



**Rappahannock-Rapidan Regional Commission Meeting
April 27, 2022 at 1:00 pm**

**Orange County Public Safety Building
11282 Government Center Drive, Orange, VA 22960**

AGENDA

1. Call to Order
2. Pledge of Allegiance
3. Roll Call & Quorum Determination

Welcome to New Commissioner: William T. Semple II, Town of Warrenton
4. **Approval of Agenda
5. Public Comment
6. Presentations & Special Recognition
7. Approval of Minutes
 - a) **February 23, 2022 ([Attachment](#))
8. Financial Reports
 - a) **FY 2022 YTD Financial Report & Proposed Amendments ([Attachment](#))
 - b) Preliminary FY 2023 Budget ([Attachment](#))
9. Executive Director's Report ([Attachment](#))
 - a) RRRC 50th Anniversary
 - b) 2022 Annual Meeting & Leadership Awards
 - c) Regional Wildfire GIS Analysis ([Attachment](#))

10. Staff Updates / Old Business

- a) **RRRC Long-Range Transportation Plan Update ([Attachment](#))
- b) Foothills Housing Network Update ([Attachment](#))
- c) By-Laws Amendments ([Attachment](#))

11. New Business

- a) **Resolution for FY 2023 Commuter Assistance Program Operating grant ([Attachment](#))
- b) **RRRC application to USDA Regional Food Systems Program ([Attachment](#))
- c) **FY 2023 Rural Transportation Work Program ([Attachment](#))

12. Closed Session (if necessary)

13. Regional Roundtable

14. **Adjournment

**Commission Action Item

NOTE: An Executive Committee meeting will be convened if a quorum is not present.

Rappahannock Rapidan Regional Commission
February 23, 2022 Regular Meeting
Carver Center, Rapidan, VA

MINUTES

	Culpeper County		Town of Culpeper
X	Gary Deal	X	Chris Hively
X	John Egertson	X	Meaghan E. Taylor, Chair
	Fauquier County		Town of Gordonsville
	Christopher T. Butler	X	Robert K. Coiner
X	Paul S. McCulla, Vice-Chair		Town of Madison
	Madison County		William Lamar
X	R. Clay Jackson		Town of Orange
	Jonathon Weakley	X	Martha Roby
	Orange County	X	Greg Woods, Treasurer
	James P. Crozier		Town of Remington
X	Theodore Voorhees		Evan H. 'Skeet' Ashby
	Rappahannock County		Town of The Plains
X	Garrey W. Curry, Jr.		Lori B. Sisson
X	Debbie Donehey		Town of Warrenton
		X	Brandie Schaeffer
			Heather Sutphin
			Town of Washington
		X	Frederic Catlin

Staff Present: DeAngela Alexander, Brittany Amador, Liz Beling, Monica Creel, Michelle Edwards, Jennifer Little, Patrick Mauney, Terry Snead, Rebecca Wareham

Others Present: Rebecca Gartner (Va. Cooperative Extension), Laura Loveday (Culpeper County), Don McCown (PEC), Paige Read (Town of Culpeper), William T. Semple II (Town of Warrenton Council)

1. Call to Order

Chair Taylor called meeting to order at 1:02 p.m. She thanked Commissioners Deal and Egertson for hosting today's meeting and the Carver 4-County Museum volunteers, G.W. Carver Food Enterprise Center, and New Pathways for tours of the facility prior to the meeting.

2. Pledge of Allegiance

Chair Taylor led Commissioners in the Pledge of Allegiance.

3. Roll Call & Quorum Determination

A quorum of the Commission was confirmed in person.

4. Agenda Approval

Upon motion by D Donehey, 2nd by P McCulla, the agenda was approved ayes all.

5. Public Comment

There were no comments from the public.

6. Presentations and Special Recognition

a) Carver Center Updates

Chair Taylor welcomed Laura Loveday, Special Projects and Grant Administrator for Culpeper County. Mrs. Loveday provided an overview of the ongoing activities at the Carver Center, including recent grant awards related to publicly accessible broadband, outdoor learning and working space, commercial kitchen development and roof replacement. Commissioners asked about total project costs, previous ownership of the building and long-term plans for the facility.

7. Approval of Minutes

a) October 27, 2021

Chair Taylor presented the minutes from the October 27th RRRC meeting, and noted that Executive Committee minutes are also provided for information only. R Coiner moved to approve, 2nd by G Woods. The motion carried ayes all.

8. Financial Reports

a) FY 2022 Year to Date Financial Report & Budget Amendments

Chair Taylor asked P Mauney to review the financial reports and proposed budget amendments. He noted the year-to-date revenues and expenses through January remain in line with the budget amendments as proposed. The proposed amendments were provided in the meeting packet and result in a reduction of \$18,662 in revenues and reduction of \$21,412 in expenditures from the adopted budget.

P Mauney also provided summary information as to the unallocated revenues and source of those funds, noting that they are unrestricted and result largely from pay for performance contracts and allocation of staff time to such contracts that do not require use of local matching funds. By consensus, the Commission agreed that the Executive Committee could recommend use of the funds as part of the FY 2023 budget process.

The Commission discussed the budget amendments and options for use of unallocated revenues. G Curry moved to approve the amended budget, 2nd by R Coiner. The motion carried unanimously.

b) RRRC Financial Account Summaries

Staff reviewed Commission financial accounts for calendar year 2021, noting that the Commission continues to remain stable and in good financial position.

9. Executive Director's Report

Chair Taylor asked P Mauney to review the Director's report. P Mauney again thanked Culpeper County and the Carver Center partners for hosting and providing tours. He also introduced new staff members DeAngela Alexander and Brittany Amador. He shared that Rebecca Wareham and Foothills Housing Network partners conducted the annual Point-in-Time Count in January and would have a full report in April.

P Mauney also noted that Michelle Edwards was named as Vice-Chair for the Chesapeake Bay Local Leadership Workgroup and would be presenting information on the Chesapeake Bay Watershed for elected officials at an upcoming Commission meeting.

Finally, information on recent grant writing assistance for the Town of Gordonsville, Town of Remington, Rappahannock County, Town of Washington and Fauquier County, as well as technical assistance projects for region-wide projects was shared with the Commission.

10. Staff Updates

a) PDC Housing Development Program

Chair Taylor asked P Mauney and J Little to update on the PDC Housing Development Program. P Mauney presented a slide deck with information on the process to date regarding implementation of the program, outreach to potential partners, and applications received. He stated that staff received nine initial proofs of concept in December. Following discussions with partner organizations, seven of those projects were advanced to the full application in January. He noted that the Executive Committee, staff members, and other housing stakeholders had reviewed the applications and presented a draft funding scenario for the Commission's consideration. A copy of the presentation is included with the Commission minutes.

G Deal asked about contingencies on projects. P Mauney stated that agreements would include contingencies such as other funding sources, local approval, and completion of units within Virginia Housing program guidelines.

G Curry asked questions regarding ensuring that applicants will comply with Virginia Housing grant requirements and that the Commission would not be hindered financially during the process. P Mauney stated that they anticipate structuring agreements with each partner and that funds would be reimbursed to partners upon approval from Virginia Housing.

F Catlin moved to approve the funding scenario as presented, 2nd by T Voorhees. The motion carried ayes all.

b) Charter Amendment Discussion

Chair Taylor stated that the lack of quorum in December produced a discussion regarding charter amendments related to alternate members attending Commission meetings.

Commissioners discussed options to relax quorum rules via Charter or By-Laws amendments. R Coiner stated that his desire in raising the issue was to ensure that Commissioners' time was not wasted should a quorum not appear. P McCulla shared that it may be worthwhile to adjust the number required for a quorum given the ability for members to attend virtually. G Deal stated that it is important that those appointed are the leadership from each locality and does not want to water down the

Commission. Chair Taylor noted that the Commission has only six meetings per year. B Schaeffer stated the importance to hold each other accountable for attendance, but also felt comfortable that remote participation was limited by State Code and by the currently adopted policy, and would support additional flexibility.

The Commission directed the Executive Committee and staff to bring back proposed amendments to the By-Laws reflecting reducing the number present in-person to meet a quorum. The Commission further directed staff to contact those localities with low attendance to reinforce the importance of attending or to appoint another member who may have interest and ability to attend more regularly.

11. New Business

a) RRRC application to DRPT for Commuter Assistance Program and Technical Assistance grants

b) RRRC application to DRPT for Section 5310 grant

c) RRRC application to DHCD for FY 2023-2024 VHSP grant

Chair Taylor introduced new business items related to grant applications and noted that items 11A, 11B and 11C could be approved under one motion.

P Mauney reviewed item 11A, summarizing the requests for the Commuter Services operating grant and technical assistance grant application to support mandated strategic plan development for the Commuter Services program.

P Mauney reviewed item 11B, summarizing the request submitted to DRPT for Section 5310 funding supporting the mobility management program.

P Mauney reviewed item 11C, summarizing the Commission's request to DHCD as part of the Virginia Homeless Solutions Program grant supporting the Commission's role as lead agency and Coordinated Entry provider for the Foothills Housing Network.

R Coiner moved to approve the grant applications, 2nd by C Jackson. The motion carried ayes all.

d) 2022 Virginia CDBG Program Regional Priorities

Chair Taylor introduced the annual priority setting for Community Development Block Grant. She stated that staff recommended keeping the priorities as they were set in 2021.

P McCulla moved to approve, 2nd by C Jackson. The motion carried ayes all.

e) Virginia Community Flood Preparedness Fund program

Chair Taylor asked P Mauney to review the Virginia Community Flood Preparedness Program. P Mauney shared a handout referencing the program and staff's request to submit an application for funding to supplement the Hazard Mitigation Plan with a Regional Resiliency section, inclusive of local strategies to address flood resiliency infrastructure projects. The incorporation of the resiliency plan into the Hazard Mitigation plan update would ensure eligibility for the CFPF funds for future projects.

F Catlin moved to approve, 2nd by R Coiner. The motion carried unanimously.

f) Compensation Report

Chair Taylor stated that the Commission requested a compensation survey report in October 2020 and that a report was prepared in November 2021 and presented to the Executive Committee earlier this month. The Executive Committee recommends approval of the report and the pay plan included.

P Mauney reviewed the process and data sources for the report and shared the general pay plan. Commissioners discussed whether to implement now or in the future. G Curry stated that incorporation in the FY 2023 budget may be appropriate, depending on revenues and availability of funds.

F Catlin moved to approve the report, pay plan and timing to fit the FY 2023 budget process, 2nd by M Roby. The motion carried unanimously.

12. Report from Nominating Committee

Chair Taylor asked G Woods to provide the nominating committee report. G Woods stated that the slate of officers for one-year terms beginning March 1, 2022 is as follows:

Chair: Meaghan Taylor

Vice-Chair: Paul McCulla

Treasurer: Greg Woods

Executive Committee: Fred Catlin

Executive Committee, Past Chair: Robert Coiner

Chair Taylor asked for nominations from the floor. T Voorhees moved to close nominations.

T Voorhees moved to approve the slate as presented, 2nd by C Jackson. The motion carried unanimously.

12. Closed Session

R Coiner moved to enter closed session in accordance with §2.2-3711 (A)(29) of the Code of Virginia for discussion of the award of a contract for legal services, 2nd by P McCulla. The motion was approved by roll call vote.

Aye: Catlin, Coiner, Curry, Deal, Donehey, Egertson, Hively, Jackson, McCulla, Roby, Schaeffer, Taylor, Voorhees, Woods (14); Nay: None; Abstain: None; Not Present: Ashby, Butler, Crozier, Lamar, Sisson, Sutphin, Weakley (7)

Upon return from closed session at 2:57 p.m., Chair Taylor asked P Mauney to poll

the Commission by roll call vote to certify that, to the best of their knowledge, only public business matters lawfully exempted from the open meeting requirements of the Virginia Freedom of Information Act, and only such public business matters as were identified in the motion by which the closed meeting was convened, were heard, discussed or considered by the Rappahannock-Rapidan Regional Commission in the closed meeting. The certification was confirmed by roll call vote:

Aye: Catlin, Coiner, Curry, Deal, Donehey, Egertson, Hively, Jackson, McCulla, Roby, Schaeffer, Taylor, Voorhees, Woods (14); Nay: None; Abstain: None; Not Present: Ashby, Butler, Crozier, Lamar, Sisson, Sutphin, Weakley (7)

P McCulla moved to authorize staff executing an agreement with Litten & Sipe PLC for legal services, 2nd by R Coiner. The motion carried unanimously.

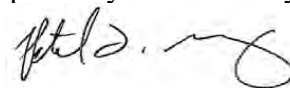
13. Regional Roundtable

Commission members shared information of note from their communities.

14. Adjournment

Upon motion by R. Coiner, 2nd by T Voorhees, Chair Taylor adjourned the meeting at 3:28 p.m.

Respectfully Submitted by:



Patrick L. Mauney
Secretary & Executive Director



MEMORANDUM

To: Members of the Rappahannock-Rapidan Regional Commission
From: Patrick L. Mauney, Executive Director
Date: April 14, 2022
Subject: FY 2022 Proposed Budget Amendments

FY 2022 Revenue and Expenditure reports through March 31, 2022 are enclosed for your review. These are unaudited reports for the first nine months (75%) of the fiscal year.

Revenues are 76.2% of the proposed amended budget, while expenditures are 67.5% of proposed amended budget. Operating expenses remain in line with budgeted amounts. Project expenses are tracking at or below budgeted amounts.

Staff recommends several budget amendments to account for delays in project spending and for additional funds received and expended through the Virginia Trees for Clean Water grant program approved by the Commission last August.

Revenue Amendments

- Decrease DRPT Mobility Management from \$244,765 to \$174,765 to reflect lower spending on pass-through expenses to Rappahannock-Rapidan Community Services and Aging Together
- Decrease NFWF Chesapeake Bay Grant from \$125,000 to \$18,000. These funds will be received in FY 2023 and FY 2024, but reimbursement requests for pass-through funding are slower than anticipated.
- Increase Virginia Housing PDC Development Program from \$60,000 to \$66,500 due to more staff time expenditures at RRRC.
- Addition of \$6,749.50 in funds received for the Virginia Trees for Clean Water grant program.

Expense Amendments

- Decrease Mobility Management from \$387,500 to \$317,500
- Decrease NFWF Chesapeake Bay Grant from \$110,000 to \$11,750
- Addition of \$6,529.50 in expenses for the Virginia Trees for Clean Water grant program.

REQUESTED ACTION: Adoption of the FY 2022 budget amendments

Rappahannock-Rapidan Regional Commission
FY 2022 Revenue Snapshot - March 31, 2022

Budget Items	FY 2022 Budget	Adjustments	Adjusted Budget	July	August	September	October	November	December	January	February	March	April	YTD Actual	YTD %
Revenues															
Dues:															
Culpeper County	\$ 27,589.00		\$ 27,589.00		\$ 27,589.20									\$ 27,589.20	100.0%
Fauquier County	\$ 49,677.00		\$ 49,677.00			\$ 24,838.58						\$ 24,838.58		\$ 49,677.16	100.0%
Madison County	\$ 10,833.00		\$ 10,833.00	\$ 10,833.16										\$ 10,833.16	100.0%
Orange County	\$ 24,892.00		\$ 24,892.00	\$ 24,891.70										\$ 24,891.70	100.0%
Rappahannock County	\$ 5,915.00		\$ 5,915.00	\$ 5,915.41										\$ 5,915.41	100.0%
Town of Culpeper	\$ 15,454.00		\$ 15,454.00	\$ 15,453.77										\$ 15,453.77	100.0%
Town of Gordonsville	\$ 1,332.00		\$ 1,332.00	\$ 1,332.15										\$ 1,332.15	100.0%
Town of Madison	\$ 202.00		\$ 202.00	\$ 201.69										\$ 201.69	99.8%
Town of Orange	\$ 4,191.00		\$ 4,191.00	\$ 4,190.67										\$ 4,190.67	100.0%
Town of The Plains	\$ 194.00		\$ 194.00			\$ 194.22								\$ 194.22	100.1%
Town of Remington	\$ 541.00		\$ 541.00	\$ 541.16										\$ 541.16	100.0%
Town of Warrenton	\$ 8,248.00		\$ 8,248.00	\$ 8,247.71										\$ 8,247.71	100.0%
Town of Washington	\$ 104.00		\$ 104.00	\$ 103.75										\$ 103.75	99.8%
Interest Income	\$ 300.00		\$ 300.00	\$ 17.09	\$ 17.60	\$ 17.75	\$ 20.20	\$ 19.82	\$ 23.06	\$ 26.60	\$ 29.04	\$ 54.21		\$ 225.37	75.1%
Other Income	\$ 1,000.00		\$ 1,000.00	\$ 100.00	\$ 100.00	\$ 101.50	\$ 201.50	\$ 159.63	\$ 100.00	\$ 380.00	\$ 100.00	\$ 68.34		\$ 1,310.97	131.1%
AARP Community Challenge Grant	\$ 25,000.00		\$ 25,000.00		\$ 25,000.00									\$ 25,000.00	100.0%
DEQ Chesapeake Bay PDC Capacity	\$ 58,000.00		\$ 58,000.00											\$ -	0.0%
DRPT Mobility Management Grant	\$ 244,765.00	\$ (70,000.00)	\$ 174,765.00	\$ 6,955.00	\$ 7,030.00		\$ 22,656.00	\$ 14,872.00		\$ 10,737.00	\$ 3,614.00	\$ 32,970.00	\$ 15,421.00	\$ 98,834.00	56.6%
NFWF Chesapeake Bay Grant	\$ 200,000.00	\$ (182,000.00)	\$ 18,000.00					\$ 3,934.35				\$ 13,955.47		\$ 17,889.82	99.4%
No Kid Hungry VA Farm to School Grant	\$ 25,000.00		\$ 25,000.00	\$ 25,000.00										\$ 25,000.00	100.0%
PATH Farm to School Grant	\$ 30,000.00		\$ 30,000.00	\$ 30,000.00										\$ 30,000.00	100.0%
PATH Mobility Management/Transportation	\$ 150,000.00	\$ 47,500.00	\$ 197,500.00	\$ 2,500.00		\$ 190,000.00			\$ 2,500.00	\$ 2,500.00				\$ 197,500.00	100.0%
Redistricting Income	\$ -	\$ 4,500.00	\$ 4,500.00											\$ -	0.0%
Regional Housing	\$ 48,604.00		\$ 48,604.00	\$ 25,301.39	\$ 9,160.08	\$ 7,093.31						\$ 7,049.90		\$ 48,604.68	100.0%
Regional Tourism	\$ 7,500.00		\$ 7,500.00	\$ 5,600.00		\$ 300.00		\$ 1,400.00				\$ 295.40		\$ 7,595.40	101.3%
Rideshare Program	\$ 133,265.00	\$ (20,000.00)	\$ 113,265.00	\$ 7,116.00	\$ 6,707.00	\$ 8,018.00	\$ 7,230.00	\$ 10,508.00			\$ 15,105.00	\$ 7,882.00	\$ 7,274.00	\$ 62,566.00	55.2%
RTAP Income	\$ -	\$ 5,338.00	\$ 5,338.00							\$ 3,137.00	\$ 2,201.00			\$ 5,338.00	100.0%
Rural Transportation Planning	\$ 58,000.00		\$ 58,000.00		\$ 15,277.00			\$ 11,957.62			\$ 14,807.81			\$ 42,042.43	72.5%
State Regional Planning Grant	\$ 89,971.00		\$ 89,971.00						\$ 44,985.50	\$ 22,492.75				\$ 67,478.25	75.0%
Town of Washington Pass Through		\$ 19,000.00	\$ 19,000.00								\$ 19,000.00			\$ 19,000.00	100.0%
VDEM Wildfire Analysis Grant	\$ 12,826.00		\$ 12,826.00											\$ -	0.0%
Virginia Housing PDC Development Program	\$ 60,000.00	\$ 6,500.00	\$ 66,500.00				\$ 20,000.00					\$ 28,352.37		\$ 48,352.37	72.7%
VHSP Grant	\$ 84,500.00		\$ 84,500.00			\$ 10,689.33			\$ 19,107.55	\$ 14,571.91		\$ 14,084.05		\$ 58,452.84	69.2%
VTWCW Grant	\$ -	\$ 6,749.50	\$ 6,749.50									\$ 6,749.50		\$ 6,749.50	100.0%
Total Revenue	\$ 1,377,903.00	\$ (182,412.50)	\$ 1,195,490.50	\$ 174,300.65	\$ 90,880.88	\$ 241,252.69	\$ 50,107.70	\$ 42,851.42	\$ 66,716.11	\$ 53,845.26	\$ 54,856.85	\$ 136,299.82	\$ 22,695.00	\$ 911,111.38	76.2%

