



2015 RSTP & CMAQ



Funding the transportation priorities of the Richmond region

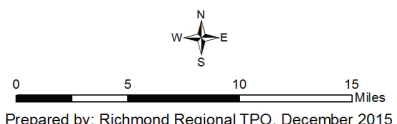
Richmond Regional Transportation Planning Organization



\$141 Million

of allocations by the Richmond Regional Transportation Planning Organization for regional transportation priority projects in FY16-FY21.

Regional Transportation Projects Map



Contents

Introduction

Regional Transportation Projects Map	i
Regional Transportation Planning Process	iii
Regional Funding of the Transportation Improvement Program	iv

Regional Surface Transportation Program

Bike and Pedestrian Projects

Trolley Line Trail	2
Courthouse to Courthouse Trail – Charles City County	3

Highway Projects

Route 10 Widening (Bermuda Triangle Rd to Meadowville Rd)	4
Route 10 Widening (Route 1 to I-95)	5
Route 10 Widening (Whitepine Road to Frith Lane)	6
Route 60 Widening (Old Buckingham Road to Farnham Road)	7
Route 360 Widening (Lonas Pkwy to Castle Rock Rd)	8
Route 360 Widening (Winterpock Rd to Woodlake Village Pkwy)	9
Hockett Road Intersection Realignment at Route 250	10
Ashcake Road Shoulder Safety Improvements	11
Atlee Road Extension	12
Cedar Lane Realignment	13
Lewistown Road Bridge Replacement at I-95	14
Mechanicsville Tpk Widening & Lee Davis Rd Intersection	15
Studley Road and Rural Point Road Roundabout	16
Dabbs House Road Complete Street	17
Sadler Road Relocation and Complete Street	18
Three Chopt Road Complete Street (Barrington Hill Rd to Gaskins Rd)	19
Carter-Gallier New Road	20
Commerce Road Complete Street	21
Deepwater Terminal Road Extension	22
Jahnke Road Complete Street	23
Mayo Bridge Rehabilitation over the James River	24
I-64 Eastbound Lane Restriping at I-295 Merge	25
I-64 Weigh Station Acceleration & Deceleration Lane Extension	26
I-64 Widening (I-295 to Exit 205, Bottoms Bridge)	27

Planning Study Projects

I-95 & Route 54 Interchange Analysis Study	28
I-64 Interchange Study at Exit 205 Bottoms Bridge	29

Congestion Mitigation & Air Quality Improvement Program

Bike and Pedestrian Projects

Robious Road Bicycle Lane	32
Salem Church Road Sidewalk	33
Huguenot Rd & River Rd Intersection Signals & Improvements	34
John Rolfe Parkway Sidewalk	35
Ridgefield Parkway Sidewalk	36
Bike Share Program – City of Richmond	37

Highway Projects

Route 1 & Route 54 Intersection	38
Route 360 & Spring Run Intersection	39
Route 33 & Ashland Road Intersection	40
Atlee Road and Route 301 Intersection	41
Creighton Road and Cold Harbor Road Intersection	42
Pole Green and Walnut Grove Road	43
Azalea Avenue at Richmond-Henrico Turnpike Complete Streets	44
Parham Road and Patterson Avenue Intersection	45

Park and Ride Projects

Park ‘N’ Ride Strategy	46
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Transit Projects

Main Street Station (Phase III)	47
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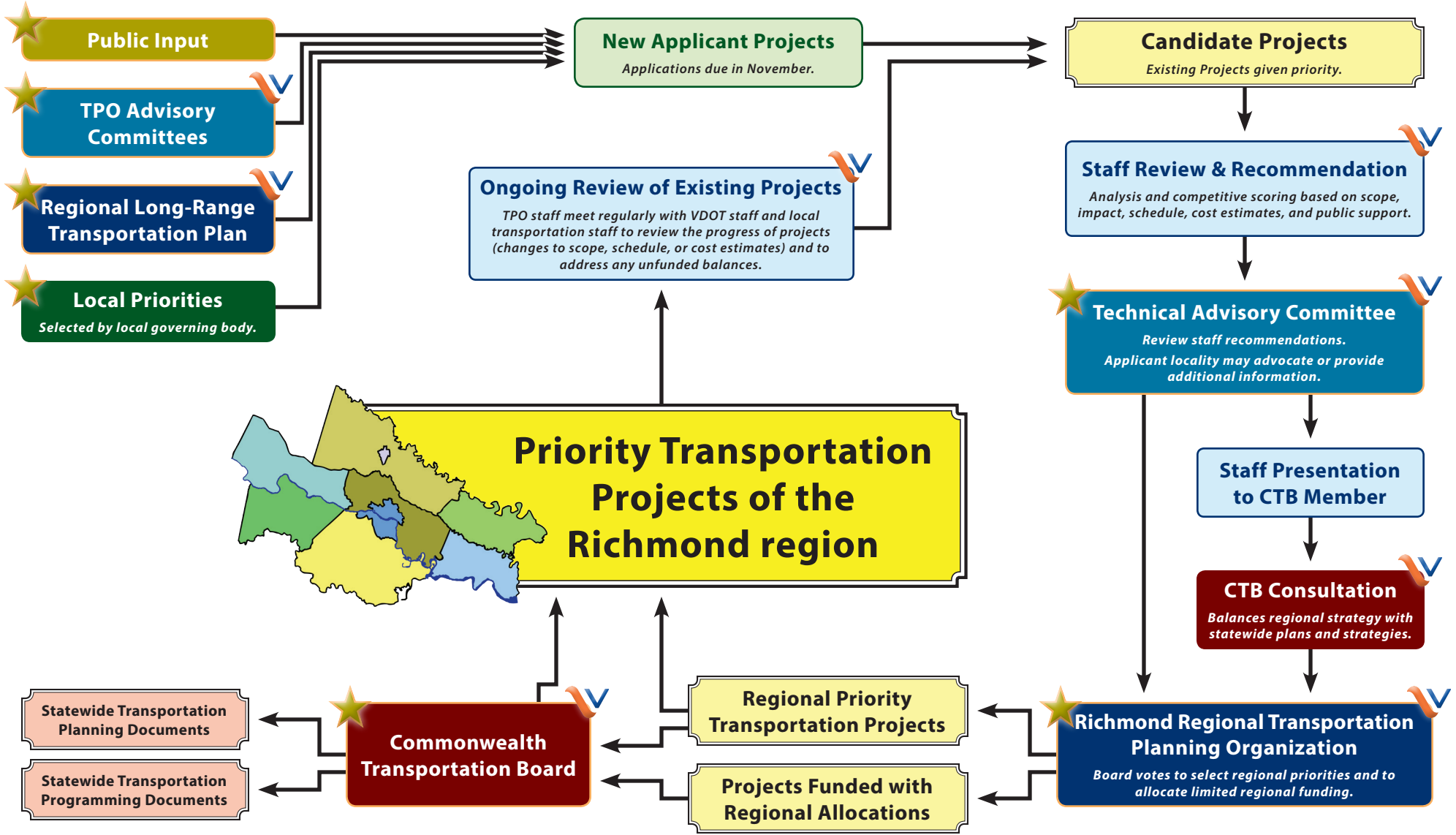
Transportation Demand Management Projects

Henrico County Automated Traffic Management System	48
Port of Richmond GO “Green Operator” Program	49
City of Richmond Automated Traffic Management System	50
City of Richmond Employee Trip Reduction Program	51
RideFinders Ride Sharing Services	52

Allocation Resolution & Tables

Resolution of Allocation	53
RSTP Allocations Approved on April 2, 2015	54
CMAQ Allocations Approved on April 2, 2015	56

Regional Transportation Planning Process



Created: April 2014

	Public input	VDOT Consultation	Regional Priorities	TPO Advisory Committee	Local governing body
	General Public	Commonwealth Transportation Board	Transportation Planning Organization	TPO staff	Local transportation staff

Regional Funding of the Transportation Improvement Program

Regional Funding for Transportation

This report details the \$141 million of regional transportation funds allocated by the Richmond Regional Transportation Planning Organization (RRTPO) on April 2, 2015.

The RRTPO is the federally-designated forum for regional transportation decision-making, planning, and programming for the Richmond region. Its 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 allocations include \$92 million of Regional Surface Transportation Program funds and \$49 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 FY16-FY21 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).

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

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

Regional Surface Transportation Program



-  RSTP Projects
-  Richmond TPO
-  Richmond PDC
-  Interstate
-  Highway
-  Expressway



0 5 10 15 Miles
 Prepared by: Richmond Regional TPO, December 2015

Trolley Line Trail



UPC: 103393

Construct Trolley Line Trail as part of the East Coast Greenway in Ashland

The Trolley Line Trail is the southern trail segment of the East Coast Greenway (ECG) running through the Town of Ashland and is constructed on the former “Trolley Line” that transported passengers from Ashland to Richmond until around 1930.

The ECG is a 2,900 mile trail which was designated by the White House in 2000 as one of twenty “National Millennium Trails” across the United States. The designated ECG trail enters Ashland at the northern corporate limits along an off-road, paved trail, known as the Rail Side Trail that parallels the CSX mainline. Near Randolph-Macon College, the trail becomes an on-road segment paralleling the railroad tracks until reaching the Trolley Line Trail in the southern part of the town where the trail continues into the Gwalthmey Church area in Hanover County.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 60,000	Complete
Right-of-way (RW)		N/A
Construction (CN)	\$ 1,040,000	Complete

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP			\$ 1,100,000		

Courthouse to Courthouse Trail – Charles City County

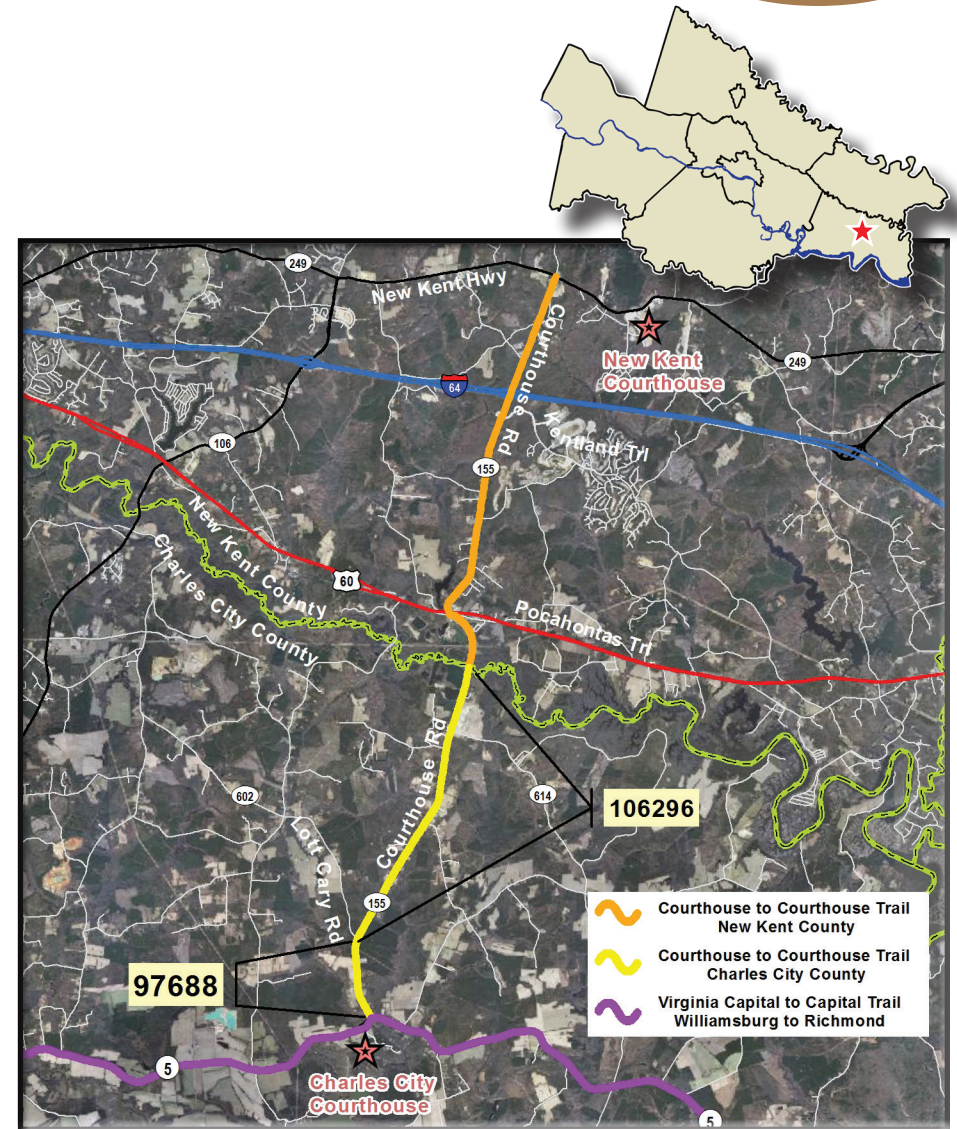


UPC: 97688, 106296

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 Court House, 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.



