	\$8,221,808	\$48,255,531			
Fed CMAQ Only (80%)							\$6,082,458	\$6,323,825	\$6,465,802	\$6,577,446	\$6,577,446	\$6,577,446	\$38,604,425			
State Match (20%)							\$1,520,615	\$1,580,956	\$1,616,451	\$1,644,362	\$1,644,362	\$1,644,362	\$9,651,106			
Funds Remaining							\$-	\$-	\$-	\$-	\$-	\$-	\$-			
* Actual and projected allocations consist of 80% federal CMAQ funds and 20% state match (provided by VDOT)																
† PPF: Past, Present, and Future																
NOTE:																
- Cost estimates from PCES (VDOT's project cost estimating system) or provided by local jurisdictions.																
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Ashland Charles City Chesterfield Goochland Hanover Henrico New Kent Powhatan Richmond



The Richmond Regional Transportation Planning Organization is the federally-designated forum for regional transportation decision-making, planning, and programming, which allocated \$160 million for regional transportation projects in 2016.

The agency's board is the only transportation organization in the Richmond region that includes elected officials from all nine of the Region's localities. Policymakers from regional, state, and federal transportation agencies also sit on the board.

The RRTPO is comprised of the City of Richmond, Town of Ashland, and all or part of the Counties of Charles City, Chesterfield, Goochland, Hanover, Henrico, New Kent, and Powhatan.

Richmond Regional Planning District Commission

Prepared by the

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The RRTPO is staffed by the Richmond Regional Planning District Commission, an intergovernmental agency that facilitates collaboration among the nine local jurisdictions in the Richmond region.