Budget Items	FY 2022 Budget	Adjustments	Adjusted Budget	July	August	September	October	November	December	January	February	March	April	YTD Actual	YTD %
Expenditures															
Advertising	\$ 1,000.00		\$ 1,000.00	\$ 70.00							\$ 290.40			\$ 360.40	36.0%
Annual Meeting/Workshops/Meetings	\$ 5,000.00		\$ 5,000.00		\$ 500.00		\$ 2,868.17		\$ 649.37		\$ 300.00			\$ 4,317.54	86.4%
Audit/Legal	\$ 5,000.00		\$ 5,000.00						\$ 4,100.00					\$ 4,100.00	82.0%
Equipment/Software	\$ 10,000.00		\$ 10,000.00	\$ 64.98	\$ 824.96	\$ 6,594.56	\$ 27.98	\$ 87.98	\$ 27.98	\$ 38.37	\$ 178.98	\$ 174.98		\$ 8,020.77	80.2%
FICA	\$ 36,720.00		\$ 36,720.00	\$ 2,314.62	\$ 2,371.45	\$ 2,509.53	\$ 4,124.93	\$ 2,678.21	\$ 2,670.58	\$ 2,696.21	\$ 2,687.59	\$ 2,692.82	\$ 2,658.59	\$ 24,745.94	67.4%
Health & Dental	\$ 75,000.00		\$ 75,000.00	\$ 5,174.16	\$ 5,174.16	\$ 5,174.16	\$ 4,936.18	\$ 4,936.18	\$ 5,578.78	\$ 5,578.78	\$ 5,578.78	\$ 5,578.78	\$ 5,578.78	\$ 47,709.96	63.6%
Meals	\$ 2,500.00		\$ 2,500.00	\$ 132.69	\$ 338.69				\$ 0.49	\$ 88.54		\$ 26.78		\$ 587.19	23.5%
Membership Dues	\$ 4,500.00		\$ 4,500.00	\$ 225.16	\$ 3,800.00	\$ 400.00								\$ 4,425.16	98.3%
Miscellaneous	\$ 500.00		\$ 500.00	\$ 50.54	\$ 95.23							\$ 110.12		\$ 255.89	51.2%
Mortgage	\$ 23,916.00		\$ 23,916.00	\$ 1,993.00	\$ 1,993.00	\$ 1,993.00	\$ 1,993.00	\$ 1,993.00	\$ 1,993.00	\$ 1,993.00	\$ 1,993.00	\$ 1,993.00	\$ 1,993.00	\$ 17,937.00	75.0%
Office & P.O. Liability Insurance	\$ 1,350.00		\$ 1,350.00	\$ 1,368.00										\$ 1,368.00	101.3%
Office Maintenance	\$ 10,000.00		\$ 10,000.00	\$ 491.40	\$ 400.00	\$ 635.04	\$ 817.76		\$ 625.00	\$ 1,146.60		\$ 380.00	\$ 889.46	\$ 4,495.80	45.0%
Payroll Expenses	\$ 480,000.00		\$ 480,000.00	\$ 32,439.82	\$ 33,182.43	\$ 34,987.39	\$ 55,614.32	\$ 36,702.87	\$ 36,679.11	\$ 37,003.34	\$ 36,890.79	\$ 36,959.04	\$ 36,511.48	\$ 340,459.11	70.9%
Postage	\$ 500.00		\$ 500.00	\$ 2.60	\$ 55.00	\$ 8.45	\$ 58.00	\$ 10.34	\$ 17.65		\$ 8.70		\$ 65.20	\$ 160.74	32.1%
Printing	\$ 3,000.00		\$ 3,000.00	\$ 70.00	\$ 25.86	\$ 79.34	\$ 46.24	\$ 299.49	\$ 8.49	\$ 111.02	\$ 22.56	\$ 68.46	\$ 47.01	\$ 731.46	24.4%
Reserve	\$ -		\$ -											\$ -	#DIV/0!
Subscriptions and Books	\$ 500.00		\$ 500.00	\$ 16.00	\$ 16.00	\$ 16.00	\$ 160.00	\$ 18.00	\$ 70.00	\$ 20.00	\$ 74.99	\$ 18.00		\$ 408.99	81.8%
Supplies	\$ 4,500.00		\$ 4,500.00		\$ 162.43	\$ 601.59	\$ 37.70	\$ 313.12	\$ 219.08	\$ 238.59	\$ 174.61	\$ 353.40		\$ 2,100.52	46.7%
Technology	\$ 10,000.00		\$ 10,000.00	\$ 3,046.61	\$ 646.61	\$ 888.21	\$ 542.62	\$ 598.38	\$ 556.21	\$ 549.89	\$ 549.89	\$ 775.06	\$ 547.62	\$ 8,153.48	81.5%
Travel & Training	\$ 10,000.00		\$ 10,000.00	\$ 31.36	\$ 30.24	\$ 263.88	\$ 694.16	\$ 632.68	\$ (528.91)	\$ 292.14	\$ 719.11	\$ 150.18	\$ 167.90	\$ 2,284.84	22.8%
Utilities	\$ 6,500.00		\$ 6,500.00	\$ 277.26	\$ 363.46	\$ 326.50	\$ 295.19	\$ 173.64	\$ 245.92	\$ 436.17	\$ 524.76	\$ 580.09	\$ 405.33	\$ 3,222.99	49.6%
VRS	\$ 20,000.00		\$ 20,000.00	\$ 756.05	\$ 756.05	\$ 863.60	\$ 1,037.36	\$ 680.50	\$ 626.38	\$ 988.22	\$ 988.22	\$ 988.22	\$ 988.22	\$ 7,684.60	38.4%
Workman's Comp	\$ 500.00		\$ 500.00	\$ 500.00										\$ 500.00	100.0%
AARP Community Challenge Grant Expenses	\$ 25,000.00		\$ 25,000.00			\$ 1,411.53	\$ 3,139.21		\$ 11,414.87					\$ 15,965.61	63.9%
DEQ Chesapeake Bay PDC Capacity Expenses	\$ 1,000.00		\$ 1,000.00												



MEMORANDUM

To: Members of the Rappahannock-Rapidan Regional Commission
From: Patrick L. Mauney, Executive Director
Date: April 20, 2022
Subject: FY 2023 Draft Budget

The Regional Commission By-Laws require presentation of an annual budget prior to June 1 of each year, with adoption of a budget to be completed by July 1. Enclosed here is the draft FY 2023 budget for your review. This is a preliminary budget based on staff's understanding of available revenues as of April 20th.

The draft budget reflects significant increases in revenue and expenses compared to FY 2022 and previous fiscal years. This is due in large part to the implementation of the Virginia Housing PDC Development program, projected spending and reimbursements for the National Fish & Wildlife Foundation grant, and increased grant funds from the Department of Rail and Public Transportation for the regional mobility management program.

The overall FY 2022 preliminary budget projects revenues at \$2,080,694. Projected revenues are conservative, meaning that only grants that are awarded on an annual basis historically or are known to be included in draft or approved Federal or State agency budgets are included. Local dues, at the \$0.83 per capita rate adopted by the Regional Commission in August 2022, account for 7.3% of the budget. The draft budget represents an increase of \$885,000 from the FY 2022 budget (with amendments proposed in April). The budget again includes support from our member jurisdictions for regional housing and homelessness coordination services, enabling the Regional Commission to continue its role as lead agency for the Foothills Housing Network.

Operating expenses are presented based on budgeted amounts from the past four fiscal years. This budget includes a 5% cost of living increase along with adjustments consistent with the pay plan and salary survey approved in February. As with past years, payroll expenses and benefits are the main operating cost drivers for the budget. Health Insurance renewal rates increase 8.5%, while our Virginia Retirement System contribution rates remain very low due to an existing surplus in our agency actuarial numbers.

As referenced, project expenses increase significantly from previous years. These represent reimbursable expenses that will flow through the Regional Commission to grant partners or via contractual agreements. As in past years, staff will monitor spending patterns and make adjustments to these expenditures and reimbursable revenue sources throughout the fiscal year.

In addition to the preliminary revenues and expenditures, I also call your attention to the pending revenues listed on the budget worksheets on the following pages. Staff has submitted a number of grant applications that are currently pending and they range from short-term projects to grants that would last into FY 2026. Should these applications prove successful, it may be necessary to add staff capacity to assist with grant management and tasks. Any such request would be made to the Commission or the Executive Committee at such time as that may be necessary.

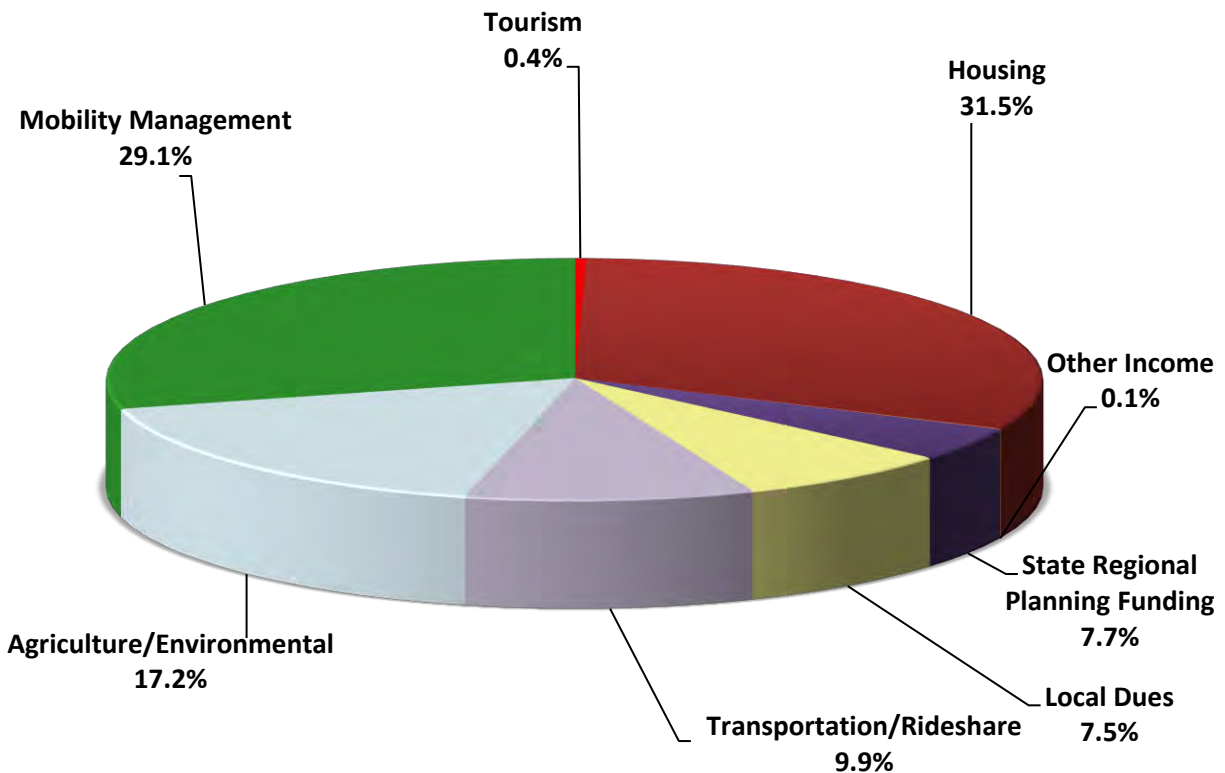
Also included here is an acronym listing for your reference:

AARP – formerly American Association of Retired Persons
ARPA – American Rescue Plan Act
CFPF – Commonwealth Flood Preparedness Fund; managed by DCR
DCR – Virginia Department of Conservation and Recreation
DEQ – Virginia Department of Environmental Quality
DHCD – Virginia Department of Housing & Community Development
DOF – Virginia Department of Forestry
DRPT – Virginia Department of Rail and Public Transportation
EDA – U.S. Economic Development Administration
FICA – Federal Insurance Contributions Act
NFWF – National Fish and Wildlife Foundation
PATH – PATH Foundation
PDC – Planning District Commission (State Code reference for Regional Commission)
P.O. – Public Officials’ Liability
RFSP – Regional Food Systems Partnership; managed by USDA
RTAP – Rural Transit Assistance Program; managed by DRPT
USDA – U.S. Department of Agriculture
VDEM – Virginia Department of Emergency Management
VHA – Virginia Housing Alliance
VHSP – Virginia Homeless Solutions Program; managed by DHCD
VISTA – Volunteers in Service to America; managed by VHA
VRS – Virginia Retirement System
VTCW – Virginia Trees for Clean Water program; managed by DOF

REQUESTED ACTION: None required. Staff is available to answer questions regarding the draft budget and additional revisions are likely between now and the June 22nd meeting.

FY 2023 DRAFT Budget Revenues by Category – April 27, 2022

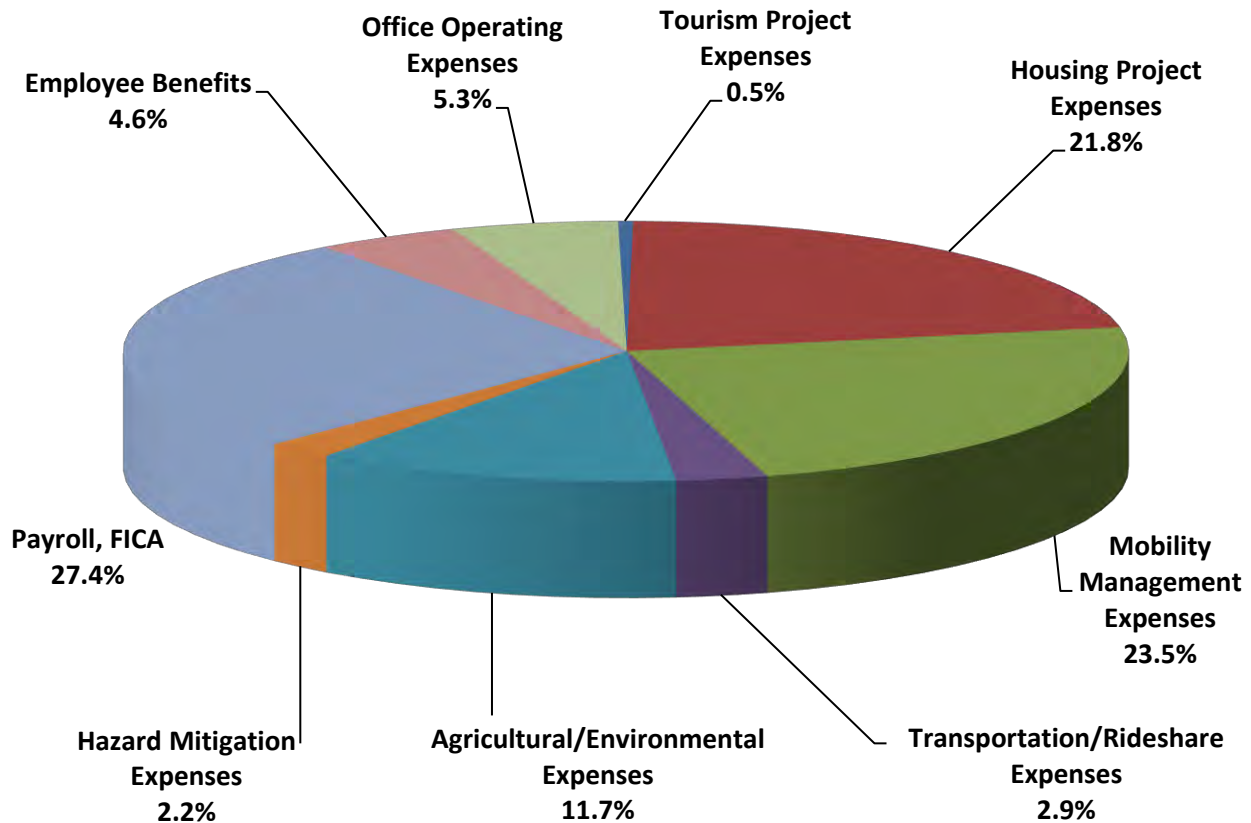
Revenues			
Agriculture/Environmental	\$	348,000.00	16.7%
Hazard Mitigation	\$	52,000.00	2.5%
Housing/Homelessness	\$	638,604.00	30.7%
Local Dues	\$	151,859.00	7.3%
Other Income	\$	1,500.00	0.1%
Mobility Management	\$	590,000.00	28.3%
Transportation/Rideshare	\$	201,160.00	9.7%
State Regional Planning Funding	\$	89,971.00	4.3%
Tourism	\$	7,600.00	0.4%
Total Revenue	\$	2,080,694.00	100.0%



Revenue Source		
Local Per Capita	\$151,859.00	7.3%
Local – Project Specific	\$55,604.00	2.7%
State	\$412,801.00	19.8%
Federal - Direct	\$250,000.00	12.0%
Federal – State Pass Through	\$455,300.00	21.9%
Other/Non-Profit/Private	\$755,130.00	36.3%
TOTAL	\$2,080,694.00	100.00%

FY 2023 DRAFT Budget Expenditures by Category – April 27, 2022

Expenditures			
Operating Expenses			
Payroll/FICA	\$ 570,628.00		27.4%
Employee Benefits	\$ 96,500.00		4.6%
Other Operating Expenses	\$ 111,066.00		5.4%
Total Operating	\$778,194.00		37.4%
Project Expenses/Contractual			
Agriculture/Environmental Project Expenses	\$244,000.00		11.7%
Hazard Mitigation Expenses	\$45,000.00		2.2%
Housing Project Expenses	\$454,500.00		21.8%
Mobility Management Project Expenses	\$488,000.00		23.5%
Tourism Project Expenses	\$10,000.00		0.5%
Transportation/Rideshare Expenses	\$61,000.00		2.9%
Total Project Expenses	\$1,302,500.00		62.6%
Total Expenditures	\$2,080,694.00		100.00%