Project Phases (97688)	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 300,000	Underway
Right-of-way (RW)	\$ 1,000,000	FY16
Construction (CN)	\$ 2,327,795	FY17

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					Other Funding	Funding Status after FY 21
Project	Program	Past Funding	FY16	FY17 - FY21		
97688	RSTP	\$ 351,305		\$ 1,000,000		\$ 2,276,490
106296	RSTP			\$ 400,000		

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 several 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.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 2,400,000	Complete
Right-of-way (RW)	\$ 9,300,000	Underway
Construction (CN)	\$ 38,800,000	FY19

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP	\$ 736,038	\$ 4,482,710	\$ 14,300,290	\$ 6,411,580	

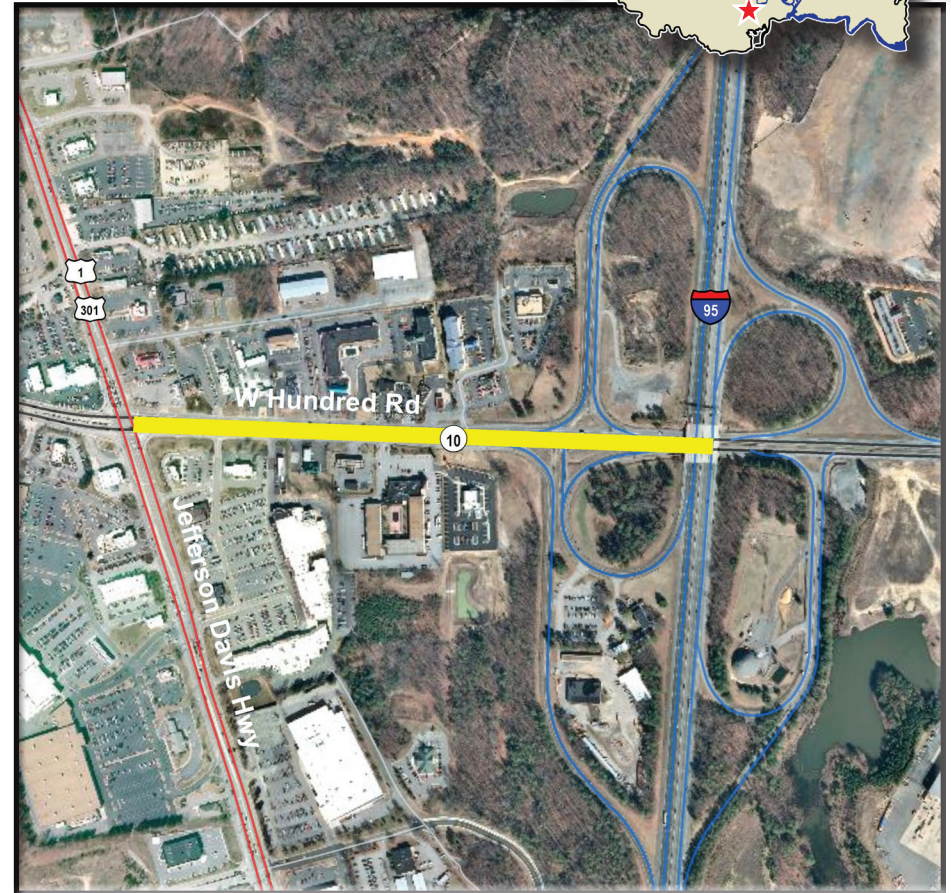
Route 10 Widening (Route 1 to I-95)



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 50,000 vehicles per day (2012) with a volume that is projected to increase to 105,000 vehicles per day by 2036; the current level of service during the peak period is “C” with a forecasted level of service of “F”.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 800,000	Underway
Right-of-way (RW)	\$ 2,250,000	FY16
Construction (CN)	\$ 4,950,000	FY18

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP	\$ 2,100,000		\$ 3,500,000	\$ 4,000,000	

Route 10 Widening (Whitepine Road to Frith Lane)

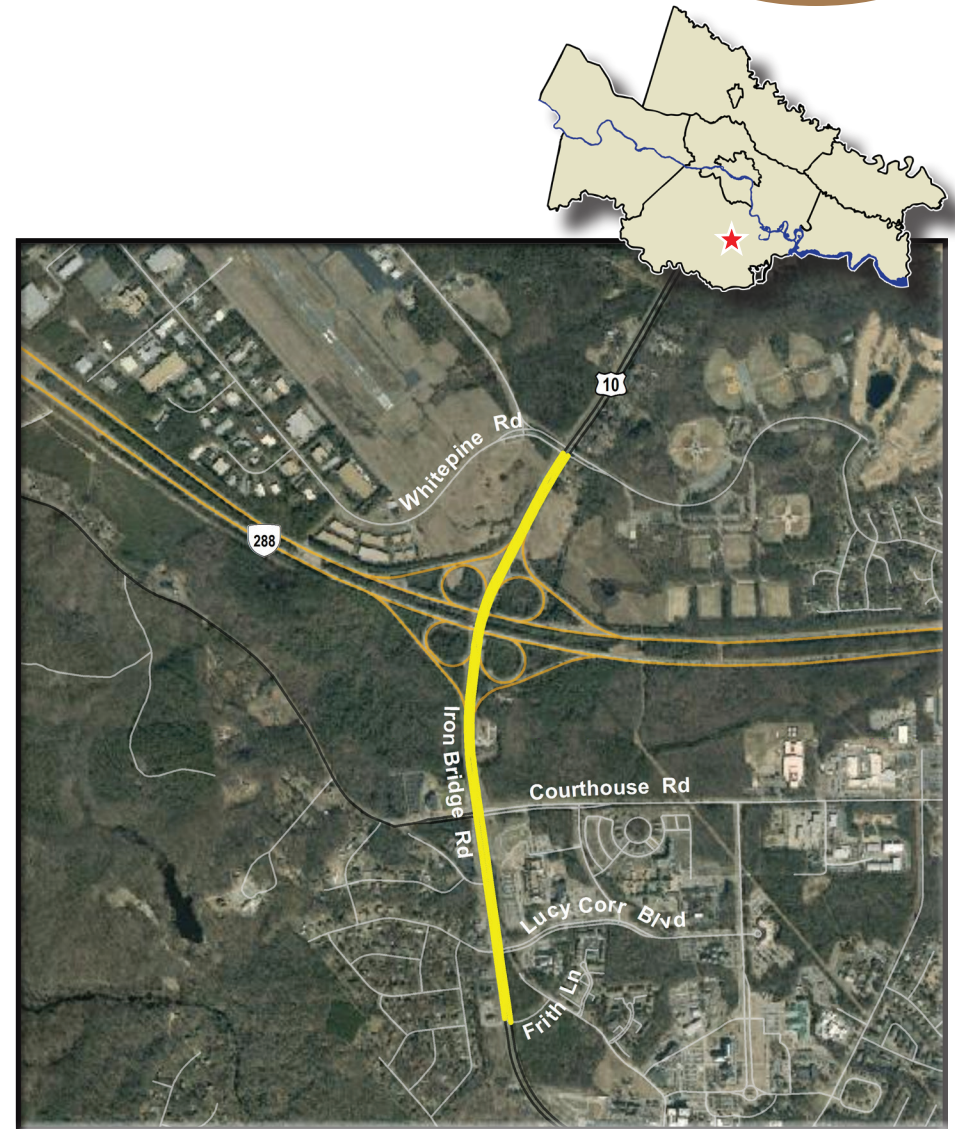
RSTP

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; at this time, the county is not proposing the use of any funds other than RSTP for this project.

The TPO selected approved funding for the Right-of-Way portion of this project, but the Construction phase has not yet been approved.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 1,300,000	FY19
Right-of-way (RW)	\$ 2,000,000	FY21
Construction (CN)	\$ 8,700,000	FY24

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP			\$ 3,300,000		\$ 10,700,000

Route 60 Widening (Old Buckingham Road to Farnham Road)

RSTP

UPC: 102959

Widen westbound Midlothian Turnpike from Farnham Road to Old Buckingham Road in Chesterfield County

West Hundred Road (Route 10) in Chesterfield County provides access to US Route 1, I-95 and I-295, with all interchange areas are located within a four-mile distance. Furthermore, this section of Route 10 provides access to local industries, residential and commercial areas.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 1,750,000	Complete
Right-of-way (RW)	\$ 740,000	Complete
Construction (CN)	\$ 10,693,312	Underway

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP	\$ 2,100,000	\$ 2,000,000		\$ 12,901,901	

Route 360 Widening (Lonas Pkwy to Castle Rock Rd)



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 TPO 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 will fund the Preliminary Engineering and Right-of-Way phases of the project.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 800,000	FY19
Right-of-way (RW)	\$ 1,000,000	FY20
Construction (CN)	\$ 3,700,000	FY22

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP			\$ 1,800,000		\$ 3,700,000

Route 360 Widening (Winterpock Rd to Woodlake Village Pkwy)

RSTP

UPC: 97687

Widen Hull Street Road from Winterpock Road to Woodlake Village Parkway in Chesterfield County

Hull Street Road is designated as a principal arterial road on the National Highway System; this road provides access for western Chesterfield and Amelia County to Route 288. The section of Hull Street Road (US Route 360) between Winterpock Road and Woodlake Village carries 45,000 (2009) vehicles per day and this volume is projected to increase to 51,000 per day by 2021. This project will widen the roadway from a four-lane divided highway to a six-lane divided highway.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 1,300,000	Complete
Right-of-way (RW)	\$ 1,800,000	Complete
Construction (CN)	\$ 9,350,000	Complete

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP	\$ 7,750,000	\$ 4,250,000		\$ 500,000	

Hockett Road Intersection Realignment at Route 250



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 TPO funding allocation will complete the construction phase of the project.

In July 2013, the Goochland County Board of Supervisors selected the relocation of a segment of Hockett Road as a priority for the County's Secondary Six-Year Plan. This project is being administered by Goochland County.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 395,000	Complete
Right-of-way (RW)	\$ 5,000	Underway
Construction (CN)	\$ 1,500,000	FY16

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP	\$ 500,000		\$ 1,000,000	\$ 400,000	

Ashcake Road Shoulder Safety Improvements



UPC: 106206

Construct a shoulder wedge and pavement overlay on Ashcake Road from Ashland city limits to Sliding Hill Road in Hanover County

Ashcake Road is a Minor Arterial roadway for primarily local traffic and passes through the historic Brown Grove community and serves a local church and concrete products manufacturing facility. The “Route 76” long-distance bicycling route extends through the entire project area.

This project will increase safety along the existing road section, which is approximately 20 feet in width and has no shoulders with the pavement transitioning to a roadside ditch. In the past three years, there were 31 reported crashes in the 3.45 mile corridor with 20 accidents identified as run-off the road crashes and 50% of those crashes resulted in injuries.

This project will provide a minimum one-foot paved shoulder to provide additional recovery area to counter the run-off the road crashes. The project will be administered by Hanover County and will address safety concern as well as maintenance concerns.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 45,116	Complete
Right-of-way (RW)		N/A
Construction (CN)	\$ 445,110	Underway

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP	\$ 300,000	\$ 300,000			

Atlee Road Extension



UPC: 98236

Extend Atlee Road to connect with Atlee Station Road in Hanover County

The Atlee Road Extension would connect Atlee Road and Atlee Station Road, extending the existing north terminus of Atlee Road approximately two-tenths of a mile northwest. This road extension would create a north-south link that would parallel I-95, but nested in the secondary arterial network of Hanover County. The project would also include pedestrian accommodations.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 1,125,000	Complete
Right-of-way (RW)	\$ 3,535,000	Underway
Construction (CN)	\$ 11,425,000	FY17

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP	\$ 4,416,600		\$ 2,014,000	\$ 11,505,642	

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.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 498,072	Complete
Right-of-way (RW)	\$ 914,000	Underway
Construction (CN)	\$ 4,076,823	FY18

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP	\$ 2,000,000		\$ 934,000	\$ 3,001,000	

Lewistown Road Bridge Replacement at I-95



UPC: 90347

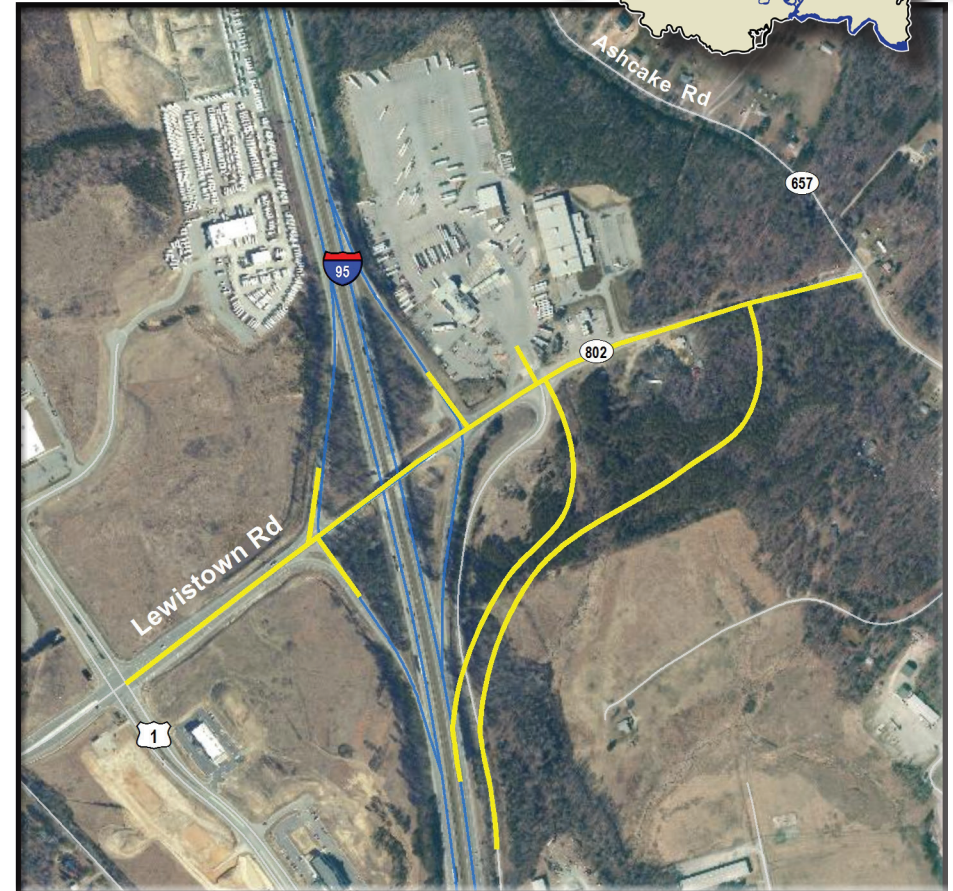
Replace Lewistown Road Bridge over I-95 in Hanover County

In the Richmond region, the I-95/Lewistown Road interchange was constructed with private funds when I-95 was first opened in the early 1960's in the Richmond region. The vertical clearance between I-95 and the Lewistown Road Bridge does not meet current design standards and has been hit repeatedly by oversized trucks and cargoes travelling in the I-95 corridor.

The TPO identified this project as a Regional Transportation Priority because of the significance of I-95 in the regional, state, and national transportation network. Hanover County has identified this project as a local priority and they have designated this area as an Economic Development Zone.