Rappahannock-Rapidan Regional Commission
Budget Draft FY 2023 (April 20, 2022)

Budget Items	Draft FY 2023 Budget			
Revenues				
Dues:				
Culpeper County	\$ 26,967.00			
Fauquier County	\$ 51,497.00	Pending Revenues		
Madison County	\$ 11,315.00	EDA CEDS Plan	\$ 100,000.00	3 Years
Orange County	\$ 24,877.00	CFPF Resiliency Plan	\$ 50,000.00	
Rappahannock County	\$ 6,027.00	General Assembly ARPA	\$ 30,000.00	
Town of Culpeper	\$ 16,651.00	AARP Community Challenge	\$ 25,000.00	
Town of Gordonsville	\$ 1,164.00	USDA RFSP	\$ 870,000.00	3 Years
Town of Madison	\$ 170.00	PATH RFSP Match	\$ 150,000.00	3 Years
Town of Orange	\$ 4,050.00			
Town of The Plains	\$ 203.00			
Town of Remington	\$ 520.00			
Town of Warrenton	\$ 8,347.00			
Town of Washington	\$ 71.00			
Interest Income	\$ 500.00			
Other Income	\$ 1,000.00			
DEQ Chesapeake Bay PDC Capacity	\$ 58,000.00			
DRPT Commuter Assistance Program	\$ 123,160.00			
DRPT Mobility Management	\$ 400,000.00			
DRPT Technical Assistance Grant	\$ 20,000.00			
NFWF Chesapeake Bay Grant	\$ 250,000.00			
PATH Farm to School	\$ 40,000.00			
PATH Mobility Management/Transportation	\$ 190,000.00			
Regional Housing	\$ 48,604.00			
Regional Tourism	\$ 7,600.00			
Rural Transportation Planning	\$ 58,000.00			
State Regional Planning	\$ 89,971.00			
VDEM Wildfire Analysis Grant	\$ 2,000.00			
VDEM Hazard Mitigation Plan	\$ 50,000.00			
Virginia Housing PDC Development Program	\$ 500,000.00			
VHSP Grant	\$ 90,000.00			
Total Revenue	\$ 2,080,694.00			
Expenditures				
Advertising	\$ 750.00			
Annual Meeting/Workshops/Meetings	\$ 5,000.00	Operating	\$ 778,194.00	
Audit/Legal	\$ 6,000.00	Non-Payroll Operating	\$ 248,116.00	
Equipment/Software	\$ 12,000.00	Projects	\$ 1,296,000.00	
FICA	\$ 40,550.00			
Health & Dental	\$ 80,000.00			
Meals	\$ 2,500.00			
Membership Dues	\$ 6,000.00			
Miscellaneous	\$ 500.00			
Mortgage	\$ 23,916.00			
Office & P.O. Liability Insurance	\$ 1,400.00			
Office Maintenance	\$ 14,000.00			
Payroll Expenses	\$ 530,078.00			
Postage	\$ 500.00			
Printing	\$ 3,000.00			
Reserve	\$ -			
Subscriptions and Books	\$ 500.00			
Supplies	\$ 4,500.00			
Technology	\$ 13,000.00			
Travel & Training	\$ 11,000.00			
Utilities	\$ 6,500.00			
VRS	\$ 16,000.00			
Workman's Comp	\$ 500.00			
AmeriCorps VISTA Match Expense	\$ 6,500.00			
Chesapeake Bay PDC Capacity Expenses	\$ 1,000.00			
Commuter Services Expenses	\$ 60,000.00			
Farm to School Expenses	\$ 3,000.00			
Hazard Mitigation Expenses	\$ 45,000.00			
Mobility Management Expenses	\$ 488,000.00			
NFWF Grant Expenses	\$ 240,000.00			
Regional Tourism Expenses	\$ 10,000.00			
Rural Transportation Expenses	\$ 1,000.00			
Virginia Housing PDC Development Program Expenses	\$ 445,000.00			
VHSP Expenses	\$ 3,000.00			
Total Expenditures	\$ 2,080,694.00			
Unprogrammed Revenues:	\$ -			

Rappahannock-Rapidan Regional Commission
Draft FY 2023 Revenues

Budget Items	FY 2023 Draft (April 27, 2022)	FY 2022 Proposed Amendments (April 27, 2022)	Change
Revenues			
Dues:			
Culpeper County	\$ 26,967.00	\$ 27,589.00	-2.25%
Fauquier County	\$ 51,497.00	\$ 49,677.00	3.66%
Madison County	\$ 11,315.00	\$ 10,833.00	4.45%
Orange County	\$ 24,877.00	\$ 24,892.00	-0.06%
Rappahannock County	\$ 6,027.00	\$ 5,915.00	1.89%
Town of Culpeper	\$ 16,651.00	\$ 15,454.00	7.75%
Town of Gordonsville	\$ 1,164.00	\$ 1,332.00	-12.61%
Town of Madison	\$ 170.00	\$ 202.00	-15.84%
Town of Orange	\$ 4,050.00	\$ 4,191.00	-3.36%
Town of The Plains	\$ 203.00	\$ 194.00	4.64%
Town of Remington	\$ 520.00	\$ 541.00	-3.88%
Town of Warrenton	\$ 8,347.00	\$ 8,248.00	1.20%
Town of Washington	\$ 71.00	\$ 104.00	-31.73%
Interest Income	\$ 500.00	\$ 300.00	66.67%
Other Income	\$ 1,000.00	\$ 1,000.00	0.00%
AARP Community Challenge Grant	\$ -	\$ 25,000.00	-
DEQ Chesapeake Bay PDC Capacity	\$ 58,000.00	\$ 58,000.00	0.00%
DRPT Commuter Assistance Program	\$ 123,160.00	\$ 113,265.00	8.74%
DRPT Mobility Management Grant	\$ 400,000.00	\$ 174,765.00	128.88%
DRPT Technical Assistance Grant	\$ 20,000.00	\$ -	-
NFWF Chesapeake Bay Grant	\$ 250,000.00	\$ 18,000.00	1288.89%
No Kid Hungry VA Farm to School	\$ -	\$ 25,000.00	-
PATH Farm to School	\$ 40,000.00	\$ 30,000.00	33.33%
PATH Mobility Management/Transportation	\$ 190,000.00	\$ 197,500.00	-3.80%
Redistricting Income	\$ -	\$ 4,500.00	-
Regional Housing	\$ 48,604.00	\$ 48,604.00	0.00%
Regional Tourism	\$ 7,600.00	\$ 7,500.00	1.33%
RTAP Income	\$ -	\$ 5,338.00	-
Rural Transportation Planning	\$ 58,000.00	\$ 58,000.00	0.00%
State Regional Planning	\$ 89,971.00	\$ 89,971.00	0.00%
Town of Washington Pass-Through	\$ -	\$ 19,000.00	-
VDEM Wildfire Analysis Grant	\$ 2,000.00	\$ 12,826.00	-84.41%
VDEM Hazard Mitigation Plan	\$ 50,000.00	\$ -	-
Virginia Housing PDC Development Program	\$ 500,000.00	\$ 66,500.00	651.88%
VHSP Grant	\$ 90,000.00	\$ 84,500.00	6.51%
VTWC Grant	\$ -	\$ 6,749.50	-
Total Revenue	\$ 2,080,694.00	\$ 1,195,490.50	74.05%
<i>Other Pending Revenues & Status</i>			
EDA CEDS Plan	\$ 100,000.00	Pending March 2022	3 Years
CFPF Resiliency Plan	\$ 50,000.00	Pending April 2022	
General Assembly ARPA	\$ 30,000.00	Pending April 2022	
AARP Community Challenge	\$ 25,000.00	Pending March 2022	
USDA RFSP	\$ 870,000.00	Pending May 2022	3 Years
PATH RFSP Match	\$ 150,000.00	Pending May 2022	3 Years

Rappahannock-Rapidan Regional Commission
Draft FY 2023 Expenditures

	Budget Items	FY 2023 Draft (April 27, 2022)	FY 2022 Proposed Amendments (April 27, 2022)	Change
	Expenditures			
Operating Expenses	Advertising	\$ 750.00	\$ 1,000.00	-25.00%
	Annual Meeting/Workshops/Meetings	\$ 5,000.00	\$ 5,000.00	0.00%
	Audit/Legal	\$ 6,000.00	\$ 5,000.00	20.00%
	Equipment/Software	\$ 12,000.00	\$ 10,000.00	20.00%
	FICA	\$ 40,550.00	\$ 36,720.00	10.43%
	Health & Dental	\$ 80,000.00	\$ 75,000.00	6.67%
	Meals	\$ 2,500.00	\$ 2,500.00	0.00%
	Membership Dues	\$ 6,000.00	\$ 4,500.00	33.33%
	Miscellaneous	\$ 500.00	\$ 500.00	0.00%
	Mortgage	\$ 23,916.00	\$ 23,916.00	0.00%
	Office & P.O. Liability Insurance	\$ 1,400.00	\$ 1,350.00	3.70%
	Office Maintenance	\$ 14,000.00	\$ 10,000.00	40.00%
	Payroll Expenses	\$ 530,078.00	\$ 480,000.00	10.43%
	Postage	\$ 500.00	\$ 500.00	0.00%
	Printing	\$ 3,000.00	\$ 3,000.00	0.00%
	Reserve	\$ -	\$ -	-
	Subscriptions and Books	\$ 500.00	\$ 500.00	0.00%
	Supplies	\$ 4,500.00	\$ 4,500.00	0.00%
	Technology	\$ 13,000.00	\$ 10,000.00	30.00%
	Travel & Training	\$ 11,000.00	\$ 10,000.00	10.00%
	Utilities	\$ 6,500.00	\$ 6,500.00	0.00%
	VRS	\$ 16,000.00	\$ 20,000.00	-20.00%
	Workman's Comp	\$ 500.00	\$ 500.00	0.00%
Project Expenses	AARP Community Challenge Grant Expenses	\$ -	\$ 25,000.00	-
	AmeriCorps VISTA Match	\$ 6,500.00	\$ -	-
	Chesapeake Bay PDC Capacity Expenses	\$ 1,000.00	\$ 1,000.00	0.00%
	Commuter Services Expenses	\$ 60,000.00	\$ 27,565.00	117.67%
	Farm to School Expenses	\$ 3,000.00	\$ 3,000.00	0.00%
	Hazard Mitigation Expenses	\$ 45,000.00	\$ -	-
	Mobility Management Expenses	\$ 488,000.00	\$ 317,500.00	53.70%
	NFWF Grant Expenses	\$ 240,000.00	\$ 11,750.00	1942.55%
	Redistricting Expenses	\$ -	\$ 3,750.00	-
	Regional Tourism Expenses	\$ 10,000.00	\$ 12,800.00	-21.88%
	RTAP Expenses	\$ -	\$ 5,338.00	-
	Rural Transportation Expenses	\$ 1,000.00	\$ 1,000.00	0.00%
	Town of Washington Pass Through	\$ -	\$ 19,000.00	-
	Virginia Housing PDC Housing Development	\$ 445,000.00	\$ 1,000.00	44400.00%
	VHSP Expenses	\$ 3,000.00	\$ 3,000.00	0.00%
	VTCW Expenses	\$ -	\$ 6,529.50	-
	Total Expenditures	\$ 2,080,694.00	\$ 1,149,218.50	81.05%

Executive Director's Report

April 20, 2022



The purpose of this monthly report is to provide members of the Regional Commission with a summary report of work plan-related activities, staff attendance and participation at local/regional/statewide meetings, and updates on initiatives impacting the Regional Commission and our localities.

Administration:

- Mr. William Semple II is the newest Commissioner, representing the Town of Warrenton Council. I, and I'm sure each of you, look forward to welcoming Mr. Semple formally next week!
- Information is included with this report on the Southeast Crescent Regional Commission and an ongoing survey of priorities within the Commission's footprint, which includes all of the RRRC region. The SCRC is a federal-state partnership similar to the Appalachian Regional Commission, with potential to provide funding for basic infrastructure, business development, natural resources, and workforce/labor development. The survey and more information can be accessed at <https://scrc.gov/>
- Connected with town managers in Remington and Madison regarding monthly Chief Administrative Officer meetings
- Revisions to RRRC's personnel policies are underway. This is a complete revision and I anticipate having a draft for Commission review later this year.

Transportation

- The Regional Transportation Collaborative and partners were featured in recent articles in the [Rappahannock News](#) and in [Warrenton Lifestyle](#) magazine. Kristin Lam Peraza and RTC partner Aging Together were also featured on a recent interview with WJMA, which can be heard on [Aging Together's website](#).
- The Collaborative was also able to leverage its connection with the Department of Rail and Public Transportation to acquire two additional low-mileage vehicles for volunteer driver programs to use for client transportation at a cost of 20% of current value. The second quarter report for the program is included here for your information.
- Kickoff meetings and field work with consultant teams are underway for the Growth and Accessibility Program (GAP) Technical Assistance projects in Remington, Washington and Rappahannock County.
- Staff worked with Fauquier County staff to submit one pre-application for Smart Scale in March. We also had several discussions with Orange County, Madison County and Town of Warrenton staff regarding submissions that ultimately were submitted by each local government.
- Staff is looking to expand our Commuter Services' offerings and are planning to join the statewide ridesharing database available through Agile Mile. Currently, we are only linked to the Commuter Connections database that is specifically focused on Washington, D.C. and Northern Virginia commuters.

Environmental & Natural Resources

- Michelle Edwards presented in April to the Rappahannock River Basin Commission Technical Committee regarding utility scale solar. Our thanks to your local staff that provided common concerns and general issues related to solar development activity in the region.
- Staff submitted the Community Flood Preparedness Fund application earlier this month. We anticipate hearing back from the Department of Conservation and Recreation in the next month or so regarding the application to develop a regional resiliency section within the Hazard Mitigation plan.
- Liz Beling continues to expand the number of schools in which she's bringing Harvest of the Month and other Farm to School activities. She is also participating with the Virginia Farm to School leadership team and with farmers markets in the region as the school year nears its end.

Homelessness & Regional Housing

- Staff coordinated the submission of the Virginia Homeless Solutions Program grant for the Foothills Housing Network earlier this month. The overall request for FHN increased with the addition of Rappahannock-Rapidan Community Services as a grantee, and we expect to learn whether additional funding is recommended in May or early June.
- Staff communicated with applicants to the PDC Housing Development program following Commission approval of the funding allocations in February. We continue to develop project agreements in coordination with Virginia Housing.

Economic Development & Tourism

- The Comprehensive Economic Development Strategy (CEDS) application was submitted to U.S. Economic Development Administration in March, in coordination with Thomas Jefferson Planning District Commission and GO Virginia Region 9. We have received follow-up questions from EDA staff clarifying various aspects of the application subsequent to the submission.
- I provided a letter of support and commitment of in-kind staff time to a GO Virginia application submitted by Culpeper County for programming related to farmer and entrepreneur training at the Carver Center in March.

Emergency Planning & Hazard Mitigation

- The Hazard Mitigation Plan update will likely begin in late 2022. We anticipate contracting much of the work on this plan and will likely seek cooperative procurement options via other Planning District Commissions that have completed similar updates with consultants in the past year or two.
- The ongoing Wildfire Risk Analysis project is included here for your information. This work was funded via a small Hazard Mitigation grant and can be included as part of local comprehensive plans or other local emergency preparedness activities. Staff is also happy to present the information locally.

Local Technical Assistance

- Met with Culpeper County staff and other partners regarding potential river access planning opportunities
- Provided demographic information to support redistricting submissions by Culpeper County, Rappahannock County and Town of Warrenton upon request by the Office of the Attorney General

- Provided a summary memo outlining various grant programs related to infrastructure and economic development to Fauquier County's Department of Economic Development and Fauquier County Water and Sanitation Authority
- Coordinated a meeting with Department of Housing and Community Development staff with Town of Remington regarding possible CDBG funding to support town priorities related to Main Street and revitalization
- Participated on transportation pipeline planning projects with Fauquier County and the Town of Warrenton for targeted projects in both localities
- Provided detailed data on transportation provision through the FAMS Call Center to a committee led by People Incorporated staff working on health equity in Fauquier County
- Coordinated a meeting with Friends of the Rappahannock and John Marshall Soil and Water Conservation District to present Virginia Conservation Assistance Program opportunities for staff in Fauquier County and Town of Warrenton
- Discussed opportunities for technical assistance panel in the region with Urban Land Institute representatives
- Staff is working with LOWLINC and Weldon Cooper Center to develop a transportation survey focused on needs in the Route 3 corridor



Regional Transportation Collaboration (RTC) 2nd Quarter Report FY22

Program	Metric	FY22 Goal	Q1	Q2	Q3	Q4	Current Total
Access to Health	Total Rides (RTC)	8,000	1,575	1,940			3,515



800+ Rides were Funded by Gas Cards

480+ Gas Cards were Distributed

2 Gas Scholarships were Given for Chronic Illness



1,900+ Rides Provided through RTC

1,140 Rides Given by Volunteer Drivers

470 Transportation Related Services Provided



2 Pilot Projects Started

Extended Access (EA) Gas Cards pilot project is being coordinated by a partnership between RTC and the Culpeper Free Clinic to provide gas card supplements to patients who are referred for treatment or testing from medical facilities outside of the locality.

Medicaid Rides (MR) Ticket pilot project has begun between the Fauquier Free Clinic and RTC to coordinate and schedule Medicaid transportation request for vulnerable individuals enabling them to utilize their insurance benefit to access transportation scheduling systems.



Noteworthy Progress

One article was published about the RTC and the Aging Together Partnership

One radio interview was completed RTC and the Aging Together Partnership.

RTC won an Honorable Mention award for best practices from the Virginia Department for Aging and Rehabilitative Services and the Commonwealth Council on Aging.

The RTC Model was shared at a nationwide AARP rural lab meeting and demonstrated to two agencies across the state of Virginia.

Two wheelchair vans 9 and 7 passengers were leveraged from DRPT to bring the total vehicles acquired by the RTC to 5.



18 New Volunteers



190 New Clients



3 New Staff



70% Used of Budget



250 Staff Activities Recorded

Activity Description	Indicator	Target / Actual		Q1 October - December (submit to DRPT in January's reimbursement request)	Q2 January - March (submit to DRPT in April's reimbursement request)
				Enter your actual progress for the quarter in the highlighted cell below. Provide any comments in the appropriate cell.	Enter your actual progress for the quarter in the highlighted cell below. Provide any comments in the appropriate cell.
Describe an activity to help reach your proposed goals and objectives.	List one indicator you plan to track for the activity. If you want to track more than one indicator per activity, use a new row.	Enter the target for the year in the highlighted cell below.			
Collaborated with local volunteer driver programs, transportation partners, and other community agencies to	Number of Meetings	Target	24	6	6
		Actual	60	21	39
		Percent of Target	250.0%	350.0%	650.0%
		Comments			
Coordinated with local driver programs to provide transportation.	Number of Ride Requests	Target	2000	500	500
		Actual	1231	586	645
		Percent of Target	61.6%	117.2%	129.0%
		Comments			
Coordinated with local driver programs to provide transportation.	Number of One-Way Rides Given	Target	3000	750	750
		Actual	1302	660	642
		Percent of Target	43.4%	88.0%	85.6%
		Comments			
Coordinated with local driver programs to provide transportation.	Number of Charitable Miles Tracked	Target	50000	12500	12500
		Actual	30246	14918	15328
		Percent of Target	60.5%	119.3%	122.6%
		Comments			
Coordinated with local driver programs to provide transportation.	Number of Charitable Hours Tracked	Target	5000	1250	1250
		Actual	2159	1301	858
		Percent of Target	43.2%	104.1%	68.6%
		Comments			
Provided public transportation information and referrals.	Number of Calls	Target	8000	2000	2000
		Actual	3044	1449	1595
		Percent of Target	38.1%	72.5%	79.8%
		Comments			
Provided public transportation information and referrals.	Number of Calls Referred	Target	5000	1250	1250
		Actual	2047	907	1140
		Percent of Target	40.9%	72.6%	91.2%
		Comments			
Maintain the Data Software Program	Number of Days Used	Target	365	91	91
		Actual	180	91	89
		Percent of Target	49.3%	99.7%	97.5%
		Comments			
Maintain the Data Software Program	Number of Profiles Created	Target	500	125	125
		Actual	335	145	190
		Percent of Target	67.0%	116.0%	152.0%
		Comments			
Maintain the Data Software Program	Number of Staff/Partners Using Program	Target	10	3	3
		Actual	21	8	13
		Percent of Target	210.0%	320.0%	520.0%
		Comments			
Maintain the Data Software Program	Number of Reports Generated	Target	30	8	8
		Actual	36	13	23
		Percent of Target	120.0%	173.3%	306.7%
		Comments			
Track and Quantify Outreach/Awareness Impact	Number of Activities Tracked	Target	600	150	150
		Actual	374	124	250
		Percent of Target	62.3%	82.7%	166.7%
		Comments			
Track and Quantify Outreach/Awareness Impact	Audience/Impact Size	Target	10000	2500	2500
		Actual	62157	13759	48398
		Percent of Target	621.6%	550.4%	1935.9%
		Comments			
Track and Quantify Outreach/Awareness Impact	Hours Tracked	Target	1000	250	250
		Actual	765	321	444
		Percent of Target	76.5%	128.4%	177.6%
		Comments			
Provide ride coordination for individuals to access medical care.	# of Rides coordinated for medical care	Target	2000	500	500
		Actual	1026	514	512
		Percent of Target	51.3%	102.8%	102.4%
		Comments			
Provide Information/referral and ride coordination to Elderly Individuals	# of Elderly Served	Target	1000	250	250
		Actual	396	206	190
		Percent of Target	39.6%	82.4%	76.0%
		Comments			
Provide Information/referral and ride coordination to disabled individuals	# of Disabled Individuals Served	Target	500	125	125
		Actual	464	117	347
		Percent of Target	92.8%	93.6%	277.6%
		Comments			



Media Contact: [Rasheedah Thomas](#)

SCRC Launches Survey of 408 Counties

Residents in the Southeast Crescent region will have six weeks to participate in this critical, information-gathering phase.

Columbia, SC; April 19, 2022— Today, the Southeast Crescent Regional Commission (SCRC) launched a public information survey in its seven-state region. Responses from residents will help guide programs and initiatives of the Commission which address economic and community development over the next five years.

“I’m pleased to start the information gathering phase at SCRC,” said Dr. Jennifer Clyburn Reed, Federal Co-Chair of SCRC. “Hearing directly from the citizens who reside in the region is imperative to the effectiveness and responsiveness of this agency. I look forward to prominently incorporating their voices in every facet of our strategic plan and as we prioritize where and how to focus our grants program.”

The brief survey will be available through the agency’s webpage, social media, state and local government outreach, and community organizations. It will take an estimated 3-5 minutes to complete. Individual responses are anonymous and will be kept confidential. The survey will close on Tuesday, May 31, 2022 at 5:00pm ET.

For more information about the Commission, visit the official website scrc.gov.

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About the Southeast Crescent Regional Commission (SCRC)

The Southeast Crescent Regional Commission (SCRC) is a federal-state partnership authorized in the 2008 Farm Bill to promote and encourage economic development in areas of Alabama, Georgia, Mississippi, North Carolina, South Carolina, Virginia, and all of Florida. SCRC invests in projects that support basic infrastructure, business development, natural resources, and workforce/labor development. SCRC’s mission is to help create jobs, build communities, and improve the lives of those who reside in the 408 counties of the seven-state region.

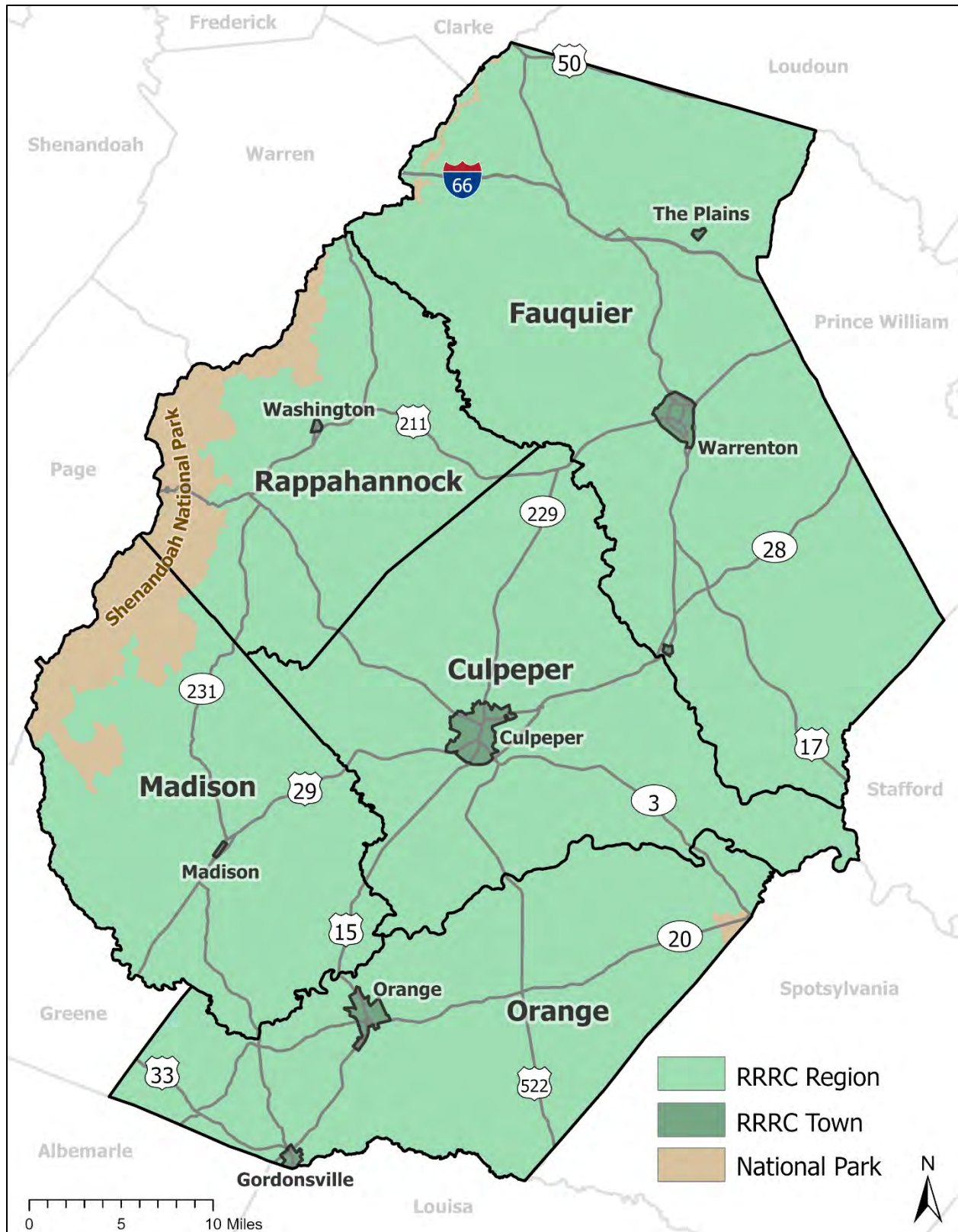
Wildfire Risk Analysis Update

Rappahannock-Rapidan Regional Commission Planning District 9



Rappahannock Rapidan
Regional Commission
420 Southridge Parkway, Suite 106
Culpeper, VA 22701
April 27, 2022

The Rappahannock–Rapidan Region



Wildfire Risk Analysis

Introduction and Background

The Rappahannock-Rapidan Region is comprised of the Counties of Culpeper, Fauquier, Madison, Orange & Rappahannock and the Towns of Culpeper, Gordonsville, Madison, Orange, Remington, The Plains, Warrenton & Washington in the Commonwealth of Virginia. The density and abundance of forested and wildlands in the Rappahannock-Rapidan Region, in conjunction with periods of high fire danger weather, lead to increased risk of wildfires in the area.

Located just southwest of Washington D.C., the Rappahannock-Rapidan Region lies within both Virginia's Piedmont and Blue Ridge physiographical zones and encompasses over 1,965 square miles of diverse terrain. As a result, the Region consists of large quantities of forests and wildlands, including Shenandoah National Park. Much of the Region is located near or adjacent to these wooded areas, where heavy and dense vegetation serves as a source to fuel wildfires.

Human elements alongside natural and physiographical factors play a role in the risk of wildfires as well. The Region has a growing population of over 180,000, with community development increasing and encroaching upon these previously mentioned wooded areas expanding the Wildland-Urban Interface. This expansion not only raises the likelihood of wildfires occurring due to the uptick in human activity, but it also puts more human life, property, and infrastructure at risk.

This development along with other natural factors such as topography, which helps facilitate the spread of wildfires, all increase the overall danger and risk wildfires pose throughout the region.

Purpose and Process

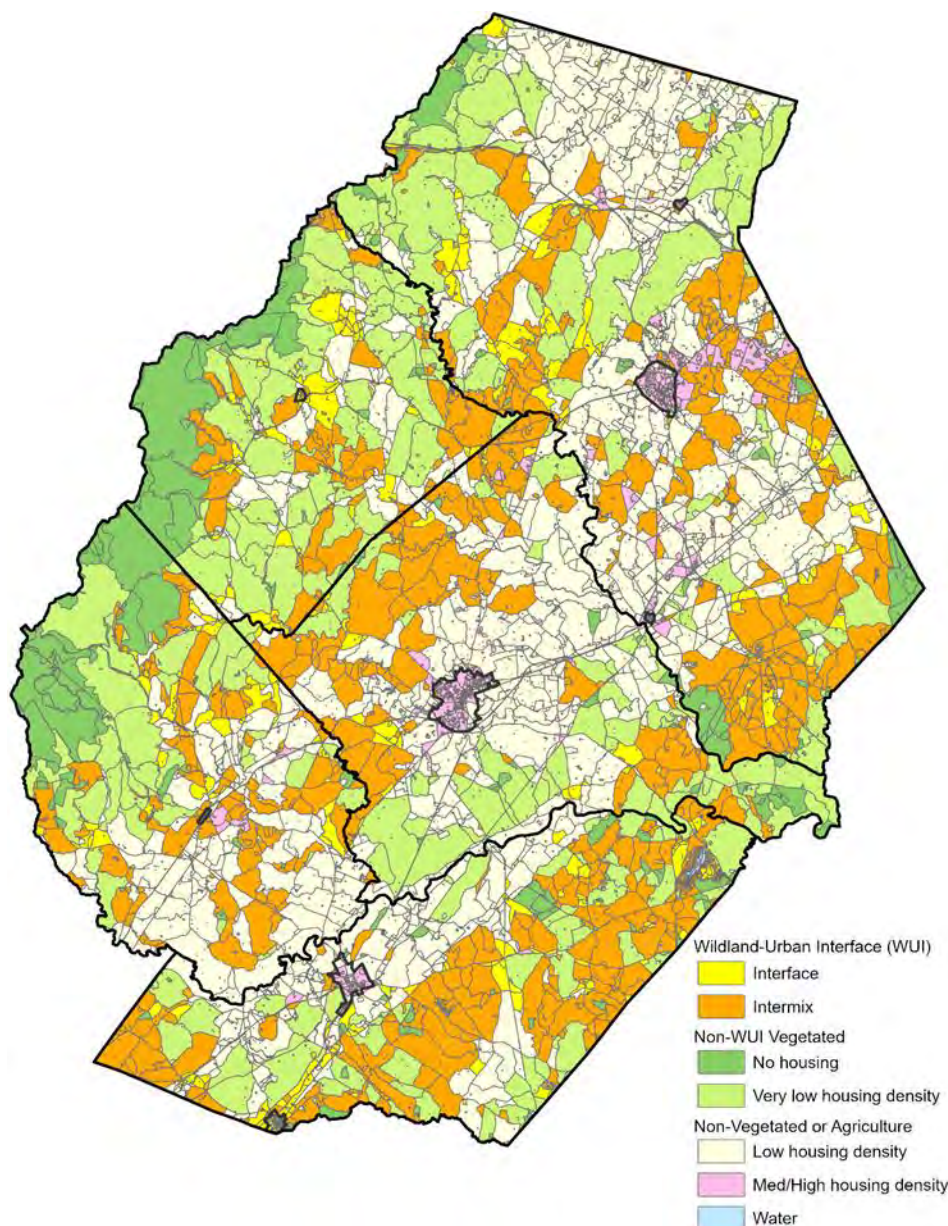
There are three major goals that this wildfire risk analysis update wishes to accomplish. First is the creation of a new regional risk map that helps identify and raise public awareness to areas of high-risk for wildfire development and advancement. Second is to examine the spatial relationships between these high-risk areas with woodland home communities and future growth areas throughout the Region. Third is to act as a blueprint for data collection and analysis for future hazard mitigation planning efforts not only within the Rappahannock-Rapidan Region but for other localities as well. These objectives will be achieved by the utilization of a new regional spatial wildfire risk assessment model.

The process of developing a new regional risk map includes the development of a regional spatial Wildfire Risk Assessment Model utilizing a wide range of data sources. Such a model will allow for the methodologies used in this document to be used again as newly updated data becomes available. This model began development following the Virginia Department of Forestry's Statewide Wildfire Risk Assessment model from 2003. This model was updated with new data sources and tweaked to fit more closely to the Rappahannock-Rapidan region as opposed to a blanket statewide model.

Creating a new regional risk map that identifies high, moderate and low risk areas, along with making accessible the associated data layers created or compiled to create this regional risk map will not only help prevention and mitigation planning but also disaster response readiness towards wildfires in the future as well.

Wildland-Urban Interface (WUI)

The Wildland-Urban Interface (WUI) is described by the U.S. Fire Administration as the zone of transition between unoccupied land and human development. Intermix WUI are areas where housing and vegetation intermingle; interface WUI are areas with housing in the vicinity of contiguous wildland vegetation. The aim of WUI is to show areas within the region that are of higher risk of wildfire development, and acts as a good basis of comparison to the new regional risk map developed for this wildfire risk analysis update



	Intermix		Interface		WUI (total)		Non-WUI	
Culpeper	102.8 mi ²	26.9%	8.2 mi ²	2.1%	111 mi ²	29.0%	271.5 mi ²	71.0%
Fauquier	151.9 mi ²	23.3%	28.2 mi ²	4.3%	180.1 mi ²	27.7%	471.1 mi ²	72.3%
Madison	65.2 mi ²	20.2%	14.1 mi ²	4.4%	79.3 mi ²	24.6%	242.6 mi ²	75.4%
Orange	127.8 mi ²	37.2%	19.8 mi ²	5.8%	147.7 mi ²	43.0%	195.6 mi ²	57.0%
Rappahannock	45.5 mi ²	17.0%	18.2 mi ²	6.8%	63.7 mi ²	23.8%	203.3 mi ²	76.2%
RRRC Region	493.2 mi ²	25.0%	88.6 mi ²	4.5%	581.8 mi ²	29.5%	1384.1 mi ²	70.5%

Wildfire Risk Assessment Model and Data Inputs

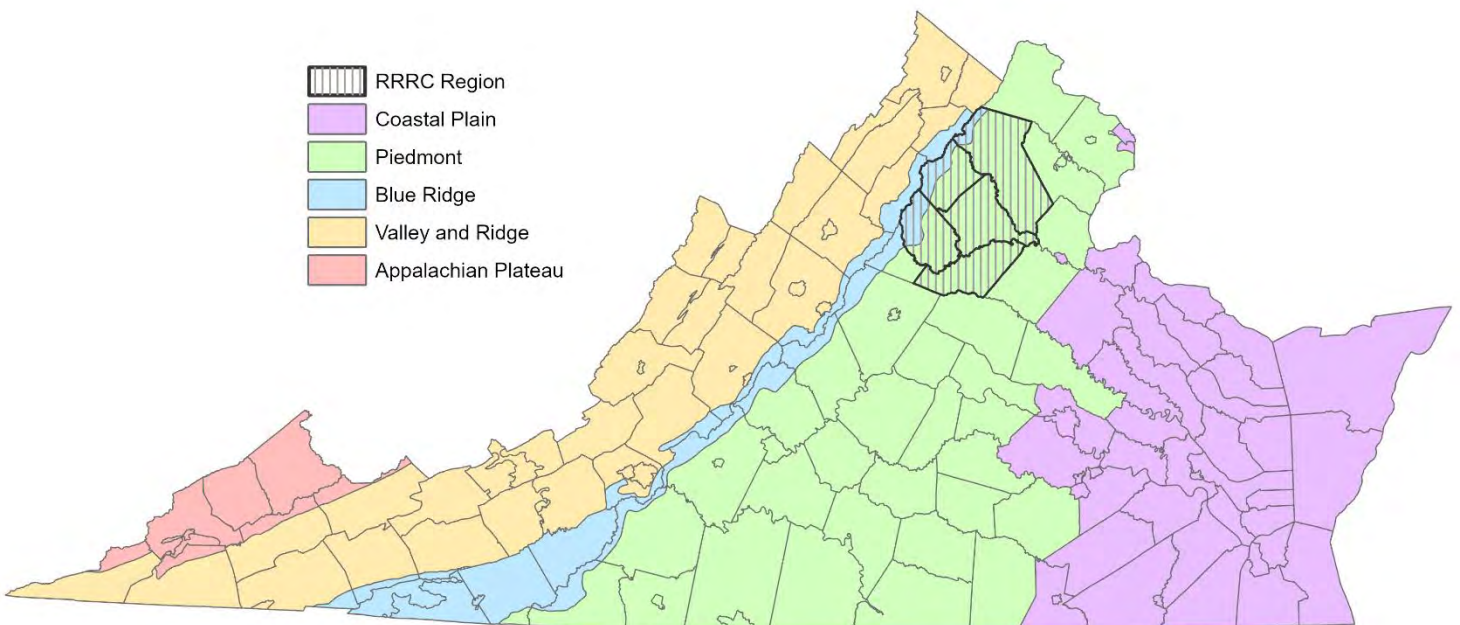
The Wildfire Risk Assessment Model created by RRRC for this wildfire risk analysis update closely follows the methodologies and data sources used by the Virginia Department of Forestry's Statewide Wildfire Risk Assessment model from 2003. These models used are a raster-based weighted aggregate model, which combines all the various data inputs at varying degrees of importance to output a single wildfire risk map.