This is a project advancing in two phases: Phase 1, which was completed using RSTP and RSTP-ARRA funds, focused on widening the road and the approaches to the bridge on the west side of the interchange.

Phase 2, which is with TPO RSTP funds and CTB state funds, will involve replacing the current two-lane bridge with a four-lane bridge and realigning the road network in the vicinity of the interchange to improve access management.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 3,346,628	Complete
Right-of-way (RW)	\$ 5,341,144	Complete
Construction (CN)	\$ 21,478,874	Underway

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP	\$ 15,092,500	\$ 81,862		\$ 14,933,510	

Mechanicsville Tpk 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.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 1,373,000	Complete
Right-of-way (RW)	\$ 3,247,279	Underway
Construction (CN)	\$ 9,692,405	FY18

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP	\$ 4,754,854		\$ 5,740,000	\$ 164,000	
CMAQ			\$ 3,040,000		

Studley Road and Rural Point Road Roundabout



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. Through 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.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 285,000	Underway
Right-of-way (RW)	\$ 145,000	FY16
Construction (CN)	\$ 1,315,000	FY21

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP	\$ 500,000		\$ 1,120,000	\$ 125,000	

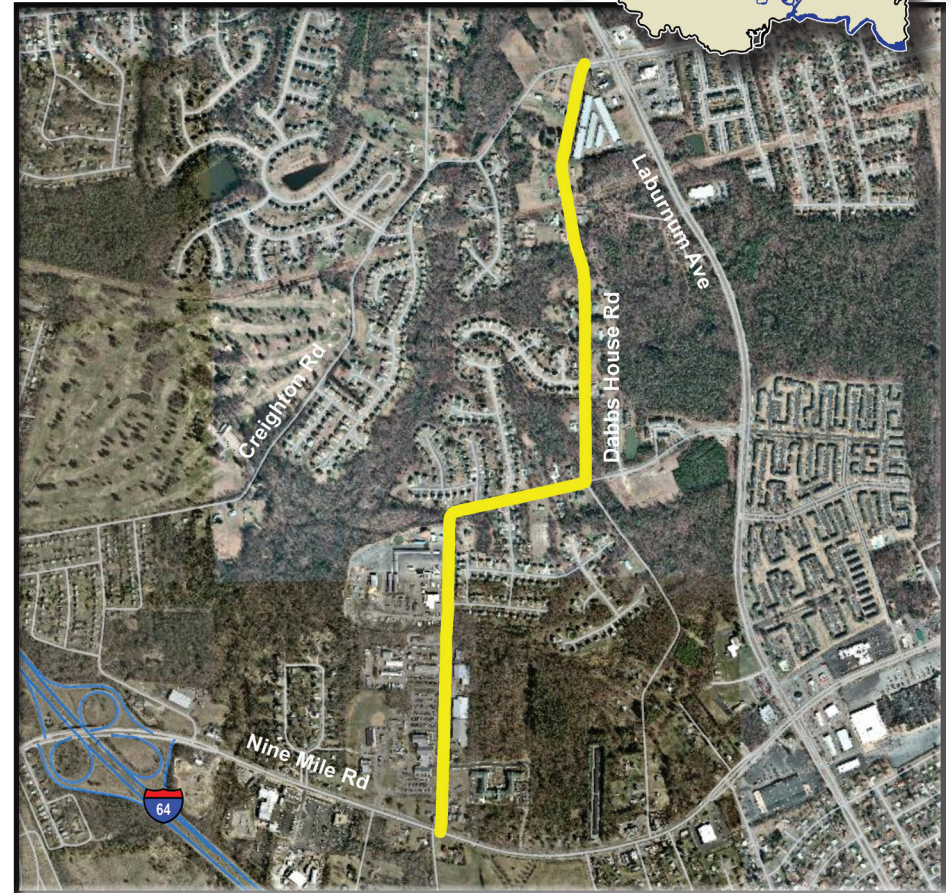
Dabbs House Road Complete Street



UPC: 60933

Widen, realign and improve Dabbs House Road as a complete street from Nine Mile Road to Creighton Road in Henrico County

Dabbs House Road is classified as an urban collector providing access between Nine Mile Road and Creighton Road in eastern Henrico County. This project will widen and realign a 1.3 mile section, add necessary turn lanes and install a five-foot sidewalk. These improvements will address current deficiencies including poor alignment issues, intersection flow issues and a lack of pedestrian accommodations.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 1,750,000	Complete
Right-of-way (RW)	\$ 2,564,920	Underway
Construction (CN)	\$ 6,472,360	FY17

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP	\$ 3,808,743		\$ 4,300,000	\$ 5,181,000	

Sadler Road Relocation and Complete Street

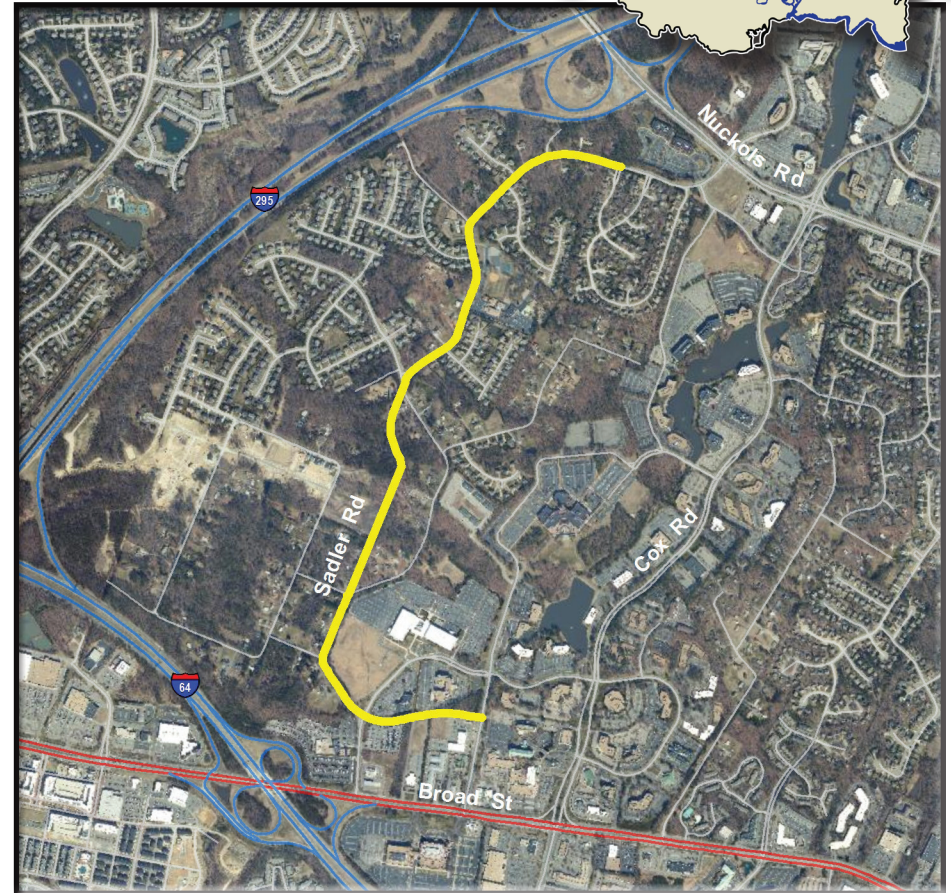


UPC: 60934 (PE), 104148 (RW & CN)

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.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 2,500,000	Underway
Right-of-way (RW)	\$ 4,600,000	Underway
Construction (CN)	\$ 11,170,000	FY17

Regional Funding from RRTPO					Other Funding	Funding Status after FY 21
Project	Program	Past Funding	FY16	FY17 - FY21		
60934	RSTP	\$ 1,426,900			\$ 1,073,057	
104148	RSTP	\$ 4,002,800		\$ 5,600,000	\$ 6,167,244	

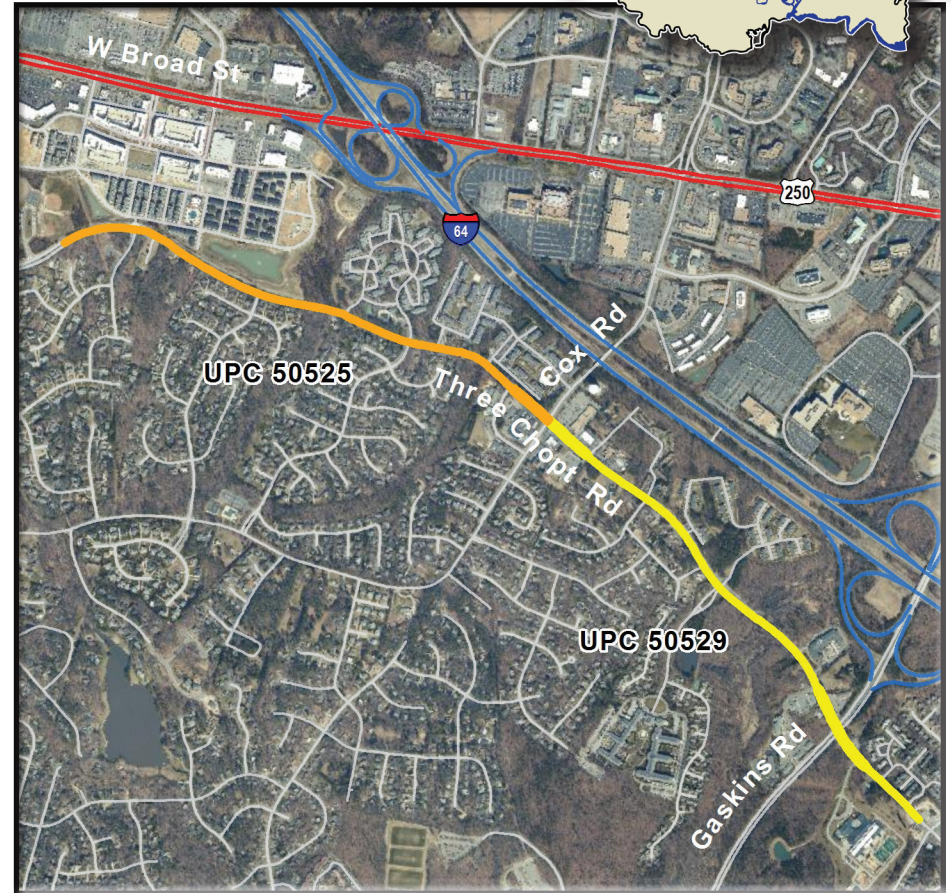
Three Chopt Road Complete Street (Barrington Hill Rd to Gaskins Rd)

RSTP

UPC: 50525, 50529

Widen and improve Three Chopt Road as a complete street from Barrington Hill Drive to Cox Road in Henrico County

Three Chopt Road is a minor arterial providing access from Cary Street in the City of Richmond to Lauderdale Rd in western Henrico County. These two connected projects will widen an approximately two-mile portion of Three Chopt Road, between Barrington Hill Drive and Gaskins Road, from two lanes to a four-lane divided highway and includes significant improvements to the intersection of Three Chopt Road and Gaskins Road. The project will also add pedestrian accommodations.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	N/A	N/A
Right-of-way (RW)	\$ 1,026,000	Underway
Construction (CN)	\$ 13,118,321	FY18

Regional Funding from RRTPO					Other Funding	Funding Status after FY 21
Project	Program	Past Funding	FY16	FY17 - FY21		
50525	RSTP	\$ 7,246,300		\$ 308,000		
50529	RSTP	\$ 6,772,000		\$ 126,000		

Carter-Gallier New Road



UPC: 8216

Construct Carter-Gallier Road 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 Road, with Luck Stone Road.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 1,280,000	Complete
Right-of-way (RW)	\$ 2,508,508	Underway
Construction (CN)	\$ 3,171,886	FY17

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP	\$ 4,150,902		\$ 2,328,901	\$ 488,065	Fully-funded

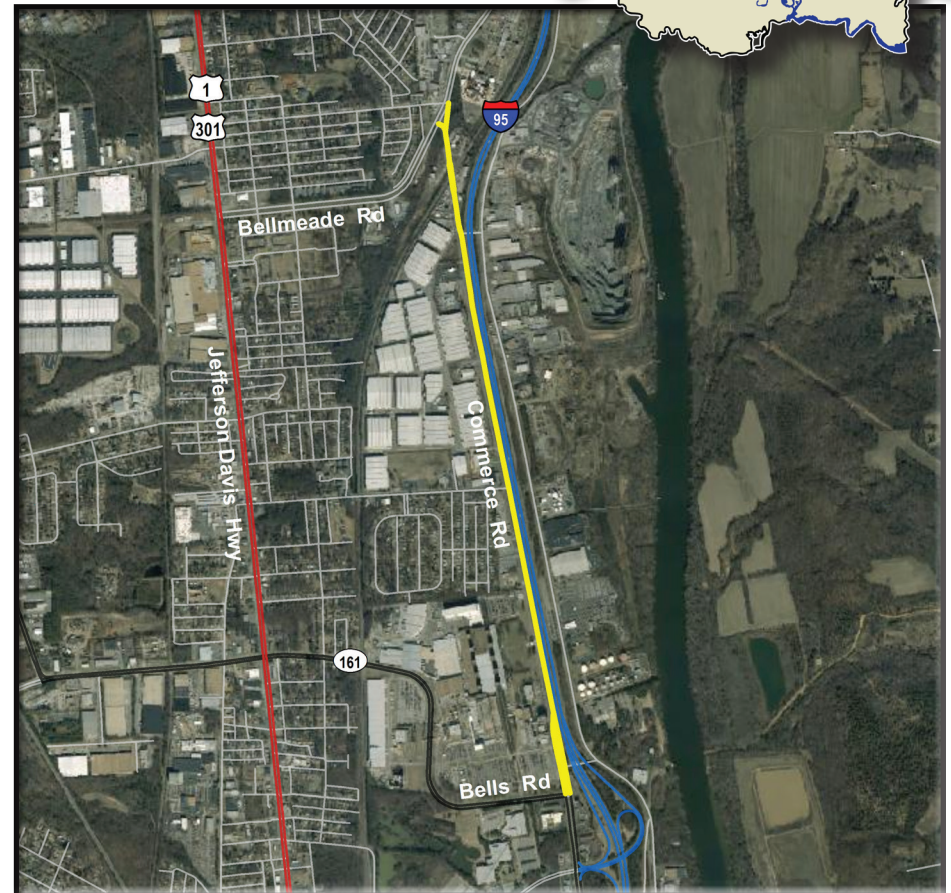
Commerce Road Complete Street



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.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 2,092,072	Complete
Right-of-way (RW)	\$ 600,000	Underway
Construction (CN)	\$ 11,768,333	FY16

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP			\$ 2,050,000	\$ 13,610,411	

Deepwater Terminal Road Extension



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 Port of Richmond.