It was determined that by VDOF that historical fire incidents, land cover, topographic characteristics, population density, and distance to roads were critical variables in a wildfire risk analysis. RRRC gathered each of these data inputs and more from a variety of local, state, and federal sources.

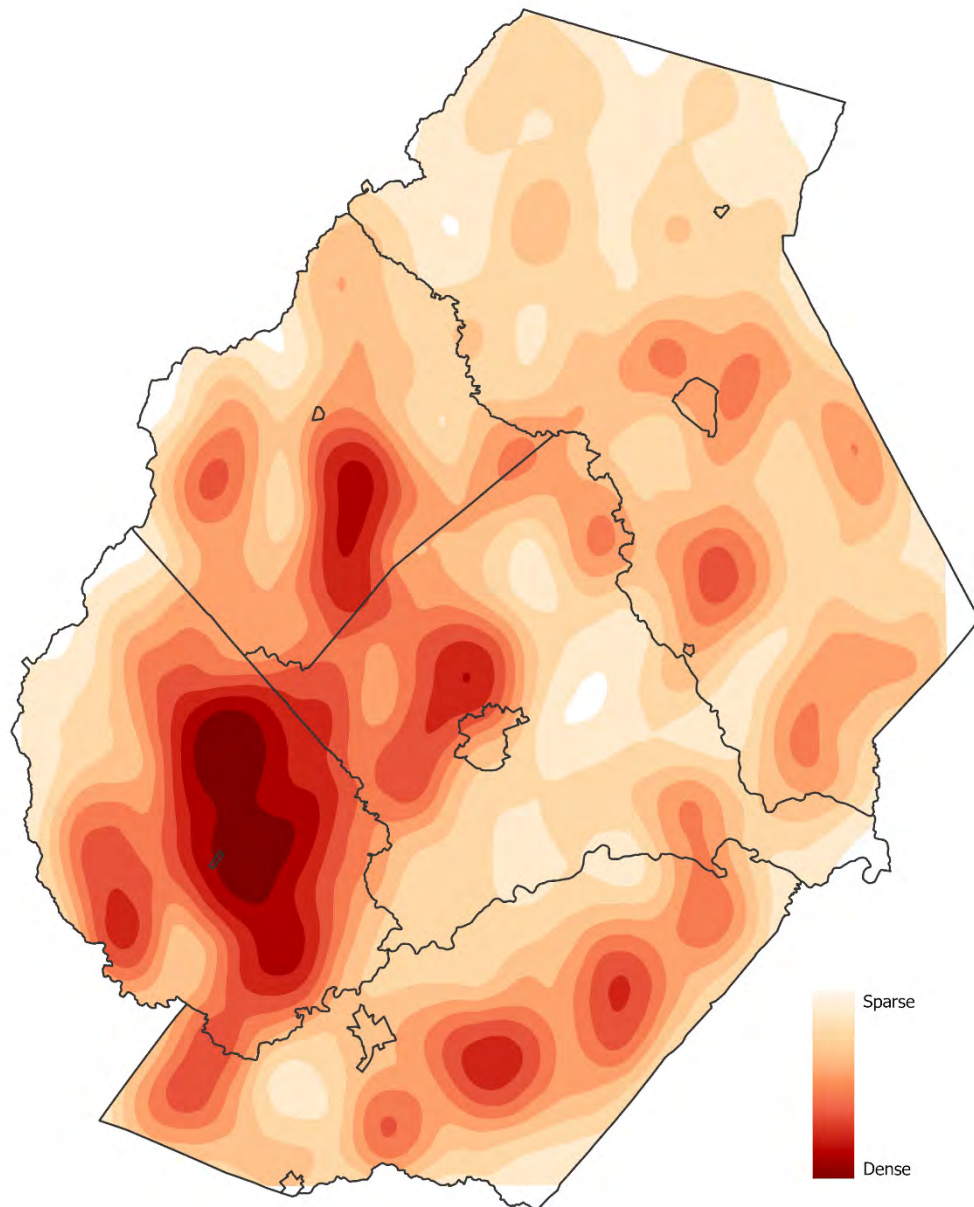
Each data input included in the Wildfire Risk Assessment Model was given its own weight of importance to better reflect their individual impact on the overall increase of wildfire risk in a given area. The weights assigned to each data input (especially topographic) differ depending on the physiographic zone being represented because the topographic characteristics of the landscape can change dramatically across the Region.

Since the Rappahannock-Rapidan Region covers areas under both the Piedmont and Blue Ridge physiographic zones, different weights were given following the VDOF Wildfire Risk Assessment guidelines, were slightly tweaked with new data inputs not found in the old VDOF model. The full list of data inputs and their weights are found below:

Data Input	Blue Ridge Weight	Piedmont Weight
Density of Historical Wildfires	24%	24%
Land Cover	27%	35%
Percent Slope (of topography)	8%	3%
Slope Orientation/Aspect	10%	2%
Population Density	12%	14%
Distance to Roads	6%	7%
Railroad Buffer	4%	5%
Proximity to Fire Hydrants	3%	4%
Road Density and Developed Areas	6%	6%



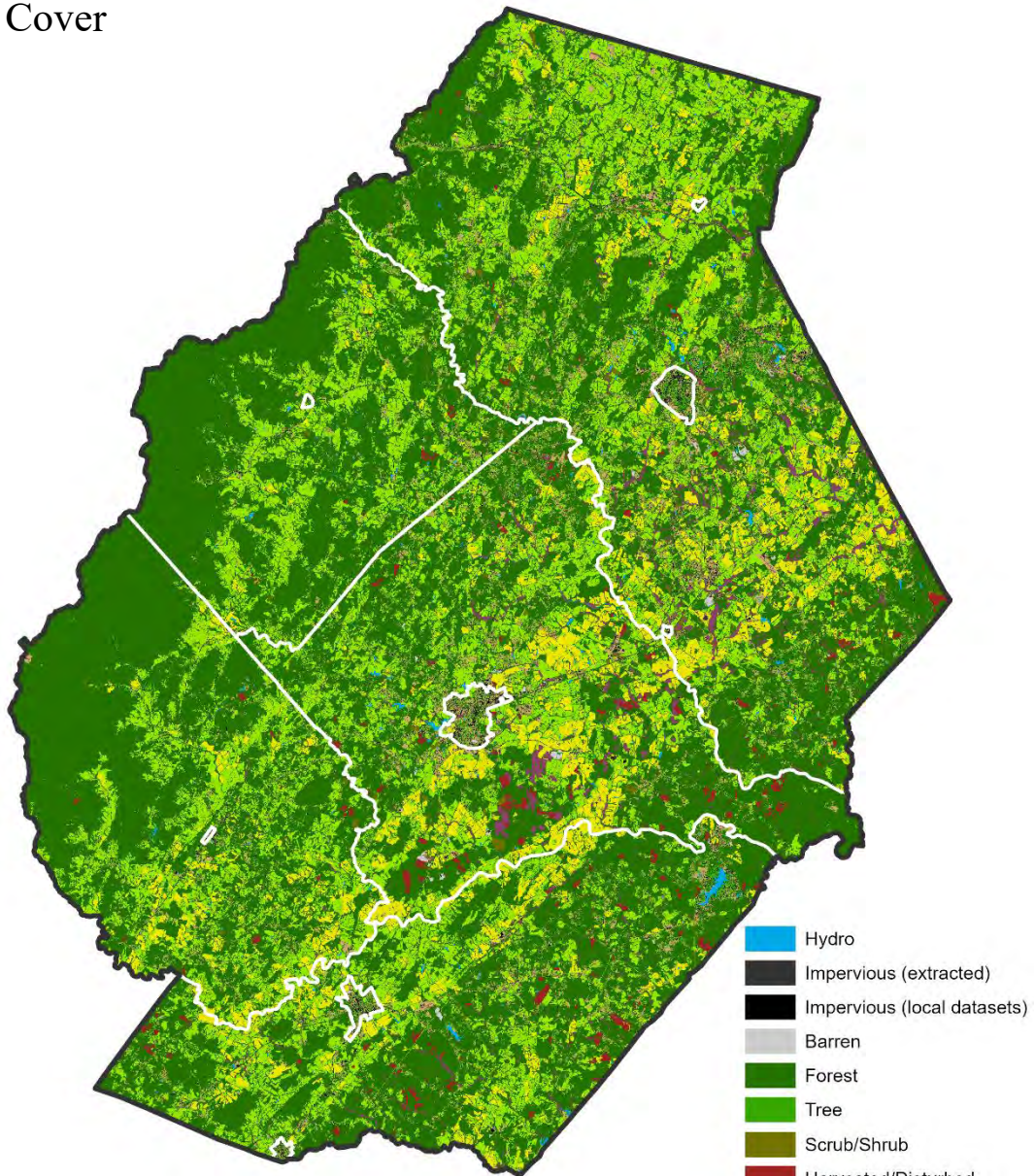
Density of Historical Wildfires



Premise: Wildfire density was mapped to identify areas where wildfires have historically been relatively prevalent and relatively absent. It is assumed that these spatial patterns will remain similar in the future.

Data Preparation: Point locations for wildfires occurring in the years 2002- 2018 would be obtained from George Washington and Jefferson National Forests and Shenandoah National Park. A kernel density function was applied to show the areas where these wildfires have been more densely located historically.

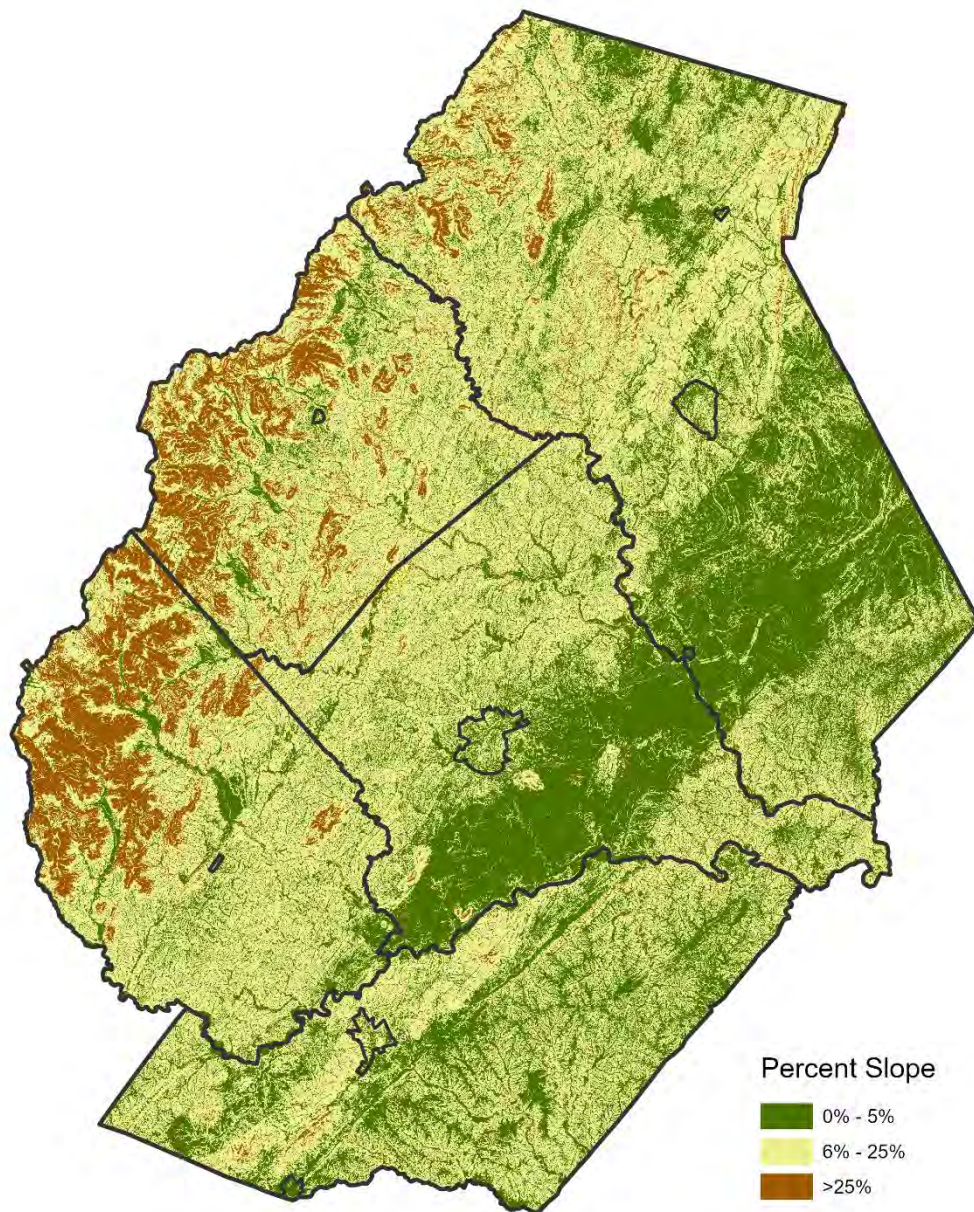
Land Cover



Premise: Land Cover data reveals the type of wildfire fuels that are likely to be found in different areas. Identification of these areas in the region where these fuel types that ignite more easily, burn with greater intensity and facilitate a greater rate of wildfire advancement can help predict future wildfire patterns.

Data Preparation: The Virginia Geographic Information Network (VGIN) 1 meter landcover dataset was used to score each landcover class based on the type of wildfire fuels present there.

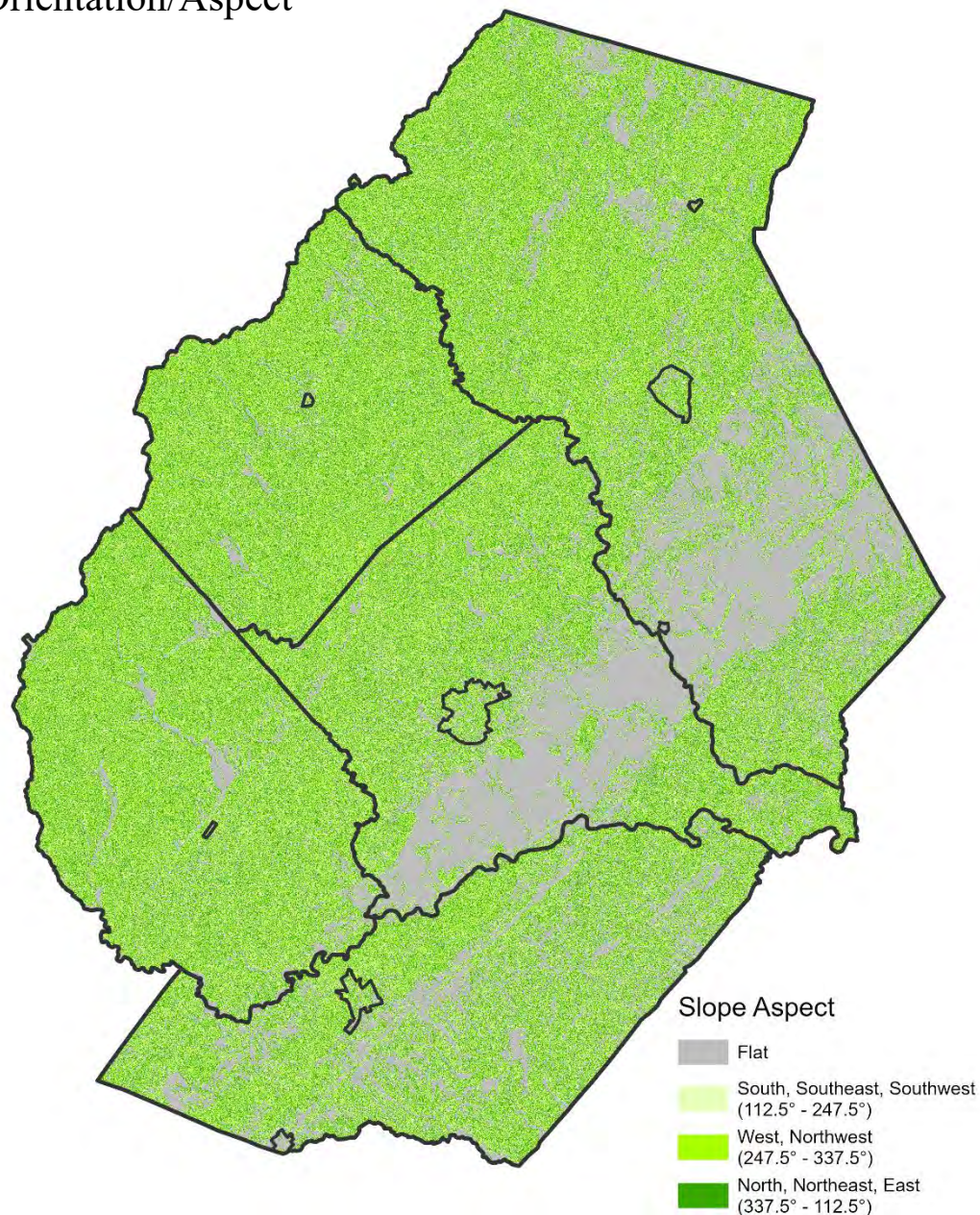
Percent Slope



Premise: Through convective pre-heating, wildfires generally advance up-hill. Generally, steeper slopes cause greater pre-heating and ease of ignition. As a result, steeper slopes were assigned higher values to reflect this effect in our overall analysis.

Data Preparation: Percent slope was calculated from the U.S. Geological Survey's National Elevation Dataset (1m resolution) using the “Slope” spatial analyst tool in ArcGIS Pro. The resulting slope grid was classified into three classes: 0 - 5%, 6 - 25% and > 25%. These classes were then assigned values of 1, 5 and 10 respectively.

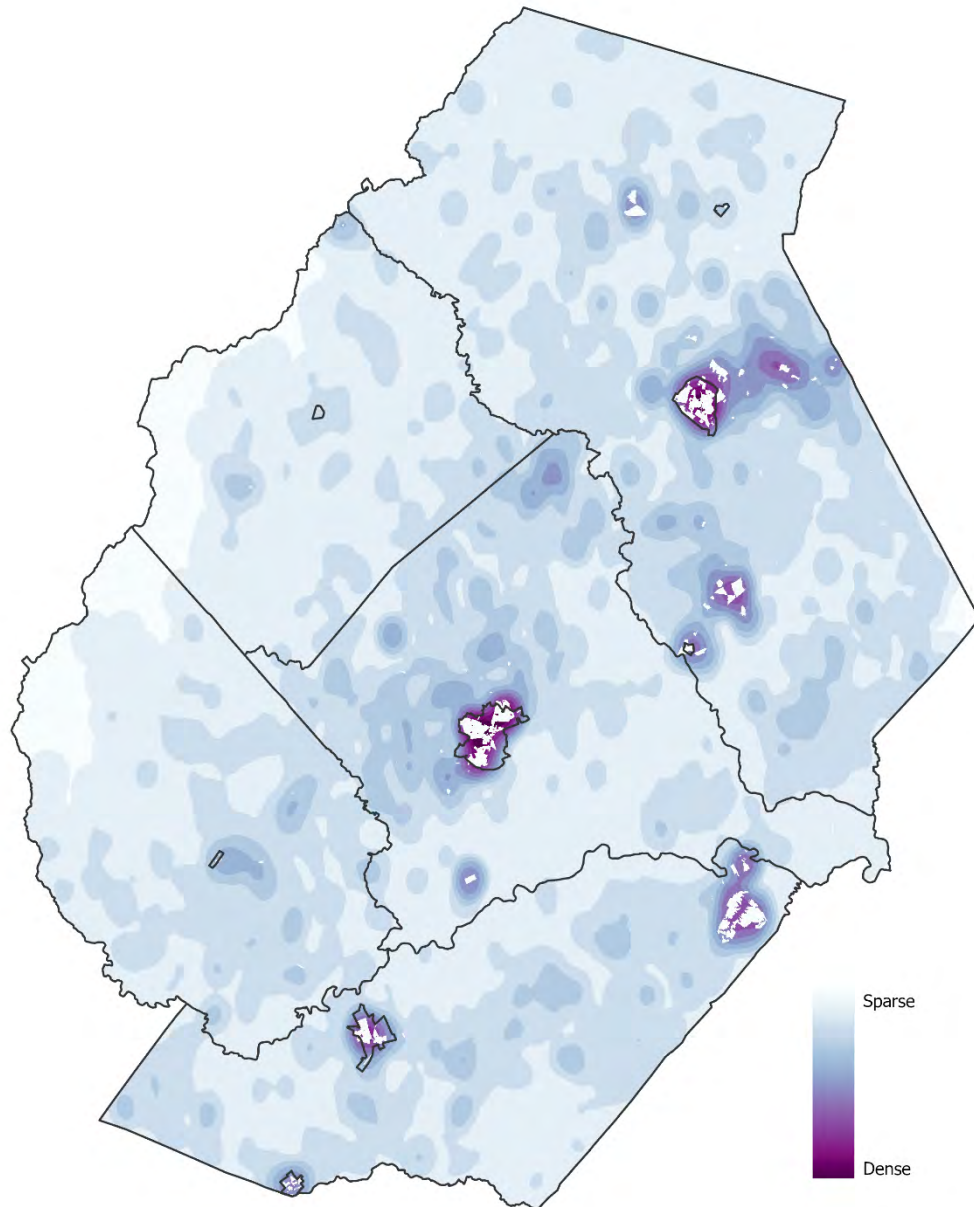
Slope Orientation/Aspect



Premise: Slopes that generally face south receive more direct sunlight than those generally facing north. Direct sunlight in turn dries fuels and thereby creates conditions that are more conducive to wildfire ignition. Additionally, drier fuels generally increase the intensity of a wildfire and facilitate faster fire advancement.

Data Preparation: Slope aspect was derived from the U.S. Geological Survey's National Elevation Dataset (1m resolution) using the "Aspect" spatial analyst tool in ArcGIS Pro. Areas where the slope is less than 5% were a "flat" value of zero. Slopes facing S, SE, and SW (112.5° - 247.5°), were assigned a value of 10. Slopes facing W and NW (247.5° - 337.5°) were assigned a value of 5. The remaining slopes, N, NE, and E (337.5° - 112.5°), were assigned a value of 1.

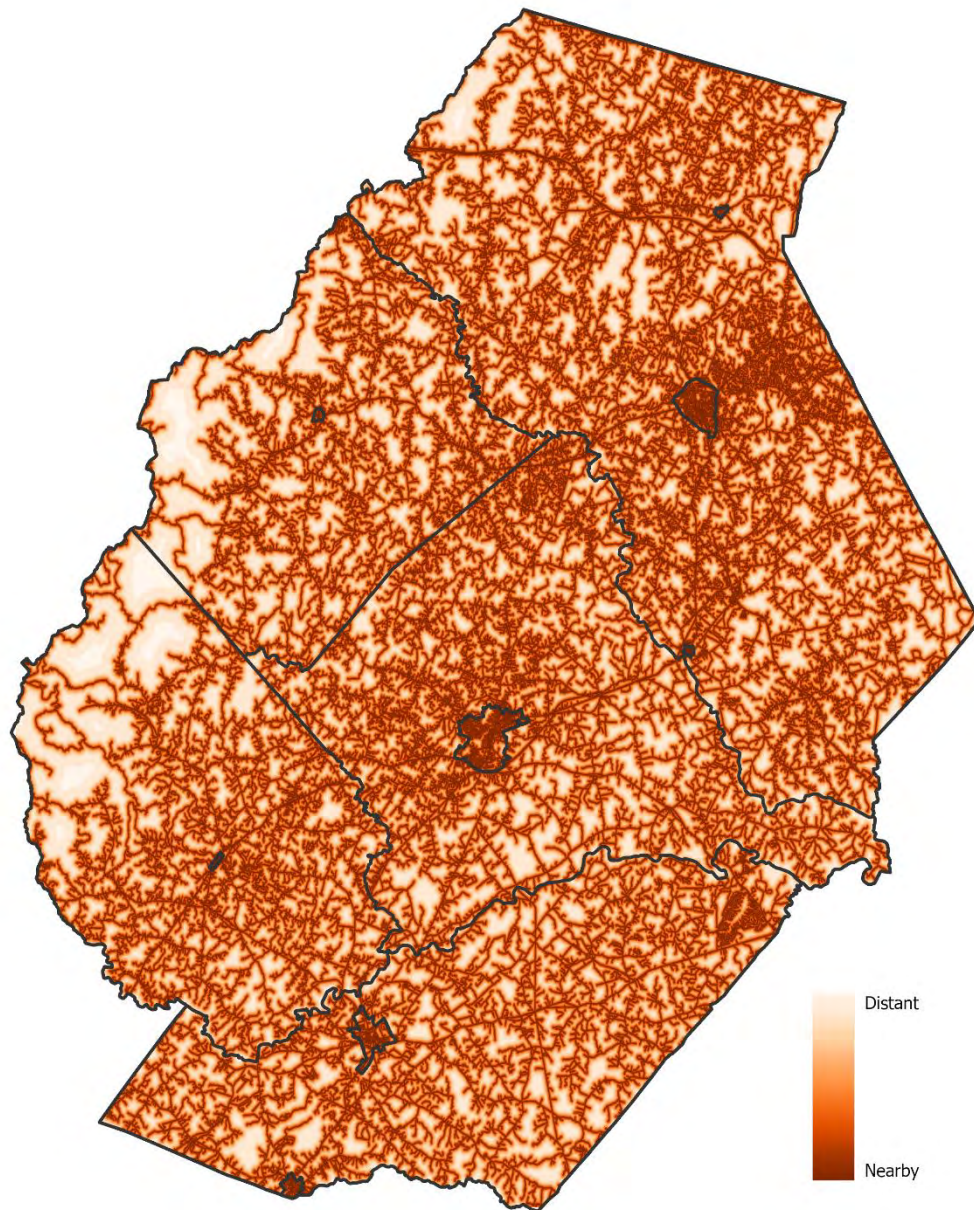
Population Density



Premise: An overwhelming majority of the wildfires in the Commonwealth are ignited intentionally or unintentionally by humans. The general understanding is that as population density increases, more opportunities for wildfire ignition will exist. But once the density reaches a threshold, the resulting urbanization decreases the presence of wildland fuels. This relative absence of fuels generally produces a negative impact on the wildfire risk.

Data Preparation: Population per square mile was calculated from the 2020 US Census Bureau Blocks, then the “Density” function in ArcGIS Pro was used to create a kernel population density grid. Values in the output grid that were greater than 1500 people per square mile were assigned a value of zero and the remaining cells were then reclassified into ten interval classes ranging in values from 1 to 10 using the quantile classification method.

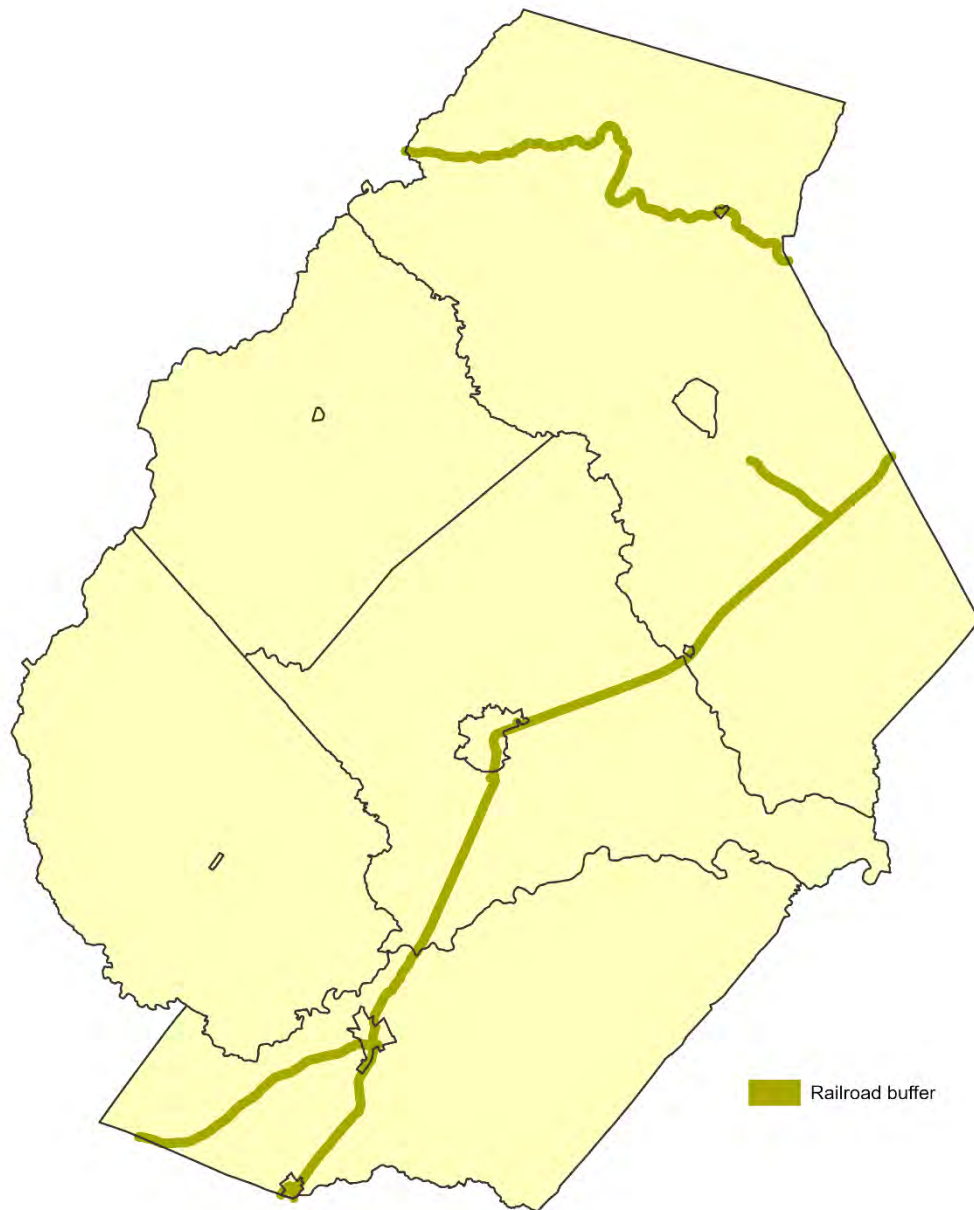
Distance to Roads



Premise: A distance to roads layers was also included to further capture the human/wildfire causal relationship. Travel corridors increase the probability of human presence which could in turn result in wildfire ignition. Hence, areas closer to roads will attain a higher ignition probability and these areas were assigned higher values to reflect this increased risk.

Data Preparation: Roads features from the US Census Bureau's TIGER data were run through the “Euclidean Distance” spatial analysis tool in ArcGIS Pro. The output grid was then reclassified into 10 interval classes from 1 to 10 using the quantile classification method, with 10 representing areas in closest proximity to roads and 1 representing areas furthest from roads.

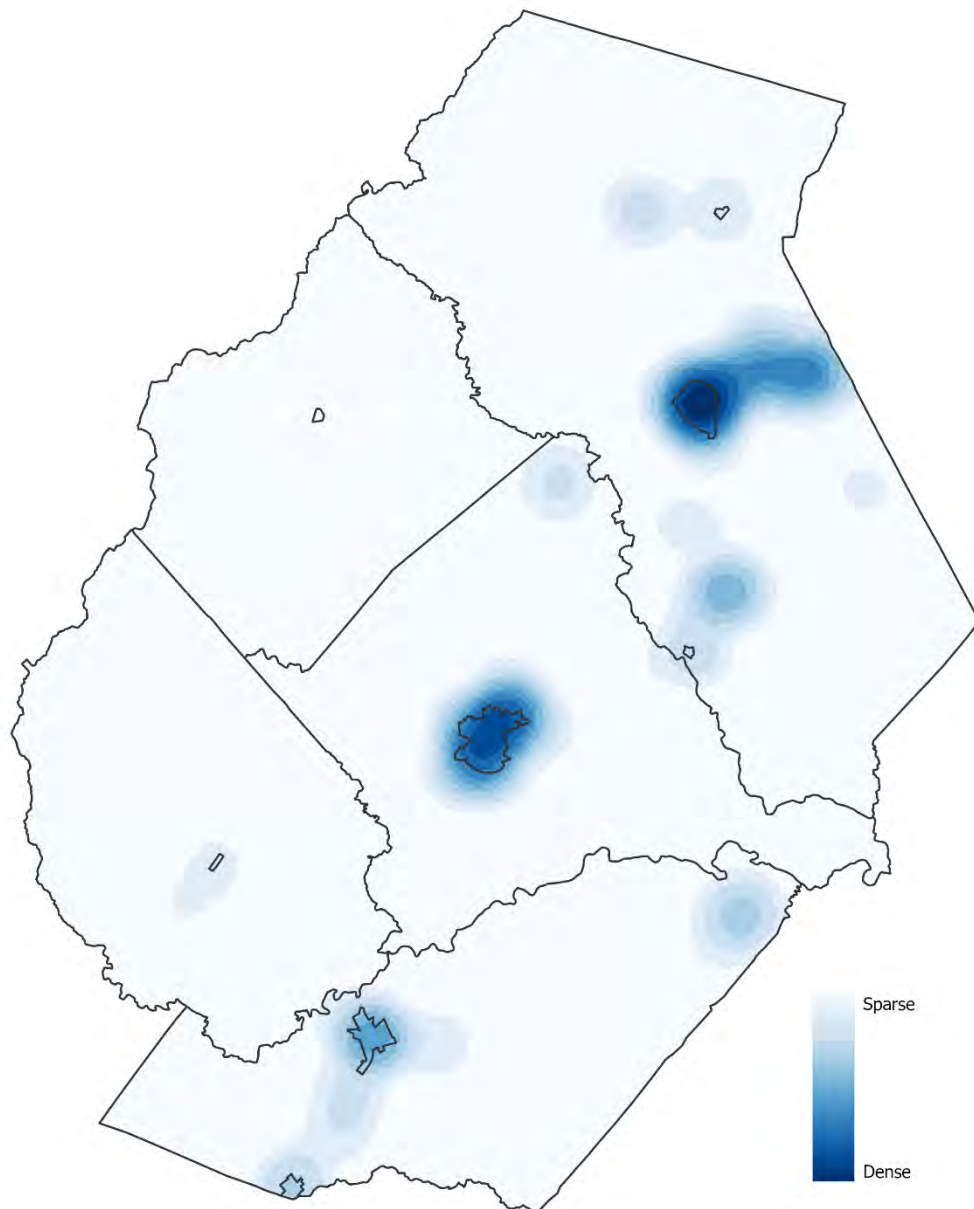
Railroad Buffer



Premise: Railroad operations can produce sparks that may ignite a wildfire. However, about 2% of the wildfires occurring in the Commonwealth were reported to have been ignited from railroad use. As a result, a quarter-mile buffer of Virginia railroads was included, but was weighted low.

Data preparation: Using railroad line features from data produced by the Virginia Department of Transportation, a quarter-mile buffer of railroads was generated. The resulting buffer polygon was directly rasterized and all cells were assigned a value of five.

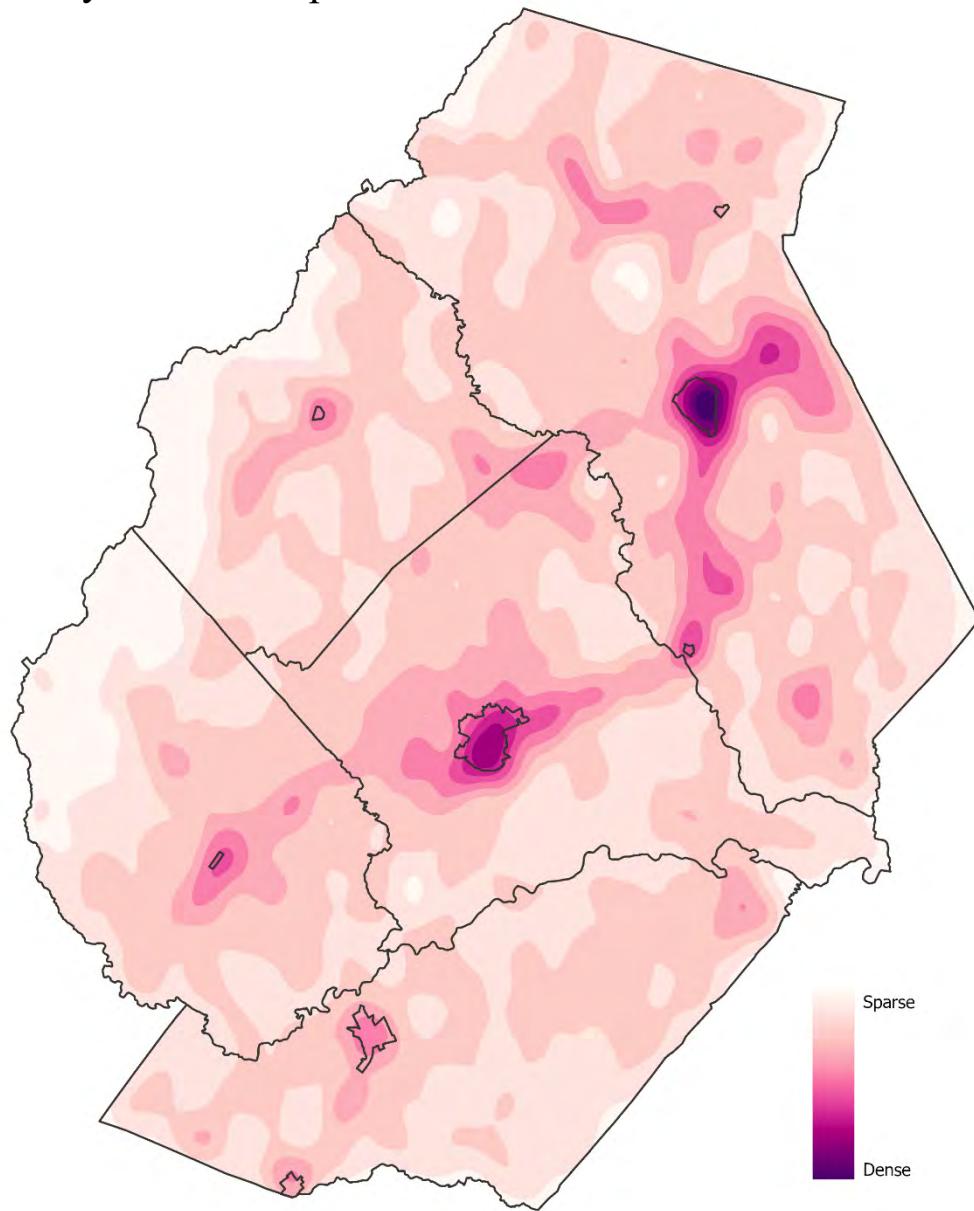
Proximity to Fire Hydrants



Premise: Areas that are located close to fire hydrants will enable a more quick and effective response to wildfires. This would allow for easier mitigation of such a disaster.