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



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

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP			\$ 1,750,000		

Jahnke Road Complete Street

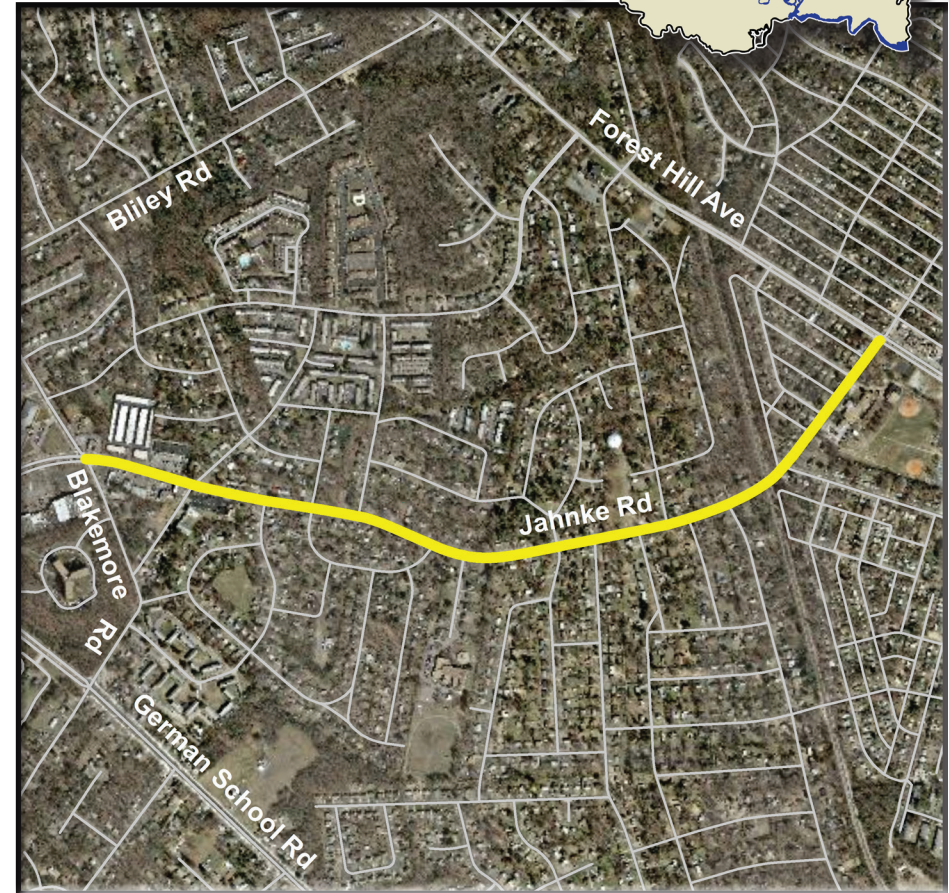


UPC: 19035

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.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 2,000,000	Complete
Right-of-way (RW)	\$ 2,000,000	Underway
Construction (CN)	\$ 9,699,321	FY17

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP	\$ 4,162,100	\$ 1,168,138	\$ 7,300,000	\$ 316,458	
CMAQ	\$ 1,081,902				

Mayo Bridge Rehabilitation over the James River



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	FY19
Right-of-way (RW)		N/A
Construction (CN)	\$ 2,000,000	FY20

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP			\$ 6,000,000		

I-64 Eastbound Lane Restriping at I-295 Merge

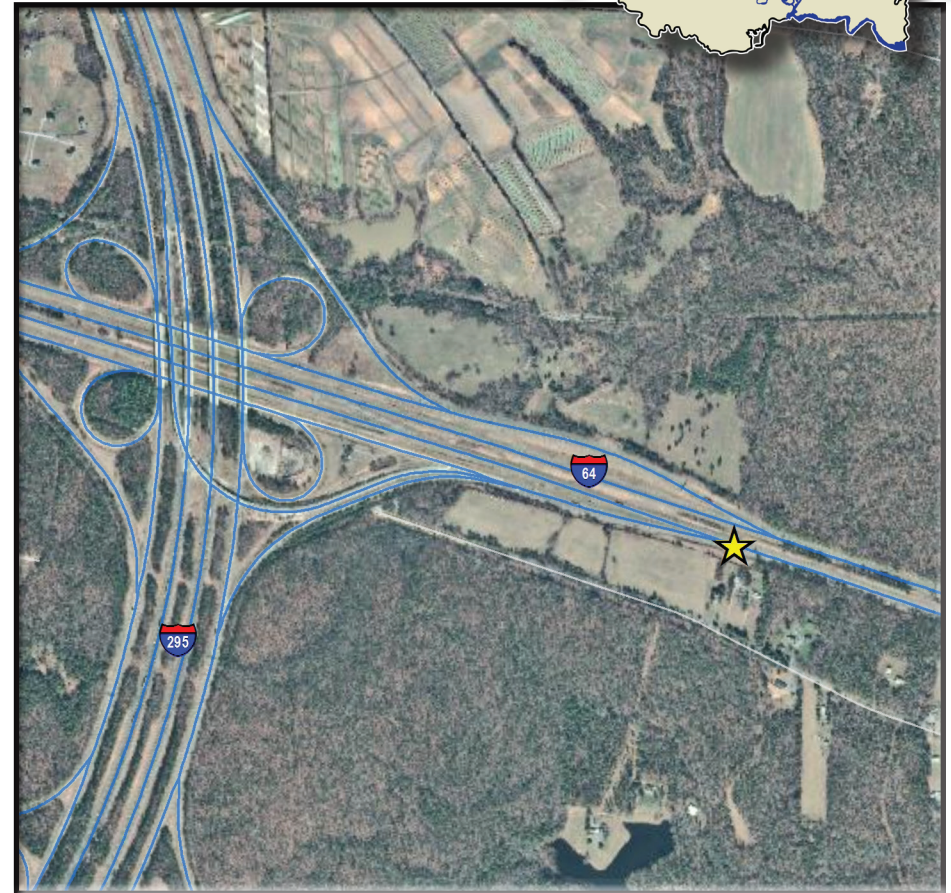


UPC: 107461

Restripe existing pavement markings at the merge point of I-295 and I-64 heading eastbound

Currently the I-295 and I-64 merge point for vehicles heading eastbound requires that traffic from I-295 to merge together and then merge on to I-64. Often times the amount of traffic from I-295 is higher than the traffic on I-64. This project would restripe the existing pavement to allow a more equitable flow of traffic. With the restriping, both I-64 and I-295 would have thru lanes to continue onto I-64 eastbound, and traffic from both directions would only be required to merge once.

The TPO approved funding for the preliminary engineering phase of this project.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 50,000	FY20
Right-of-way (RW)		N/A
Construction (CN)	\$ 1,350,000	N/A

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP	\$ 50,000				

I-64 Weigh Station Acceleration & Deceleration Lane Extension

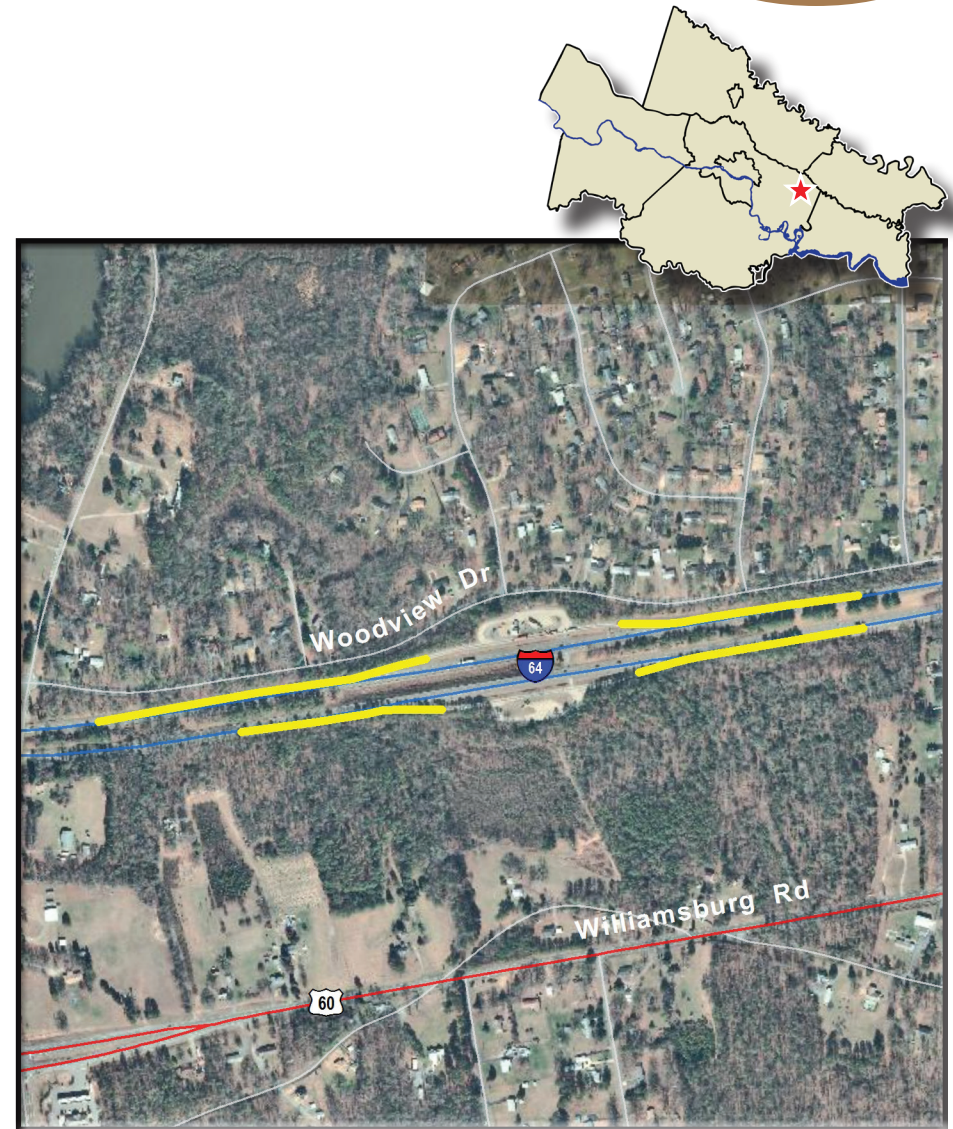
RSTP

UPC: 107459

Extend acceleration and deceleration lanes at weigh station at mile marker 203 on I-64

At mile marker 203 on I-64 east of the City of Richmond is a Virginia DMV Motor Carrier Service Center or weight station for commercial vehicles. This weigh station currently functions with substandard acceleration and deceleration lanes. These lanes do not have enough length to allow for appropriate acceleration and deceleration. This is especially problematic when commercial vehicles are merging back on the highway because they do not have enough time to get up to a safe travel speed before merging with traffic. Furthermore, crash data for the I-64 corridor shows an increase in crashes at this location for eastbound travelers.

The TPO approved funding for the preliminary engineering phase of this project.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 450,000	FY20
Right-of-way (RW)		N/A
Construction (CN)	\$ 3,650,000	N/A

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP	\$ 450,000				

I-64 Widening (I-295 to Exit 205, Bottoms Bridge)

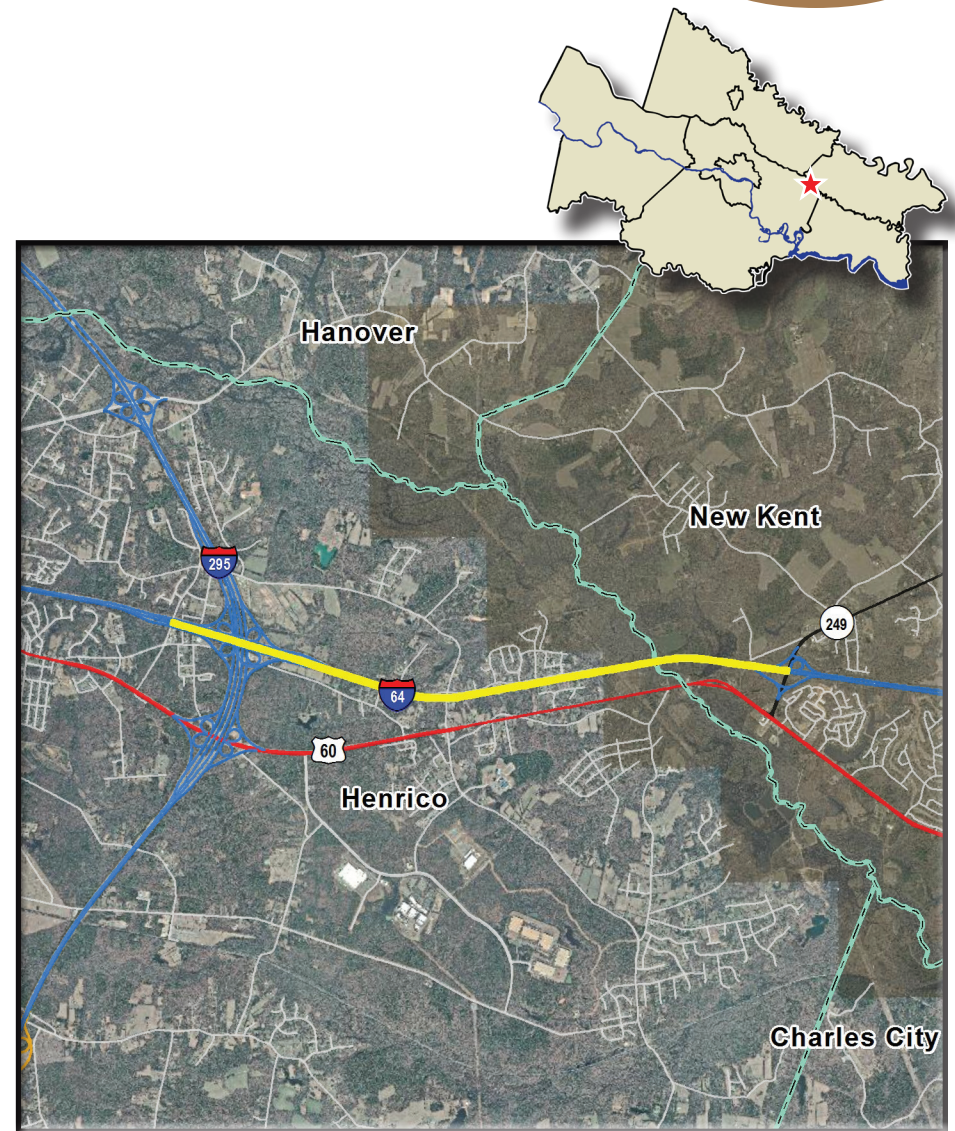


UPC: 107458

Widen Interstate 64 from I-295 to Bottoms Bridge (Exit 205)

This project would widening Interstate 64 from four lanes to six lanes between the I-295 interchange and the Bottoms Bridge Interchange (Exit 205) in New Kent County. The need for this project was determined as part of the I-64 Peninsula Study – Final Environmental Impact Statement released in December 2013. This portion of I-64 has a current Daily Traffic Volume of approximately 71,000, and a forecasted volume of 101,000 for the year 2040. In the last three years there have been 118 vehicle crashes in this corridor.