Data preparation: Fire hydrant data point were collected from local governments and state agencies including the Virginia Department of Forestry. A kernel density function was applied to show the areas where fire hydrants were more densely located.

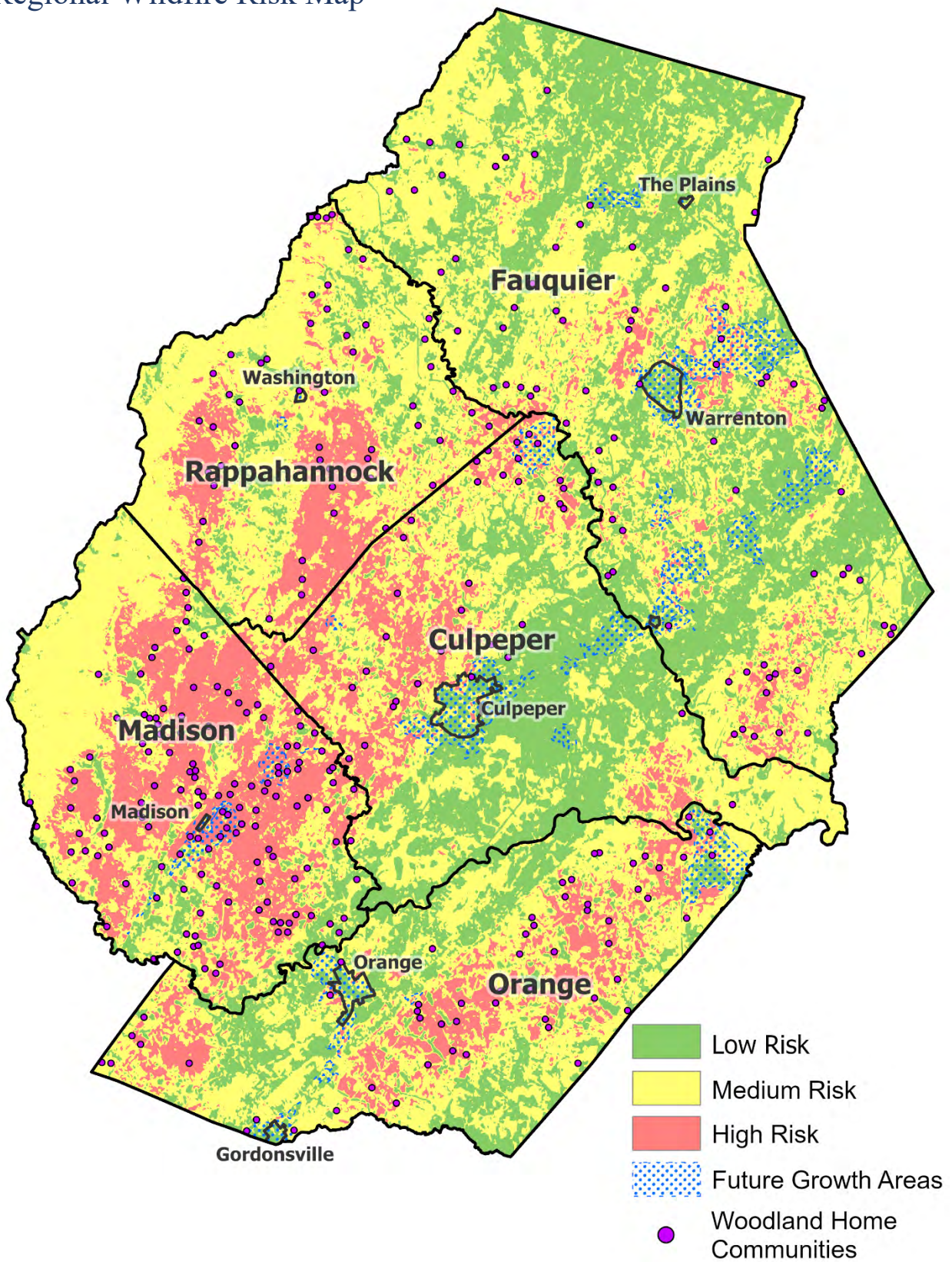
Road Density and Developed Areas



Premise: Areas that contain high road densities and a large percentage of developed land generally feature low amounts of wildland fuels. Furthermore, the wildland fuels that are present are typically fragmented to such a degree that the resulting fire risk is drastically reduced.

Data Preparation: A kernel density function was executed on TIGER roads from the US Census Bureau and cells of the resulting grid with high values were classified into a new raster. If greater than 50% of the cells in these high-density areas contained cells classified as "developed" in the land cover dataset (impervious and/or barren), the value of corresponding cells in the final output of the analysis were reduced by 50%.

Regional Wildfire Risk Map



Data Results and Findings

Locality	Wildfires (1992 - 2018)	Wildfires per Year	Land Area (Square Miles)	Wildfires per Square Mile
Culpeper	188	7.2	383	0.49
Fauquier	276	10.6	652	0.42
Madison	281	10.8	322	0.87
Orange	213	8.2	343	0.62
Rappahannock	164	6.3	267	0.61
RRRC Region	1122	43.1	1967	0.57

Spatial Analysis and Conclusions

Upon closer inspection of the newly created Regional Wildfire Risk Map and the associated data findings, some noticeable patterns and areas of concern are readily apparent. In terms of total land area deemed as being “High Risk”, the county of Madison has the highest total amount and percent area. Madison County not only has the highest number of wildfires per year, but it also has the highest number of wildfires per square mile within the Rappahannock-Rapidan Region as well. Madison County also has the highest number of woodland home communities located in “High Risk” areas as well, further exemplifying this issue.

Another locality that stands out is the Town of Madison. This is the only town within the Region which solely consists of “High Risk” and “Medium Risk” areas. Every other town within the Region is predominately “Low Risk”. This shows that the Town of Madison stands out amongst all the other Towns within the Region as having the highest risk of future wildfire incidents.

When compared to the Wildland-Urban Interface map previously shown in this document, the distribution of Interface and Intermix areas closely aligns with the “High Risk” areas here. This further supports the overall risk these areas have been classified for potential wildfire developments.

On the other end of the scale, Fauquier County stands out as having the highest number of “Low Risk” areas. This again aligns with the wildfire data table above, as Fauquier County has the lowest number of wildfire incidents per square mile within the Rappahannock-Rapidan Region.

With the successful creation and implementation of the Wildfire Risk Assessment Model to create a new Regional Wildfire Risk Map, this opens the door for aiding with future hazard mitigation planning efforts. The Department of Forestry’s previous Wildfire Risk Assessment model associated data and maps were published back in 2003, so this update provides a much more accurate assessment of the current wildfire risk conditions in 2021.

One of the goals mentioned previously is to have this update serve as a model or blueprint for future hazard mitigation planning efforts. The data collection, analysis process presented here for the Rappahannock-Rapidan Region can serve as a guideline for other localities to reproduce a wildfire risk map for their own respective jurisdictions. Such data and maps could serve a vital role in local hazard mitigation plans, comprehensive plans, and other emergency management plans in the future.



MEMORANDUM

To: Members of the Rappahannock-Rapidan Regional Commission

From: Patrick L. Mauney, Executive Director

Date: April 14, 2022

Subject: Regional Long Range Transportation Plan

Over the past two years, RRRC staff have worked with staff at local governments, Virginia Department of Transportation, Office of Intermodal Planning and Investment and Department of Rail and Public Transportation on an updated Regional Long Range Transportation Plan. A copy of the plan is included here for your reference.

The primary purposes of this plan revision are to ensure that the region's transportation network allows for, and encourages, the safe and efficient movement of people and goods, and to ensure that new and/or revised projects are included in the Regional Long Range Transportation Plan in order to maximize the plan's value for transportation funding through the Smart Scale, Revenue Sharing, Transportation Alternatives and other transportation funding available through the Commonwealth.

Given the timing of Smart Scale applications later this year, staff requests the Commission's adoption of the 2022 Long Range Transportation Plan. We anticipate minor revisions to occur every two years to ensure project identification in line with Smart Scale, with large-scale revisions occurring every five years.

Additional background materials, included recent presentations to the Transportation Committee, can be found at <https://www.rrregion.org/transportationcommittee>

REQUESTED ACTION: Adoption of the 2022 Regional Long Range Transportation Plan

RAPPAHANNOCK-RAPIDAN REGIONAL COMMISSION
2045 REGIONAL LONG RANGE TRANSPORTATION PLAN

Rappahannock-Rapidan Regional Commission

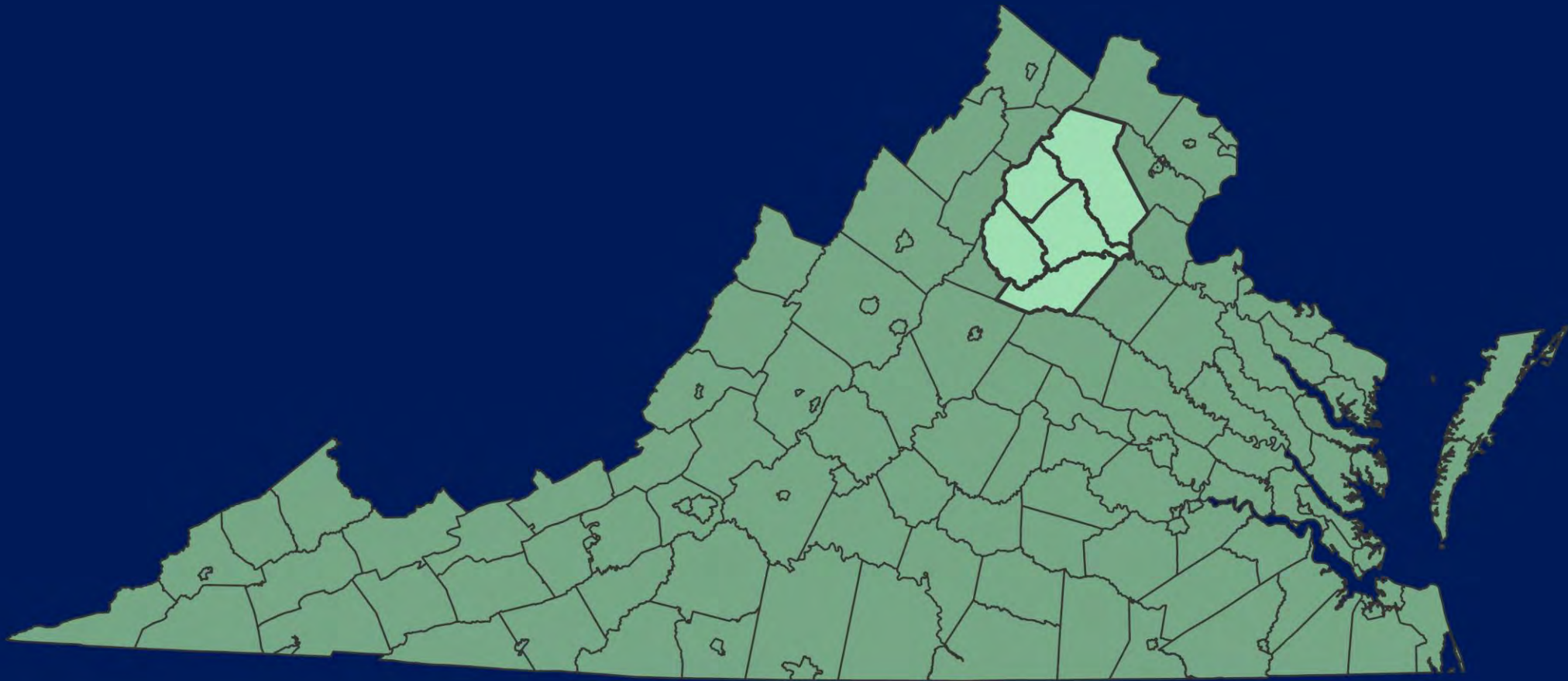


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Current and Proposed Projects

- Culpeper County
- Town of Culpeper
- Fauquier County
- Town of Warrenton
- Town of Remington
- Madison County
- Orange County
- Town of Orange
- Rappahannock County

Project Listing

Introduction and Purpose

The Transportation and Mobility Planning Division (TMPD) of the Virginia Department of Transportation (VDOT) has worked with other modal agencies to develop VTrans, the **Commonwealth's multi-modal** long range plan. This statewide multimodal plan lays out the overarching vision and goals for transportation in Virginia. It identifies transportation investment priorities and provides direction to transportation agencies on strategies and programs to be incorporated into their plans and programs. VDOT, **Virginia's Planning District** Commissions (PDCs) and the local governments they represent, are partners in the development of this new initiative to create regional transportation plans in rural areas that complement those **in Virginia's metropolitan and small** urban areas.

The transportation system within the rural areas for each region was evaluated, and a range of transportation improvements (roadway, rail, transit, air, bicycle, and pedestrian) are recommended that can best satisfy existing and future needs. Some of the PDCs contain urbanized areas whose transportation needs are coordinated by an MPO. In the case of the Rappahannock-Rapidan region, there is no MPO and the entire transportation network within the Rappahannock-Rapidan Regional Commission (RRRC) was analyzed and addressed in this report.

This rural regional plan has a horizon year of 2045 and addresses the anticipated impacts of population and employment growth upon the transportation system. This plan will be reviewed and updated as needed.

This rural plan was developed as a vision plan, addressing all needs of the transportation system studied regardless of anticipated funding availability. It is envisioned that this regional plan will be used to identify transportation funding priorities. The needs were identified based on reviews of roadway mobility performance, safety and crash information, bridge sufficiency data, and roadway geometrics such as narrow lanes, inadequate sight distance, or availability of turn lanes.

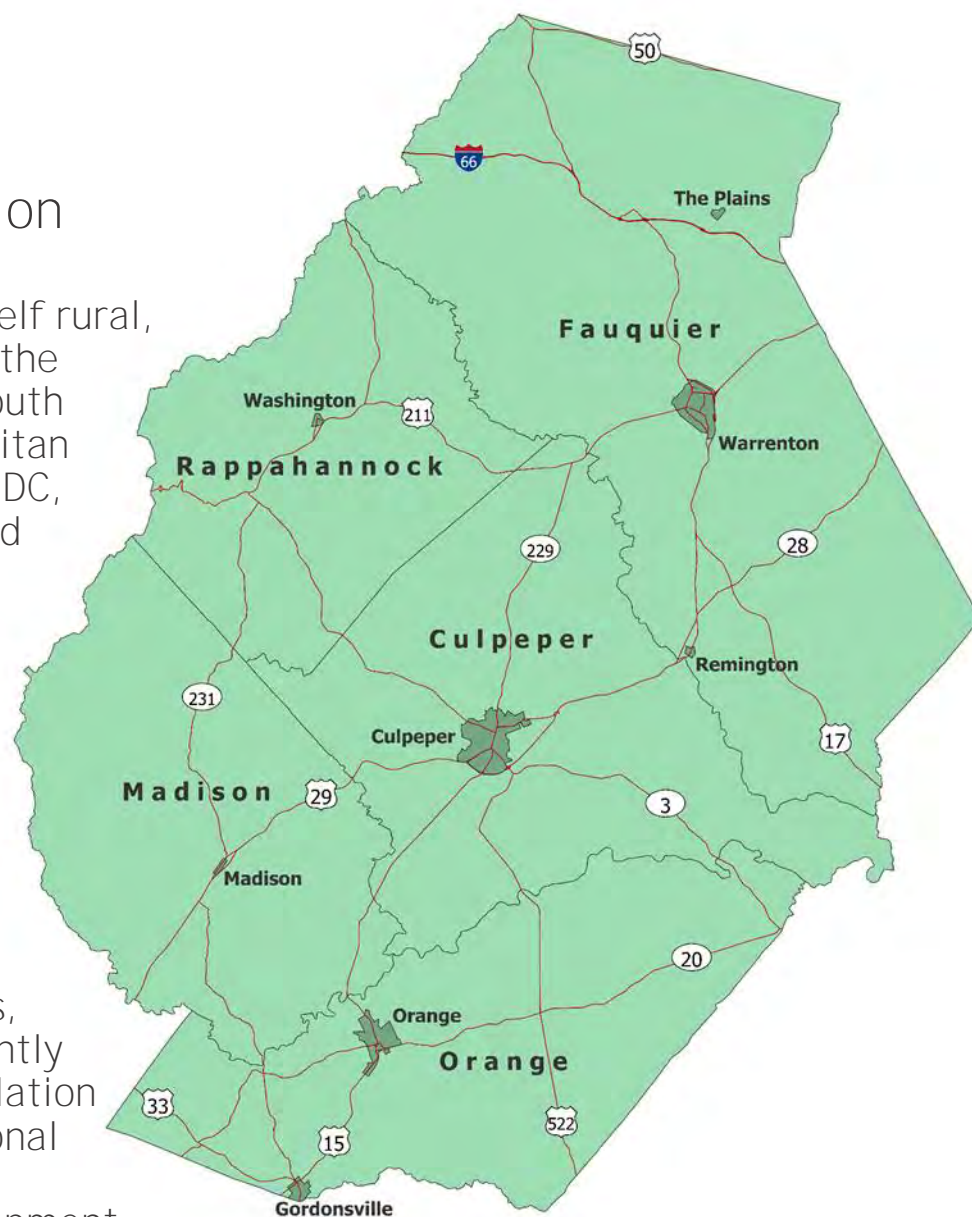


Overview of Region

Description and Function of the Rappahannock-Rapidan Regional Commission

The RRRC serves the counties of Culpeper, Fauquier, Madison, Orange, and Rappahannock and the towns of Culpeper, Gordonsville, Madison, Orange, Remington, Warrenton, and Washington. Located in the **northern portion of Virginia's** Piedmont region, the Rappahannock-Rapidan region is an area of approximately 1,965 square miles, with a current estimated population of over 175,000 people (ACS, 2018). The region is defined by the Rappahannock and Rapidan rivers, which form the borders between several of the counties. The geographic setting is characterized by compact, historic towns, surrounded by rolling topography and scenic rural landscapes.