The TPO approved funding for a portion of preliminary engineering for this project. The funding total would allow PE to advance to 30% plans.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 9,500,000	FY20
Right-of-way (RW)	\$ 15,800,000	N/A
Construction (CN)	\$ 53,700,000	N/A

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP			\$ 1,749,998		

I-95 & Route 54 Interchange Analysis Study

RSTP

UPC: 106215

Analyze alternatives for interchange of I-95 and Route 54 in Ashland

This interchange analysis will build on a 2003 VDOT study of three interchanges in Hanover County in the I-95 corridor. Heavy vehicle volumes, signalized intersections and approved and planned growth in the area challenge the operational efficiency of the interchange; the functionality will continue to degrade as development continues.

While larger scale projects were envisioned in the 2003 VDOT analysis, this study will provide a pragmatic approach of incremental improvements given transportation funding constraints. This project will evaluate various concepts to improve operations of the interchange to address current and future traffic demands.

Several preliminary options are reflected on the adjacent map:

- Option A: Relocate I-95 SB off-ramp to Hill Carter Parkway
- Option B: Add left-turn lane and traffic signal at Rt. 54 WB to I-95 SB ramp.
- Option C: Widen I-95 SB Ramp
- Option D: Extend Rt. 54 EB acceleration lane from I-95 NB



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 450,000	Underway
Right-of-way (RW)		N/A
Construction (CN)		N/A

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP	\$ 250,000	\$ 200,000			

I-64 Interchange Study at Exit 205 Bottoms Bridge

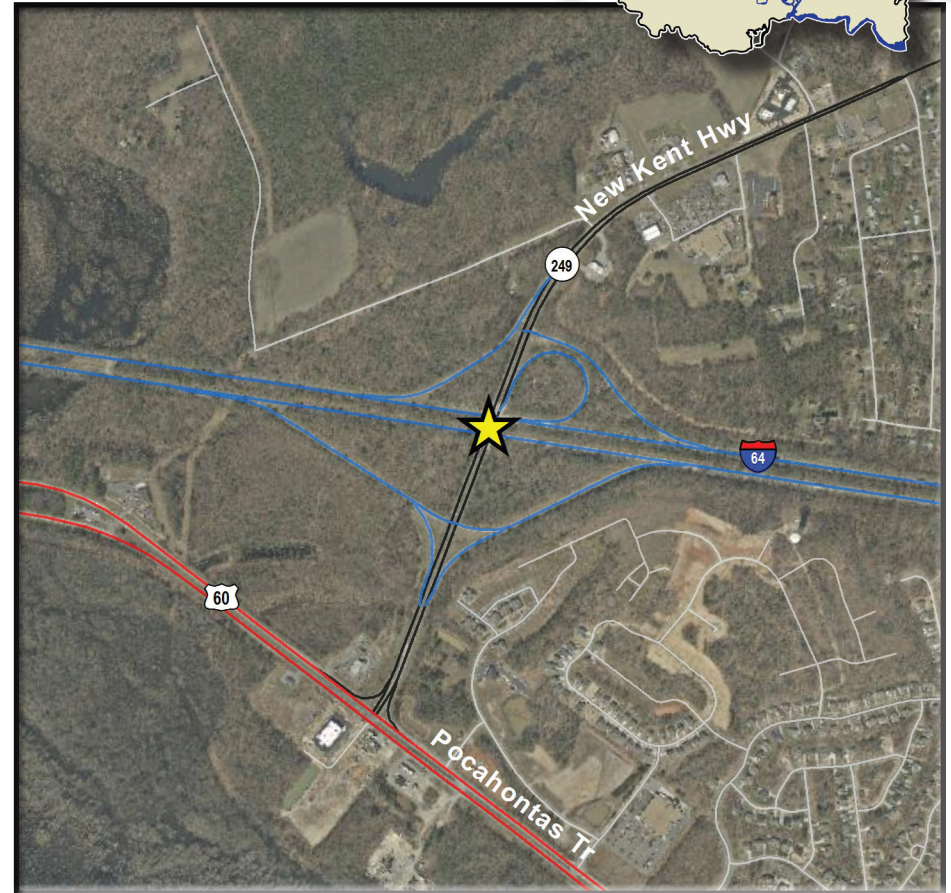


UPC: 107460

Study the I-64 and Route 249 interchange to determine appropriate improvements in New Kent County

This project will examine the current interchange structure at the I-64 and Route 249 interchange to determine what changes need to be made to this interchange to increase safety and efficiency. Issues with this interchange include high crash rates and a deficient on-ramp loop that does not allow vehicles to reach appropriate travel speeds before entering the highway. This interchange modification report will allow a more detailed study of the deficiencies of this interchange and develop potential alternatives for addressing these issues.

The TPO approved funding for the interchange modification report. There is no commitment to additional project phases.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 250,000	FY20
Right-of-way (RW)	N/A	N/A
Construction (CN)	N/A	N/A

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
RSTP	\$ 250,000				

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Congestion Mitigation & Air Quality Improvement Program

CMAQ



Prepared by: Richmond Regional TPO, December 2015

Robious Road Bicycle Lane

UPC: 104884

Construct a bicycle lane along westbound Robious Road from Salisbury Road to James River Road in Chesterfield County

Robious Road is a busy four-lane divided highway, used by commuter and local traffic. The eastbound lanes have a paved-shoulder bike lane but the bike lane on the westbound lane does not continue past Salisbury Road.

Citizens have requested Chesterfield work to close the missing section of shoulder bike lane. The missing section creates a gap in safety for those making their transportation trip by bicycle to destinations such as the James River Park and the commercial center near Huguenot Road.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 130,000	Complete
Right-of-way (RW)		N/A
Construction (CN)	\$ 166,535	Underway

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
CMAQ	\$ 130,000	\$ 370,000			

Salem Church Road Sidewalk

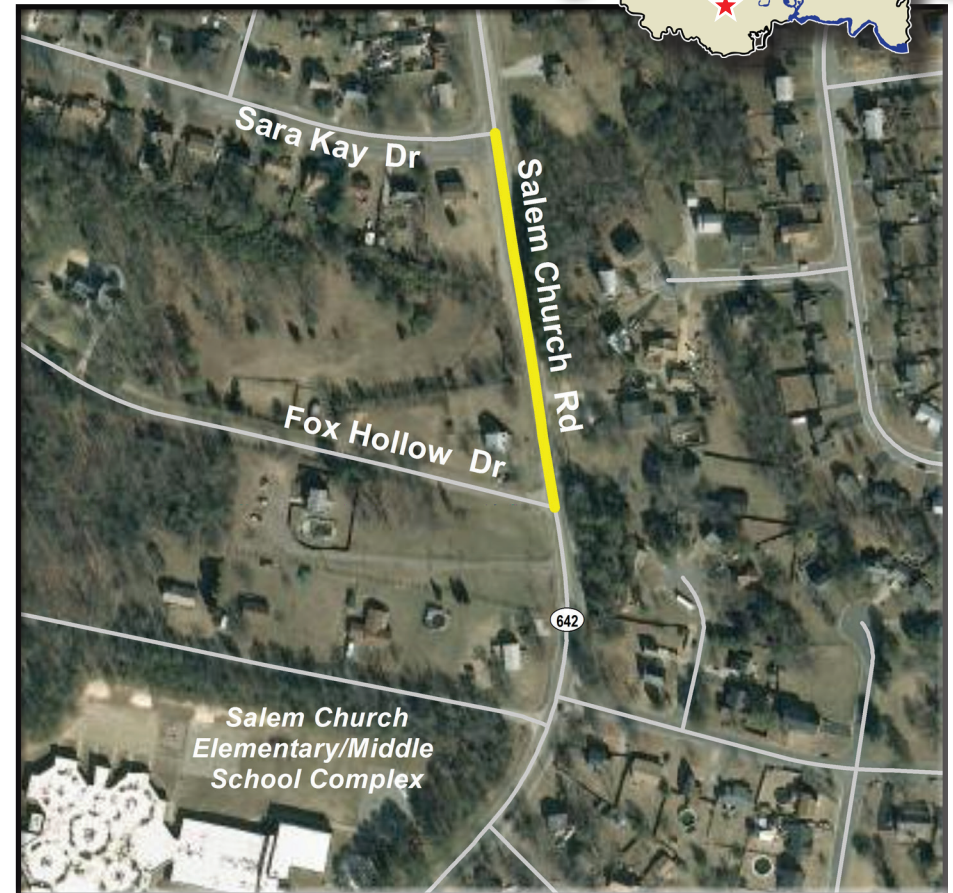
CMAQ

UPC: 104883

Construct a sidewalk along Salem Church Road from Fox Hollow to Sara Kay Drive in Chesterfield County

Chesterfield County received VDOT bike and pedestrian funds to construct the first phase of the sidewalk along Salem Church Road from the Salem Church Elementary and Middle School complex to Sara Kay Drive. VDOT is also administering this first phase of the project.

The allocations from the RRTPO will fund the second phase of the project, extending the sidewalk project from Fox Hollow Drive to Sara Kay Drive. The second phase of the project is administered by Chesterfield County.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 96,300	Complete
Right-of-way (RW)		N/A
Construction (CN)	\$ 253,700	Complete

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
CMAQ	\$ 130,000	\$ 220,000			

Huguenot Rd & River Rd Intersection Signals & Improvements

CMAQ

UPC: 104959

Implement safety improvements that facilitate cyclists and pedestrian mobility of Huguenot Road and River Road in the City of Richmond

The Huguenot Road and River Road intersection is a vibrant community commercial center with access to the James River and to the University of Richmond. The newly-replaced Huguenot Bridge (completed in 2012) has sidewalks and can safely accommodate bicycles connecting the south side of the river and the James River Park to the north side of the river.

The current intersection of Huguenot Road and River Road intersection lacks pedestrian actuated signal heads and crosswalks. There are also missing links of sidewalk that between the Huguenot Bridge and the commercial area along River Road. The planned improvements will provide for this missing infrastructure, creating a more walkable environment.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 160,000	Complete
Right-of-way (RW)		Underway
Construction (CN)	\$ 720,508	FY17

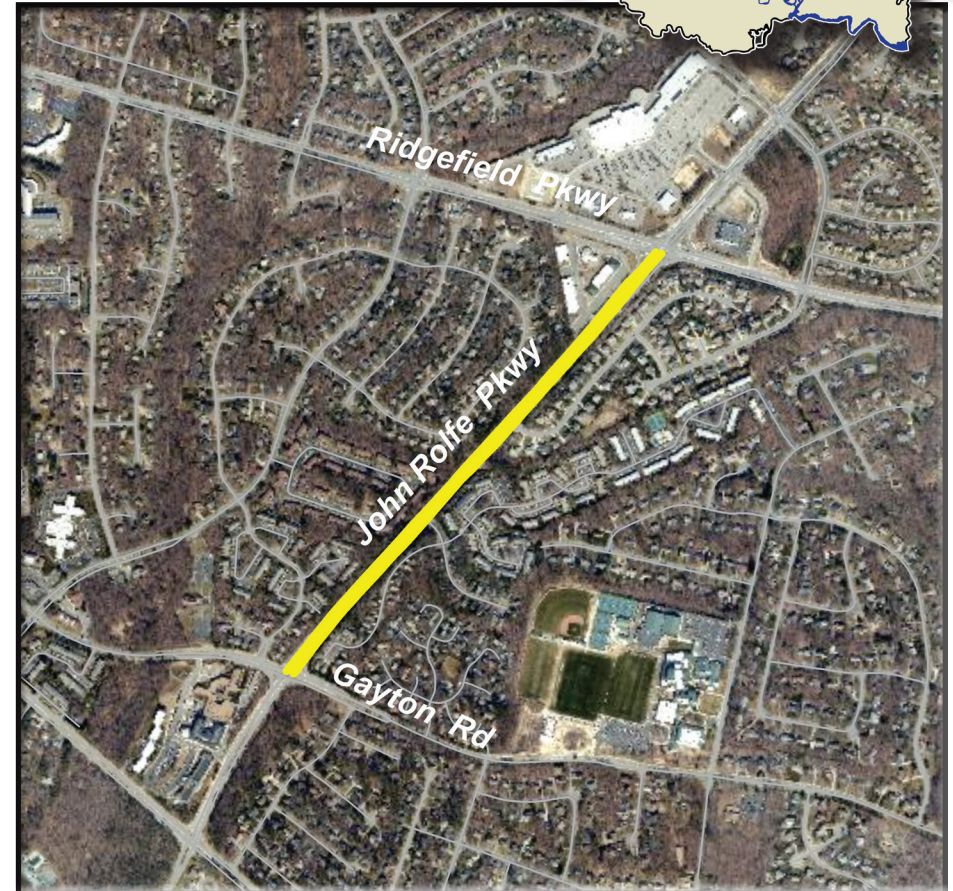
Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
CMAQ	\$ 470,000	\$ 400,000			

John Rolfe Parkway Sidewalk

UPC: 104881

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

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



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 120,000	Underway
Right-of-way (RW)	\$ 100,000	FY17
Construction (CN)	\$ 320,000	FY19

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
CMAQ	\$ 120,000	\$ 420,000			

Ridgefield Parkway Sidewalk

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 Goodwin High School on Pump Road.

This project is administered by Henrico County.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 175,000	Underway
Right-of-way (RW)	\$ 100,000	FY17
Construction (CN)	\$ 325,000	FY19

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
CMAQ	\$ 175,000		\$ 425,000		

Bike Share Program – City of Richmond

CMAQ

UPC: 105889

Install phases one and two of Bike Share stations

The City of Richmond has developed a two-phase approach to the implementation of its Bike Share program. This first phase would be implemented in the urban core of downtown, while the second phase would follow, extending into residential and commercial areas (The Fan, Scott's Addition) and tying into new bike and pedestrian infrastructure (The Capital Trail). Phase one of this project was advertised in mid-2015.

Providing shared bicycles for a fee allows those working, living, or visiting Richmond's urban core to choose biking as an option for trips. Bike sharing provides a simple and affordable means of moving about the urban core of a city, minimizing the need to rely on a motor vehicle while simultaneously complementing other modes of travel. Bike sharing can also expand the footprint or attractiveness of the Richmond Region's bus transit by eliminating the need for some transfers, or providing enhanced access to transit.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 200,000	Underway
Right-of-way (RW)		N/A
Construction (CN)	\$ 2,800,000	FY16

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
CMAQ	\$ 1,064,000	\$ 1,082,051	\$ 853,949		

Route 1 & Route 54 Intersection

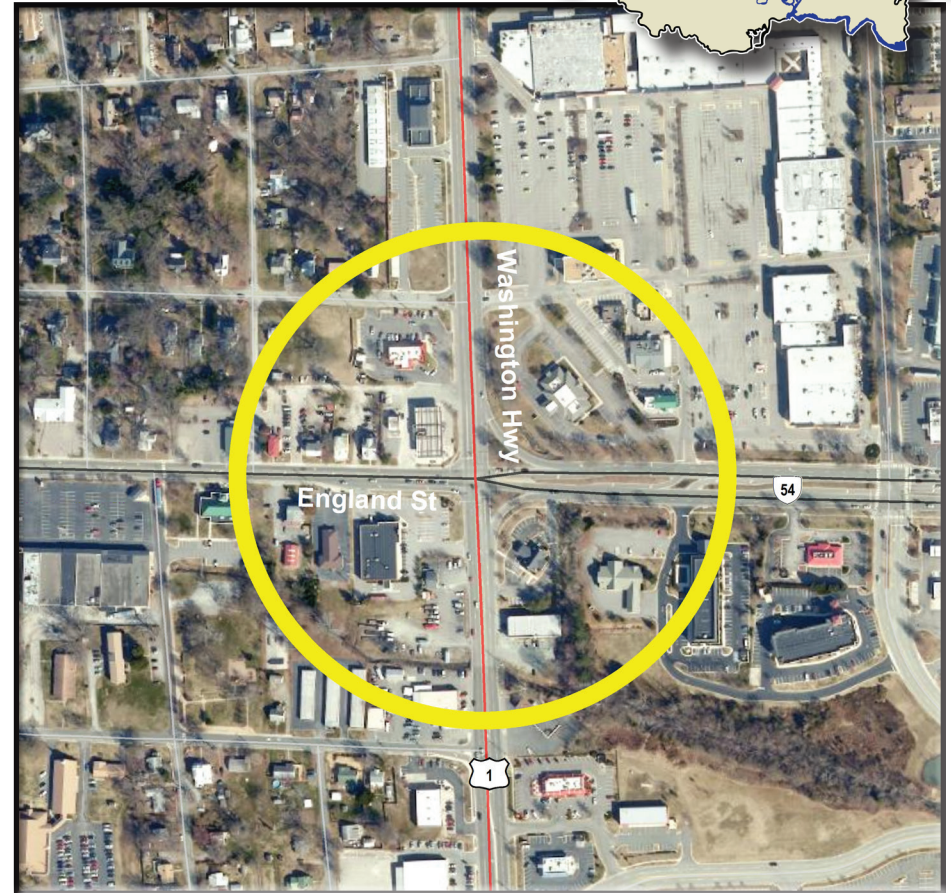
CMAQ

UPC: 13463

Improve intersection at Washington Highway and England Street in the Town of Ashland

The intersection improvement at Washington Highway (US Route 1) and England Street (Route 54) in the Town of Ashland has been a town transportation priority for nearly twenty years. In addition to carrying local and regional traffic on US Route 1 through the town, increasingly routine traffic incidents cause traffic to be diverted to Washington Highway.

England Street is both a local road and a commuter route serving western Hanover County. The improvements will include additional turn lanes, access management, sidewalk construction and drainage improvements.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 853,000	Complete
Right-of-way (RW)	\$ 2,500,479	Complete
Construction (CN)	\$ 4,174,470	Underway

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
CMAQ	\$ 4,596,800	\$ 500,000		\$ 1,454,480	
RSTP	\$ 481,100				

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 primary through movement of traffic on Hull Street Road.

This project is administered by Chesterfield County.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 250,000	FY17
Right-of-way (RW)	\$ 450,000	FY18
Construction (CN)	\$ 2,300,000	FY21

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
CMAQ			\$ 3,000,000		

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.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 1,600,000	Complete
Right-of-way (RW)	\$ 2,800,158	Underway
Construction (CN)	\$ 3,248,000	FY17

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
CMAQ	\$ 5,799		\$ 2,093,098	\$ 5,644,484	

Atlee Road and Route 301 Intersection

CMAQ

UPC: 77121

Install turn lane improvements at Atlee Road and Route 301 Intersection

This project is an intersection improvement at a key intersection in Hanover County's road network. This project will improve the efficiency of the intersection by adding a left turn lane on Atlee Road heading westbound. This project will also include the addition of sidewalks along two portions of the intersections that currently lack sidewalk infrastructure. This project will improve the intersection toward a safer and more efficient flow of traffic, while also providing more multimodal travel options.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 447,683	Complete
Right-of-way (RW)	\$ 578,535	Underway
Construction (CN)	\$ 1,828,216	FY16

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
CMAQ	\$ 777,000	\$ 453,000		\$ 1,858,212	

Creighton Road and Cold Harbor Road Intersection

UPC: 81667

Install turn lanes for all approaches at the Creighton Road and Cold Harbor Road Intersection

This improvement would bring turn lanes to the intersection increase the current function and capacity. Right and left turn lanes would be added for all four approaches. Currently the intersection lacks turn lanes completely.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 960,000	Complete
Right-of-way (RW)	\$ 1,788,866	Underway
Construction (CN)	\$ 4,632,597	FY17

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
CMAQ	\$ 6,438,900		\$ 1,927,000	\$ 86,734	

Pole Green and Walnut Grove Road

CMAQ

UPC: 97685

Install turn lane improvements at the Pole Green Road and Walnut Road Intersection

This intersection improvement will include the addition of a left-turn lane on Pole Green Road heading eastbound and a right-turn lane on Walnut Grove Road heading northbound. Other smaller scale improvements, such as new signage and pavement markings, will be implemented as well to make the intersections safer and more efficient.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 140,000	Complete
Right-of-way (RW)	\$ 345,000	Underway
Construction (CN)	\$ 900,000	FY16

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
CMAQ	\$ 701,000	\$ 79,000		\$ 617,992	

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. This will improve traffic flow through the intersection and reduce delay. These improvements will also improve pedestrian safety and vehicle flow in the area during NASCAR races and other events at the Richmond International Raceway.

The project will install approximately ½ mile of sidewalk with pedestrian ramps on one side of Wilkinson Road between Kirkland Drive and Azalea Avenue; on one side of Richmond-Henrico Turnpike and Thrush Lane; curb and gutter will be installed on the west side of Richmond-Henrico Turnpike between Azalea Avenue and a point approximately 300 feet north of the intersection. The project will also replace and upgrade the traffic signals at both intersections from span wire to mast arm poles to incorporate pedestrian crossing signals, restripe the approaches on Richmond-Henrico Turnpike and install crosswalks.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 130,000	FY16
Right-of-way (RW)	\$ 85,000	FY17
Construction (CN)	\$ 1,400,000	FY19

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
CMAQ		\$ 130,000	\$ 1,485,000		

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.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 2,400,000	Underway
Right-of-way (RW)	\$ 5,000,000	FY17
Construction (CN)	\$ 6,600,000	FY19

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
CMAQ	\$ 2,400,000		\$ 6,550,000	\$ 50,000	

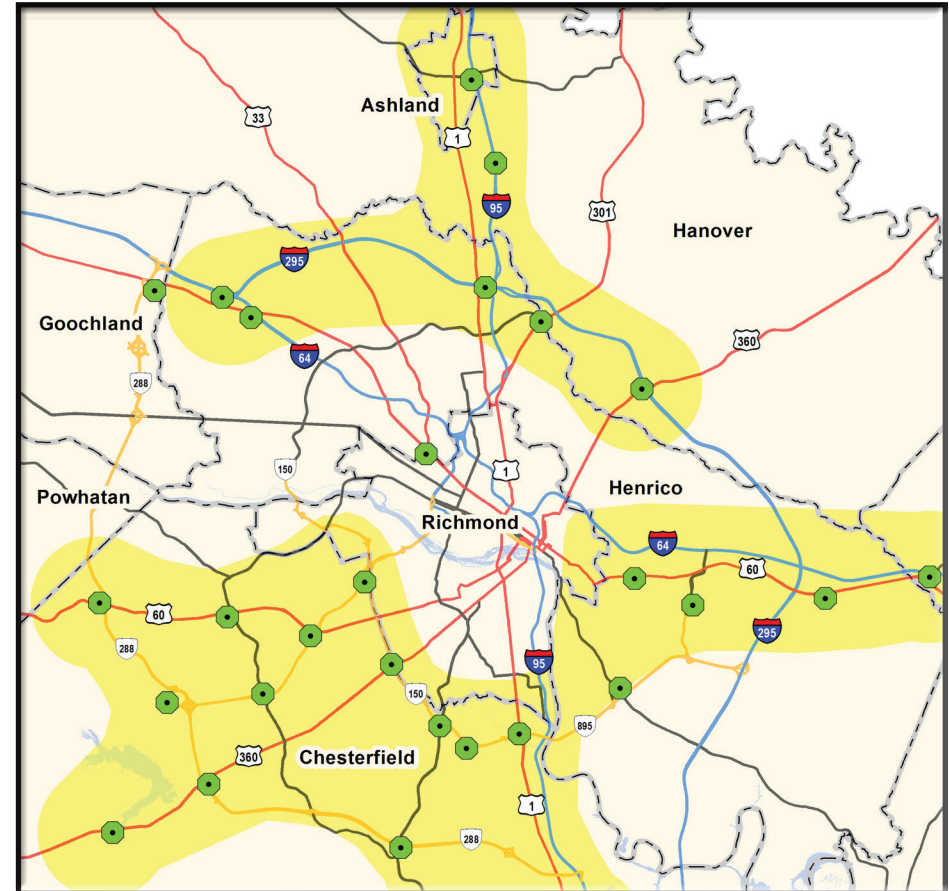
UPC: 106304

Develop a strategy for investing in Park and Ride facilities throughout the Region

As the regional Travel Demand Model (TDM) agency, the TPO worked with VDOT to complete a Park and Ride Inventory and Usage Study. With the first phase of the analysis completed in 2013, this project will complete tasks associated with the second phase of developing a Park and Ride Transit Investment Strategy.

This study will develop a prioritized list of opportunities to expand the number of park-and-ride lots throughout the region, including amenities; a methodology to evaluate, rate, and prioritize investments/lot locations; and will identify potential sources of funding to implement the selected projects in Priority Investment Areas.

This project is administered by VDOT.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 125,000	FY16
Right-of-way (RW)		N/A
Construction (CN)		N/A

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
CMAQ	\$ 131,598	\$ 125,000			

Main Street Station (Phase III)

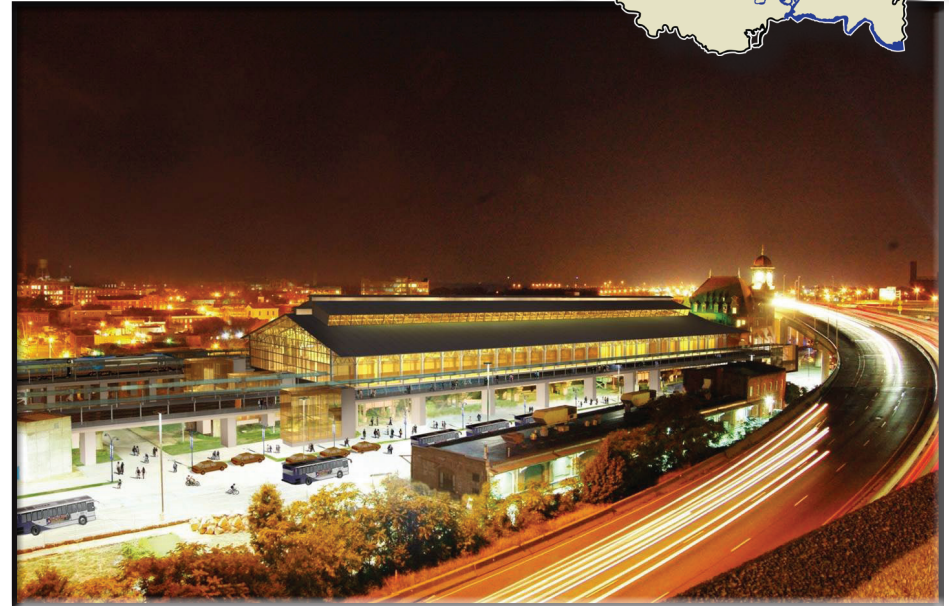
CMAQ

UPC: 64219

Restore Train Shed of Main Street Station

The restoration of Main Street Station (MSS) is a TPO 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 TPO CMAQ allocations.

The development schedule for Phase 3 is targeted for completion in 2016 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. The cost and schedule details below reflect the funding for this phase. Future investments Main Street Station have been identified, such as extending the platforms for long-distance trains, however this and other projects are outside of the scope of Phase 3.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)		N/A
Right-of-way (RW)		N/A
Construction (CN)	\$ 38,903,806	N/A

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
CMAQ	\$ 16,241,200	\$ 800,000	\$ 2,000,000		
RSTP	\$ 3,000,000	\$ 3,000,000		\$ 14,041,637	

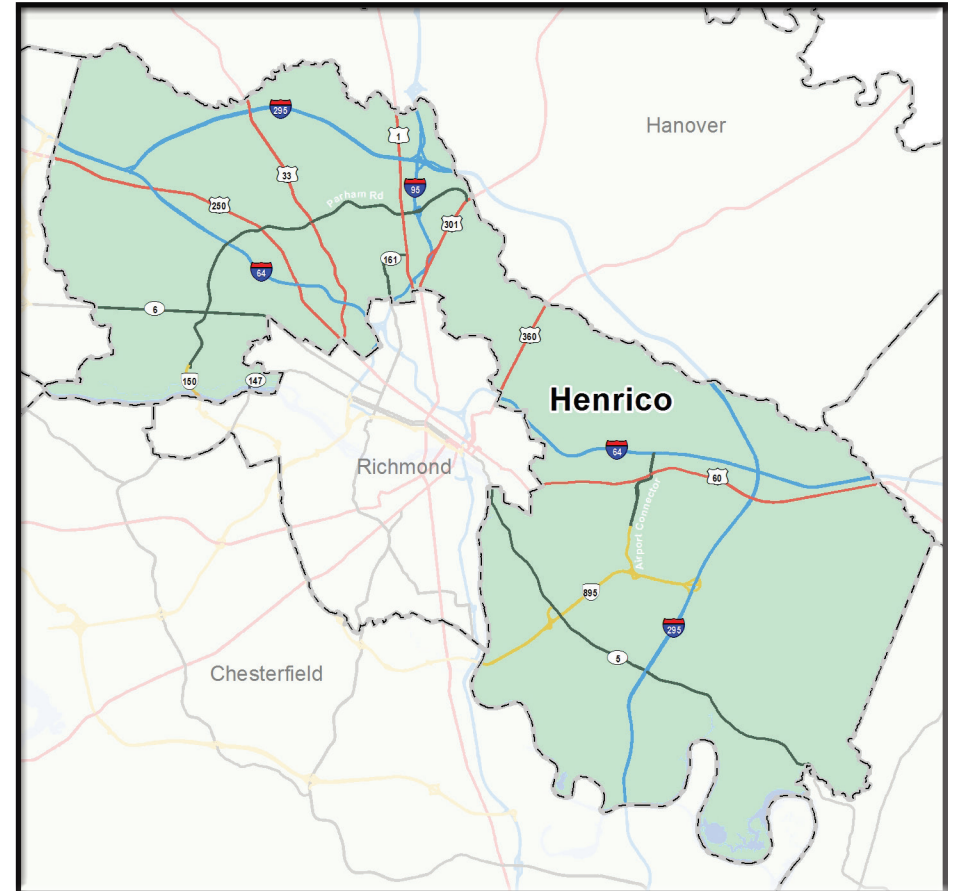
UPC: 107939

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”. This work involves the installation and implementation of signal timing coordination, Closed Captioned TV capabilities allowing for remote traffic monitoring which will enhance incident response, battery back-up and pedestrian count-down signals.

Investments in ATMS maximize the efficiency of the existing travel lanes without widening the pavement. ATMS investments provide air quality benefits by reducing emissions by 22%, reducing fuel consumption by 10%, decreasing travel delay by 20%, improving peak travel times by 25%, and reducing collisions. These investments are expected to outweigh the costs over the life-cycle of the system by more than 40 to 1.

In selecting and funding ATMS projects in covering the entire Henrico County signal system corridors, the Richmond Regional TPO is maximizing the allocation of transportation funding to support technology investments over widening to address congestion and air quality issues.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 1,425,000	Underway
Right-of-way (RW)		N/A
Construction (CN)	\$ 7,101,621	FY18

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
CMAQ	\$ 2,395,200		\$ 5,617,900		

Port of Richmond GO “Green Operator” Program

CMAQ

UPC: 104892

Implement “Green Operator” Program at the Port of Richmond

The Virginia Port Authority (VPA) has established a “Green Operator” (GO) program at the Port of Richmond (POR) 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 funding would be used for the “GO” program at the POR’s marine terminal. This program incentivizes POR partners to move toward clean diesel technologies. These incentives are necessary to improve air quality.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)		N/A
Right-of-way (RW)		N/A
Construction (CN)	\$ 1,543,052	Underway

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
CMAQ	\$ 1,043,052		\$ 500,000		

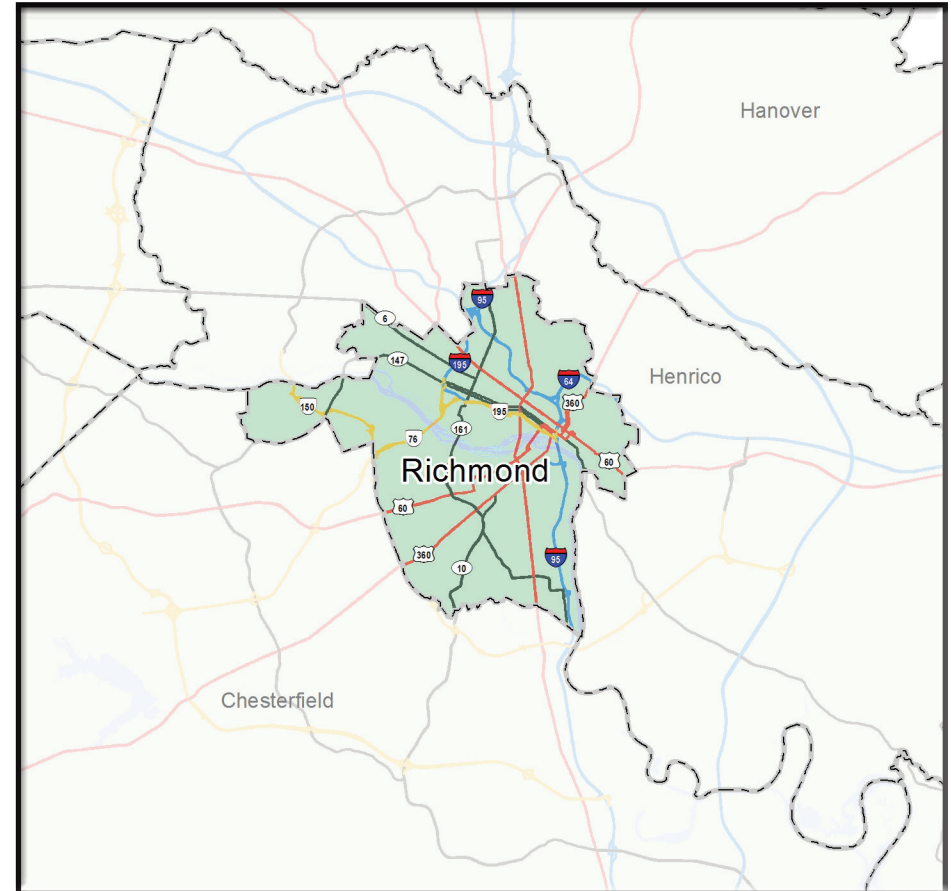
UPC: 100498, 105890

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

The TPO 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.

These projects fund the installation for the rest of the City north of the James River (UPC 100498), followed by those portions of the City south of the 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.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 1,500,000	Complete
Right-of-way (RW)		N/A
Construction (CN)	\$ 8,500,000	Underway

Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 1,000,000	FY17
Right-of-way (RW)		N/A
Construction (CN)	\$ 5,312,350	FY18

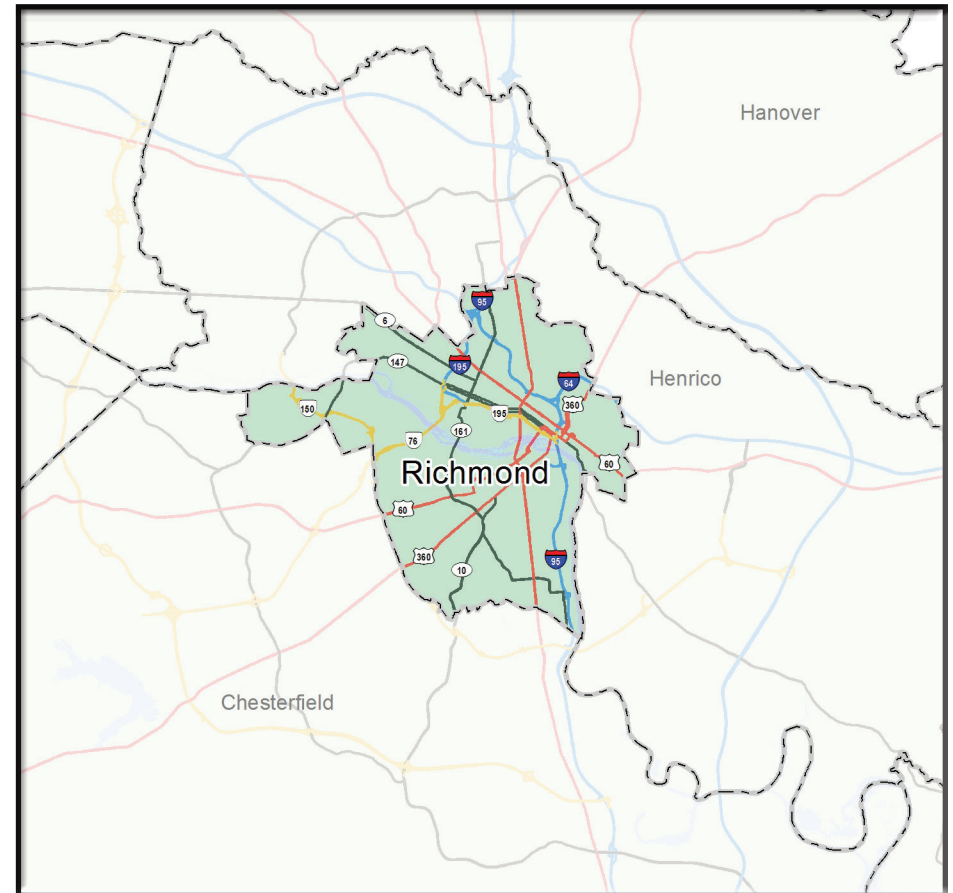
Project	Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
		Past Funding	FY16	FY17 - FY21		
100498	CMAQ	\$ 6,004,002	\$ 3,200,000	\$ 1,822,200	\$ 283,988	
105890	CMAQ			\$ 5,712,350		

UPC: T1811

Fund the Richmond Employee Trip Reduction Program for City employees

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.

Since its inception, the program has provided 1,263,109 bus and vanpool trips reducing automobile travel, demand for parking and improving the air quality. It is estimated that over twenty tons of pollutants in our air have been reduced annually as a result of the Richmond Employee Trip Reduction Program at a 20% participation level. The participation in the program is closely monitored with detailed computerized monthly reports of swipe cards usage.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 2,696,500	N/A
Right-of-way (RW)		N/A
Construction (CN)		N/A

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
CMAQ	\$ 2,651,000		\$ 500,000		

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 TPO's efforts to reduce travel demand by daily commuters.



Project Phases	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$ 12,481,817	N/A
Right-of-way (RW)		N/A
Construction (CN)		N/A

Program	Regional Funding from RRTPO			Other Funding	Funding Status after FY 21
	Past Funding	FY16	FY17 - FY21		
CMAQ	\$ 11,910,800	\$ 503,600	\$ 503,600		
RSTP	\$ 704,000				

Resolution of Allocation

TPO AGENDA 4/2/15; ITEM III.A.

FY16 - FY21 RSTP AND CMAQ PROJECT SELECTION AND FUNDS ALLOCATIONS

Richmond Regional Transportation Planning Organization

On motion of James M. Holland, seconded by Kathy C. Graziano, the Richmond Regional Transportation Planning Organization unanimously approved the following resolution:

RESOLVED, that the Richmond Regional Transportation Planning Organization (TPO) authorizes the allocation of RSTP and CMAQ funds in fiscal years 2016 through 2021 as shown in the tables "*FY 2016 – 2021 Regional Surface Transportation Program (RSTP) Allocations*" and "*FY 2016 – 2021 Congestion Mitigation and Air Quality Program (CMAQ) Allocations*" for Commonwealth Transportation Board review, consideration, and inclusion in the upcoming Six-Year Improvement Program.


This is to certify that the Richmond Regional Transportation Planning Organization (TPO) approved the above resolution at its meeting held April 2, 2015.

WITNESS:

BY:



Sharon Robeson
Administrative Secretary
Richmond Regional Planning
District Commission



Daniel N. Lysy
TPO Secretary

RSTP Allocations Approved on April 2, 2015

RSTP

Applicant	UPC #	Project	Existing/		RSTP Allocation Recommended						Total Requested
			New	Cost	FY16	FY17	FY18	FY19	FY20	FY21	
Ashland	103393	Trolley line trail:II	Existing	1,100,000	-	500,000	600,000	-	-	-	1,100,000
		All Projects Total			-	500,000	600,000	-	-	-	1,100,000
Charles City	97688	Rt 155: VA capital trail ext: Rt 5 to Lott Cary Rd	Existing	3,627,795	-	500,000	500,000	-	-	-	1,000,000
	106296	Rt 155 capital trail spur from Lott Cary Rd to New Kent CL	Existing	400,000	-	-	-	-	400,000	-	400,000
		All Projects Total			-	500,000	500,000	-	400,000	-	1,400,000
Chesterfield	102952	Rt 10 widening: Rt 1 to I-95	Existing	8,000,000	-	-	3,500,000	-	-	-	3,500,000
	104889	Rt 10 widen to 6 lanes: Whitepine Rd to Frith Ln	Existing	12,000,000	-	-	-	1,300,000	-	2,000,000	3,300,000
	102959	Rt 60 WB widening: Farnham Dr to Old Buckingham Rd	Existing	16,934,907	2,000,000	-	-	-	-	-	2,000,000
	97687	Rt 360 widen to 6 lanes: Winterpock Rd to Woodlake Village Pkwy	Existing	12,450,000	4,250,000	-	-	-	-	-	4,250,000
	104890	Rt 360 EB widening: Lonas Pkwy to Castle Rock Rd	Existing	5,500,000	-	-	-	800,000	1,000,000	-	1,800,000
	101020	Rt 10 widen to 8 lanes fr Bermuda Triangle Rd to Meadowville Rd		45,210,000	4,482,710	70,000	-	4,312,290	5,260,000	-	14,125,000
			New			-	-	-	387,000	3,521,000	3,908,000
		All Projects Total			10,732,710	70,000	3,500,000	6,412,290	6,647,000	5,521,000	32,883,000
Goochland	105733	Hockett Road intersection realignment at Rt 250	Existing	1,900,000	-	1,000,000	-	-	-	-	1,000,000
		All Projects Total			-	1,000,000	-	-	-	-	1,000,000
Hanover	106206	Ashcake Road shoulder wedge & overlay from ECL Ashland to Sliding Hill Rd	Existing	600,000	300,000	-	-	-	-	-	300,000
	90347	Lewistown Rd bridge replacement at I-95	Existing	30,107,860	81,862	-	-	-	-	-	81,862
	13551	Rt 360/Lee Davis Rd: Intersection improvements	Existing	14,312,684	-	-	1,440,000	4,300,000	-	-	5,740,000
	104875	Rt 606 (Studley Rd) roundabout at Rural Point Rd	Existing	950,000	-	1,120,000	-	-	-	-	1,120,000
	106215	I-95/SR54 Interchange Alternatives Analysis (Study): PE	Existing	450,000	200,000	-	-	-	-	-	200,000
	98236	Atlee Rd extension	Existing	15,225,203	-	-	2,014,000	-	-	-	2,014,000
	103014	Cedar Ln/Rt 1 intersection realignment	Existing	5,387,119	-	-	934,000	-	-	-	934,000
	All Projects Total			581,862	1,120,000	4,388,000	4,300,000	-	-	10,389,862	
Henrico	60933	-Dabbs House Rd improv: Nine Mile Rd to Creighton Rd	Existing	10,787,280	-	4,300,000	-	-	-	-	4,300,000
	60934	-Sadler Rd improv from Dominion Blvd to Cedar Gove Rd: PE	Existing	2,500,000	-	-	-	-	-	-	-
	104148	-Saddler Road improvements from Dominion Blvd to Cedar Branch Ct: Phase 1 (RW & CN)	Existing	10,980,519	-	3,240,000	1,500,000	860,000	-	-	5,600,000
	50525	Three Chopt Rd imprv from Barrington Hill Dr to Cox Rd (RW & CN)	Existing	7,246,321	-	-	-	308,000	-	-	308,000
	50529	Three Chopt Rd imprv from Cox Rd to Gaskins Rd (RW & CN)	Existing	6,898,000	-	-	-	126,000	-	-	126,000
		All Projects Total			-	7,540,000	1,500,000	1,294,000	-	-	10,334,000
Powhatan	8216	Carter Gallier Rd (former Page Rd) from Rt 60 to 0.5 mile to Luck Stone Rd	Existing	6,870,750	-	550,000	-	-	-	-	550,000
		All Projects Total			-	1,000,000	778,901	-	-	-	1,778,901
		All Projects Total			-	1,550,000	778,901	-	-	-	2,328,901

Applicant	UPC #	Project	Existing/	Cost	RSTP Allocation Recommended						Total Requested
			New		FY16	FY17	FY18	FY19	FY20	FY21	
Richmond	64219	Main Street Station Phase 3	Existing	38,903,806	3,000,000	-	-	-	-	-	3,000,000
	15958	-Commerce Rd improvements: Bells Rd to Bellmeade Rd	Existing	14,460,405	-	1,100,000	950,000	-	-	-	2,050,000
	104882	-Deepwater Terminal Rd extension: Deepwater Terminal Rd to Goodes St	Existing	N/A	-	-	-	-	-	1,750,000	1,750,000
	19035	-Jahnke Rd improvements from Blakemore Rd to Forest Hill Ave:	Existing	13,699,321	1,168,138	1,300,000	2,000,000	2,000,000	2,000,000	-	8,468,138
	104888	Mayo Bridge (Rt 360)rehabilitation over James River		6,000,000	-	-	-	-	2,000,000	-	2,000,000
			New		-	250,000	250,000		1,500,000	2,000,000	4,000,000
		All Project Total			4,168,138	2,650,000	3,200,000	2,000,000	5,500,000	3,750,000	21,268,138
VDOT		I-64 from I-295 to Exit 205 (Bottoms Bridge) PE-ONLY	New		-	-	-	-	1,000,000	1,500,000	2,500,000
		All Project Total			-	-	-	-	1,000,000	1,500,000	2,500,000
Regionwide	T10723	-Regionwide Rail	Existing								-
	T10724	-POZ areawide	Existing								-
	101485	-Regionwide bike/pedestrian	Existing								-
	T10276	-Regionwide transit	Existing								-
	101492	-Regionwide traffic operations improv	Existing	9,244,734	-	463,185	926,284	1,386,895	1,846,185	4,622,185	9,244,734
		All Project Total			-	463,185	926,284	1,386,895	1,846,185	4,622,185	9,244,734
		PREVIOUSLY APPROVED REQUESTS			15,482,710	14,143,185	11,416,284	14,959,185	12,506,185	8,372,185	76,879,734
		ADDITIONAL REQUESTS (EXISTING)			-	1,000,000	3,726,901	434,000	-	-	5,160,901
		TOTAL REQUESTS EXISTING PROJECTS			15,482,710	15,143,185	15,143,185	15,393,185	12,506,185	8,372,185	82,040,635
		TOTAL NEW REQUESTS			-	250,000	250,000	-	2,887,000	7,021,000	10,408,000
		TOTAL FY16-FY21 REQUESTS			15,482,710	15,393,185	15,393,185	15,393,185	15,393,185	15,393,185	92,448,635
		CTB ALLOC. (2/12/15)			15,482,710	15,393,185	15,393,185	15,393,185	15,393,185	15,393,185	92,448,635
		Difference			-	-	-	-	-	-	-

NOTES:	Previously Approved Existing Projects	
	New Submit for Existing Project	
	Total for ALL Existing Projects including New Submits	
	New Project Submittals	
	Total for JUST New Projects	
	All Projects Total (Existing and New)	
	Total Allocations Available	

CMAQ Allocations Approved on April 2, 2015



Applicant	UPC #	Project	Existing/ New	Cost	CMAQ Allocation Recommended						Total Requested
					FY16	FY17	FY18	FY19	FY20	FY21	
Ashland	13463	Rt 1: Intersection improvements at Rt 54	Existing	7,524,949	500,000	-	-	-	-	-	500,000
		All Projects Total			500,000	-	-	-	-	-	500,000
Chesterfield	104886	Rt 360 intersection improvements at Spring Run Rd	Existing	3,000,000	-	-	250,000	450,000	-	2,300,000	3,000,000
	104884	Robious Rd WB bike lane: Salisbury Dr to James River Rd	Existing	500,000	370,000	-	-	-	-	-	370,000
	104883	Salem Church Rd sidewalk phase II: Fox Hollow Dr to Sara Kay Dr	Existing	350,000	220,000	-	-	-	-	-	220,000
		All Projects Total			590,000	-	250,000	450,000	-	2,300,000	3,590,000
Hanover	56181	Rt 33/Ashland Rd: Intersection improvements	Existing	7,647,963	-	-	1,475,000	618,098	-	-	2,093,098
	13551	Rt 360/Lee Davis Rd: Intersection improvements	Existing	14,312,684	-	-	1,540,000	1,500,000	-	-	3,040,000
	77121	Atlee Rd/Rt 301 turn lane	Existing	2,717,200	453,000	-	-	-	-	-	453,000
	81667	Creighton Rd/Cold Harbor Rd turn lane and widening	Existing	7,381,463	-	-	1,927,000	-	-	-	1,927,000
	97685	Pole Green Rd/Walnut Grove Rd turn lanes	Existing	1,063,983	79,000	-	-	-	-	-	79,000
		All Projects Total			532,000	-	4,942,000	2,118,098	-	-	7,592,098
Henrico	T11908	ATMS (Automated Traffic Management System) phase 2: Countywide	Existing	8,013,000	-	2,121,750	1,496,150	2,000,000	-	-	5,617,900
	106299	Azalea Ave pedestrian & signal improv at Rich-Henrico Tnpk	Existing	1,615,000	130,000	85,000	-	1,000,000	400,000	-	1,615,000
	104880	Ridgefield Pkwy sidewalk (north side of the roadway): Pump Rd to Falconbridge Dr	Existing	600,000	-	100,000	-	325,000	-	-	425,000
	104881	John Rolfe Pkwy sidewalk: Ridgefield Pkwy to Gayton Rd	Existing	540,000	420,000	-	-	-	-	-	420,000
	101034	Rt 6/Parham Rd intersection improv	Existing	14,000,000	-	-	-	1,000,000	2,100,000	1,900,000	5,000,000
			Existing		-	-	-	-	-	1,550,000	1,550,000
		All Projects Total			550,000	2,306,750	1,496,150	4,325,000	2,500,000	3,450,000	14,627,900
Richmond	64219	Main Street Station	Existing	38,903,806	800,000	2,000,000	-	-	-	-	2,800,000
	104959	Signal and pedestrian improvements at Huguenot Rd and River Rd	Existing	893,974	400,000	-	-	-	-	-	400,000
	105890	-Signal system: East, north, and west of City	Existing	6,312,350	-	-	600,000	600,000	4,512,350	-	5,712,350
	T1811	Employee trip reduction prog.	Existing		-	250,000	250,000	-	-	-	500,000
	105889	Bike share sys: citywide	Existing	3,000,000	1,082,051	853,949	-	-	-	-	1,936,000
	100498	ITS signal system: South of James River	Existing	10,000,000	2,700,000	1,300,000	-	-	-	-	4,000,000
			Existing		500,000	522,200	-	-	-	-	1,022,200
	All Projects Total			5,482,051	4,926,149	850,000	600,000	4,512,350	-	16,370,550	
RideFinders	T203	Air pollution reduction program	Existing		503,600	503,600	-	-	-	-	1,007,200
		All Projects Total			503,600	503,600	-	-	-	-	1,007,200
VPA	104892	Green Operator-Richmond drayage truck replacement program	Existing	1,543,052	-	250,000	250,000	-	-	-	500,000
		All Projects Total			-	250,000	250,000	-	-	-	500,000
VDOT	T14898	Park & ride investment at priority locations	Existing		125,000	-	-	-	-	-	125,000
		All Projects Total			125,000	-	-	-	-	-	125,000

Applicant	UPC #	Project	Existing/ New	Cost	CMAQ Allocation Recommended						Total Requested
					FY16	FY17	FY18	FY19	FY20	FY21	
Regionwide	T10723	-Regionwide rail	Existing		-	-	-	-	-	-	-
	T10724	-POZ areawide	Existing		-	-	-	-	-	-	-
	101485	-Regionwide bike/ped	Existing		-	-	-	-	-	-	-
	T10726	-Regionwide transit	Existing		-	-	-	-	-	-	-
	101492	-Regionwide traffic operations	Existing	5,078,943	-	235,309	433,658	728,710	1,209,458	2,471,808	5,078,943
		All Projects Total			-	235,309	433,658	728,710	1,209,458	2,471,808	5,078,943
		PREVIOUSLY APPROVED REQUESTS			5,665,000	6,092,059	6,044,808	8,221,808	8,221,808	6,671,808	40,917,291
		ADDITIONAL REQUESTS (EXISTING)			2,617,651	2,129,749	2,177,000	-	-	1,550,000	8,474,400
		TOTAL REQUESTS EXISTING PROJECTS			8,282,651	8,221,808	8,221,808	8,221,808	8,221,808	8,221,808	49,391,691
		TOTAL FY16-FY21 REQUESTS			8,282,651	8,221,808	8,221,808	8,221,808	8,221,808	8,221,808	49,391,691
		CTB ALLOC. (2/12/15)			8,282,651	8,221,808	8,221,808	8,221,808	8,221,808	8,221,808	49,391,691
		All Projects Difference			-	-	-	-	-	-	-

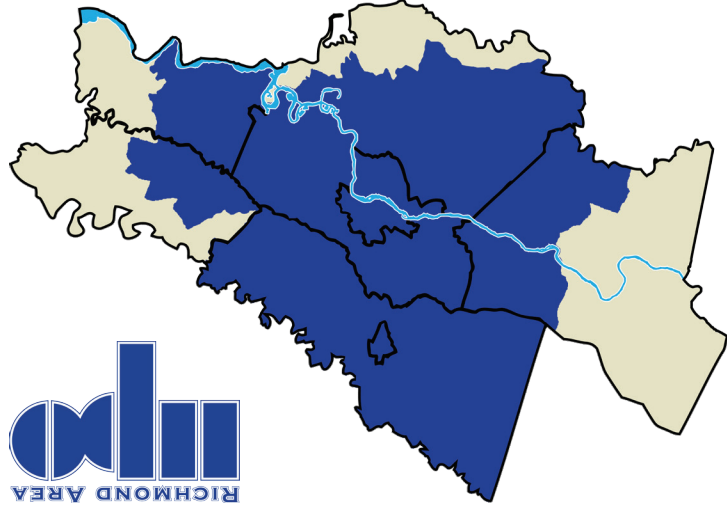
NOTES:	Previously Approved Existing Projects	
	New Submit for Existing Project	
	Total for ALL Existing Projects including New Submits	
	Gaurenteed Allocations	
	All Projects Total (Existing and New)	
	Total Allocations Available	

*Applied Consumer Price Index .76% (between December 2013 and December 2014) Data provided by the Bureau of Labor and Statistics, Department of Labor, 2/12/15.

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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 \$24 million for regional transportation projects in 2015.

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.