The region is in itself rural, but surrounded to the north, east, and south by larger metropolitan areas: Washington DC, Fredericksburg, and Charlottesville. Fauquier County is part of the Washington, DC-Maryland-Virginia-West Virginia Metropolitan Statistical Area. Due largely to its proximity to these metropolitan areas, the region is currently experiencing population growth and additional residential and commercial development.



Goals and Objectives

Needs for this regional plan were developed based on regional and statewide goals and objectives. A basic goal for all transportation programs in Virginia is the provision for the effective, safe, and efficient movement of people and goods. The plan for the RRRC was developed with this primary goal in mind, along with other goals including consideration for environmental issues and local travel desires. These goals include:

Goal 1 Promote land use patterns that maximize the efficiency of the transportation network.

Goal 2 Establish regional transportation priorities based on consensus and consistency throughout the region, while recognizing the autonomy of each **jurisdiction's planned growth and/or** economic development efforts.

Goal 3 Provide for the effective, safe, and efficient movement of people and goods.

Goal 4 Develop an efficient regional transportation network, that provides for the efficient movement of goods and people, and improves upon the existing system to serve both local and through traffic.

Goal 5 Develop a safe regional transportation network

Goal 6 Promote transportation improvements that enhance quality of life.

Goal 7 Encourage development of multi-modal transportation such as bicycle, pedestrian, carpooling and ridesharing, public transit, air, and rail to reduce congestion, complement existing transportation facilities, and improve air quality.

Common Rural Long Range Plan Goals

In addition, a number of goals have been developed to address rural transportation planning across the Commonwealth. These were developed using input from each of the 20 PDCs in Virginia that include rural areas within their boundaries. These goals are consistent with those of VTrans and are listed below:

- Goal 1** Enhance the connectivity of the existing transportation network within and between regions across all modes for both people and freight.
- Goal 2** Provide a safe and secure transportation system.
- Goal 3** Support and improve the economic vitality of the individual regions by providing access to economic opportunities, such as industrial access or recreational travel and tourism, as well as enhancing intermodal connectivity.

- Goal 4** Ensure continued quality of life during project development and implementation by considering natural, historic, and community environments, including special populations.
- Goal 5** Preserve the existing transportation network and promote efficient system management in order to promote access and mobility for both people and freight.
- Goal 6** Encourage land use and transportation coordination, including but not limited to, development of procedures or mechanisms to incorporate all modes, while engaging the private sector.

Demographic and Land Use Trends

Relationship of Land use and Development to transportation

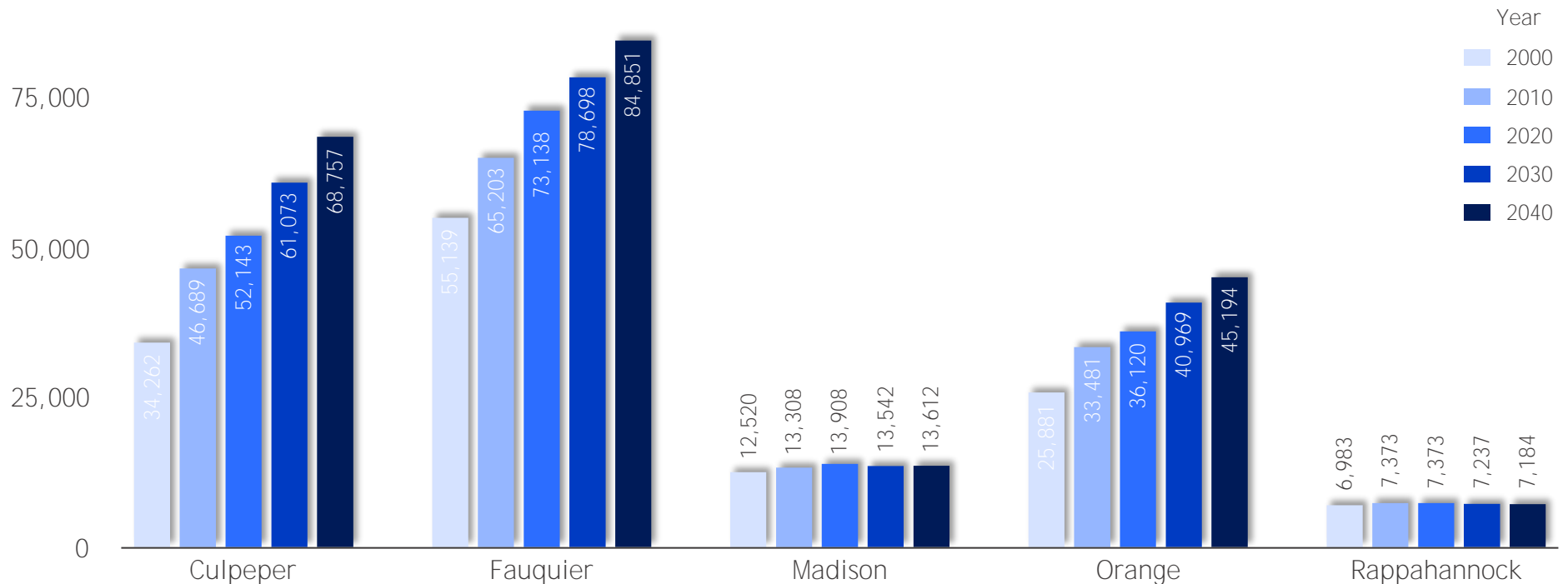
Rural counties throughout the Commonwealth and the Rappahannock-Rapidan region are working to balance growth seeking new economic growth and diversification, while striving to preserve the rural character of the landscape. Most of the land in these counties is in agricultural or forested use, with more intensive land use in the towns and village centers, typically at the intersection of two roadways. There is a broad spectrum of the amount of growth and land use changes occurring throughout the Commonwealth and the Rappahannock-Rapidan region, based particularly on proximity to urban areas.

Many of the rural counties are trying to direct any new growth towards existing towns, village centers, or service districts in order to provide services and to continue to address the needs of residents as well as maintain a general agricultural setting. As the population fluctuates, either through in- or out-migration or shifting within the region, the needs of the communities (including education, health care, social services, employment, and transportation) shift and fluctuate as well.

Land use and development changes that particularly affect transportation in rural areas include, but are not limited to, school consolidation, loss or gain of a new major employer, movement of younger sectors of the population to more urban areas, retirement community development, and growth of bedroom-community type developments for nearby urban areas. Even though the Rappahannock-Rapidan region has its roots in agriculture with the associated rural landscapes and traditional small, historic towns, it is experiencing considerable growth because of its proximity to large metropolitan areas and, in particular, because people and businesses are seeking less expensive housing and land, second homes, and retirement opportunities.

Population Trends

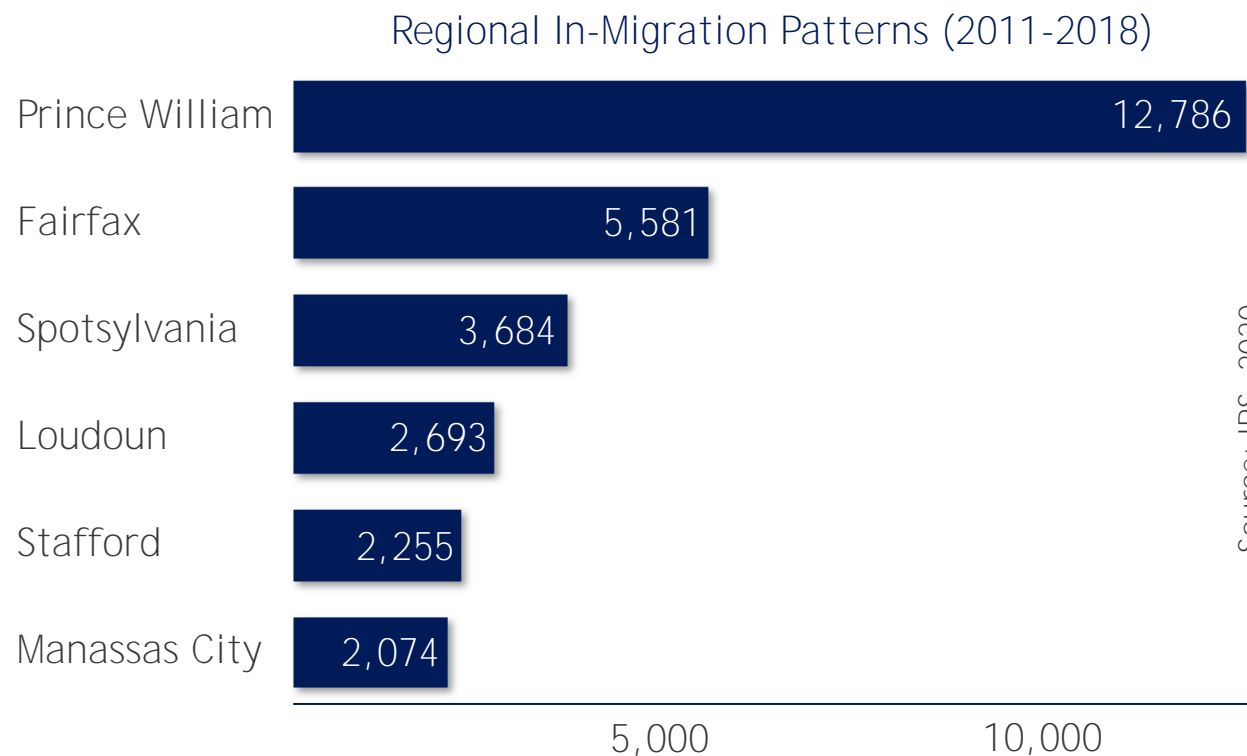
Regional population increased by 6.8% between 2010 and 2018. While this is a significant decline from the population increase of 24.8% from 2000 to 2008, it shows that the region is still steadily growing, through both natural births and migration. This growth has contributed to increased traffic congestion and related issues that pose challenges for county and town leaders and planners to address through their planning processes. However, the rate of growth was not distributed evenly throughout the region. The counties of Culpeper, Fauquier, and Orange, which border the Northern Virginia/Washington DC metropolitan area, Fredericksburg, and Charlottesville, experienced the vast majority of the growth. Population projections for the region exhibit these trends as well. The populations in Culpeper, Fauquier, and Orange counties are expected to increase more than 20% by 2040; while in Madison and Rappahannock counties, the populations are projected to remain the same.



Population Trends

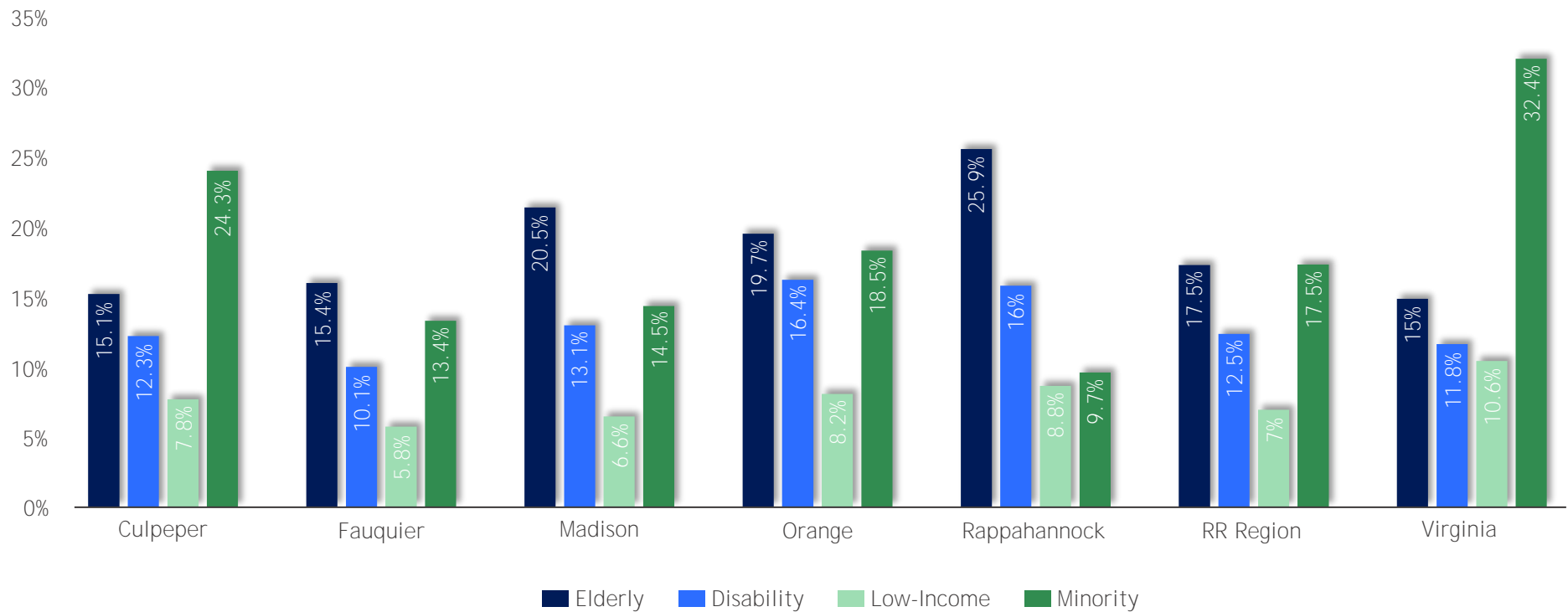
Increase in county populations is not only due to natural increase (more births than deaths) but also due to greater in-migration to the region than out-migration from the region. Migration into the region from 2011 to 2018 primarily came from localities to the north and east of the Rappahannock-Rapidan region, with migration from the Washington, D.C. and Fredericksburg areas exceeding 29,000. This population growth and increased development have created changes in transportation patterns and traffic congestion.

Population trends have implications for the transportation network of any geographic area. As the population and traffic increases, mobility and safety can suffer. In the case of the Rappahannock-Rapidan region, increasing pressure on the network has already resulted in changes to the network such as additional capacity demands on the roadways and additional demand for public transportation and travel demand management services. The region has experienced growth in through traffic between Northern Virginia and Charlottesville. US 17, US 29, US 15, and VA 20 have become alternatives to the heavily traveled interstates located east and west of the Rappahannock-Rapidan region.



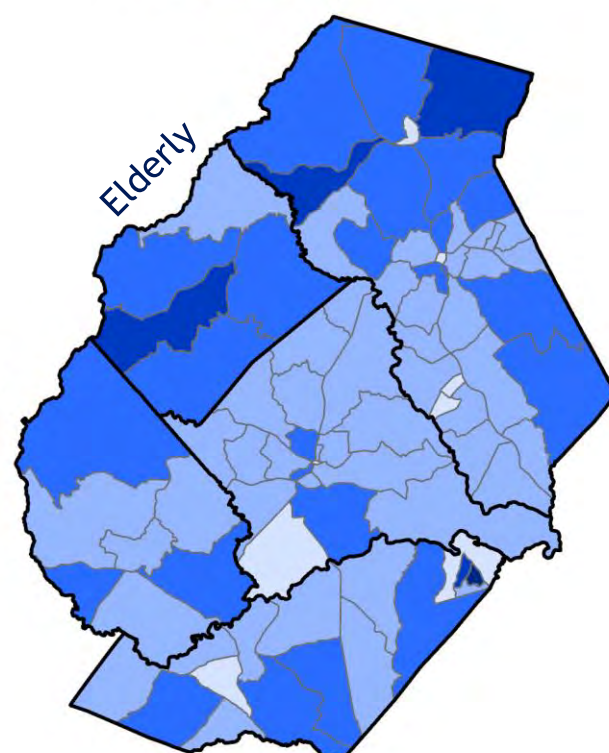
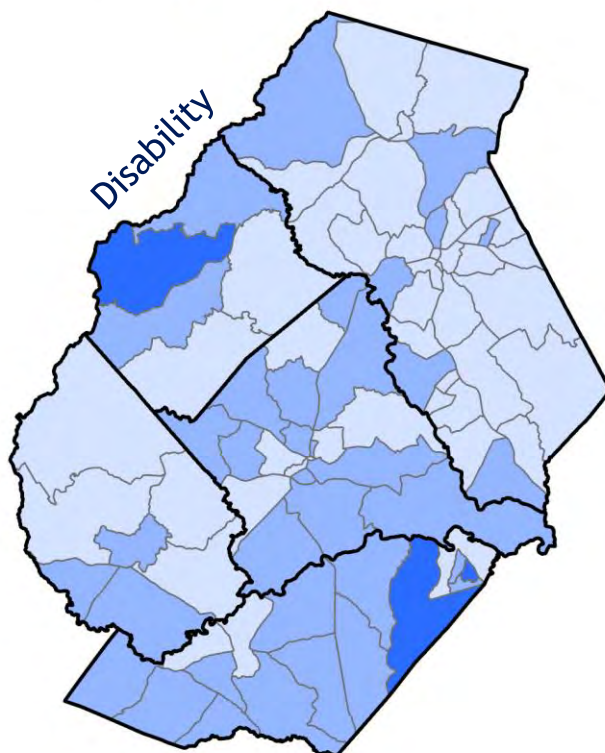
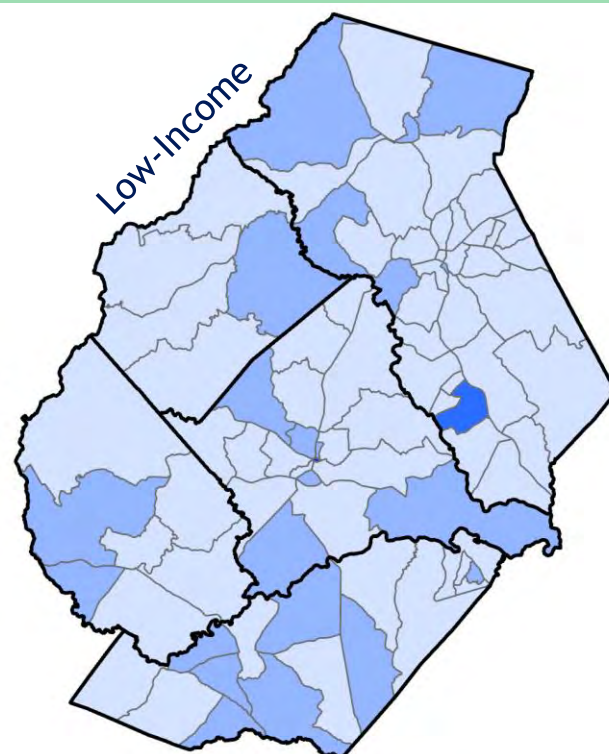
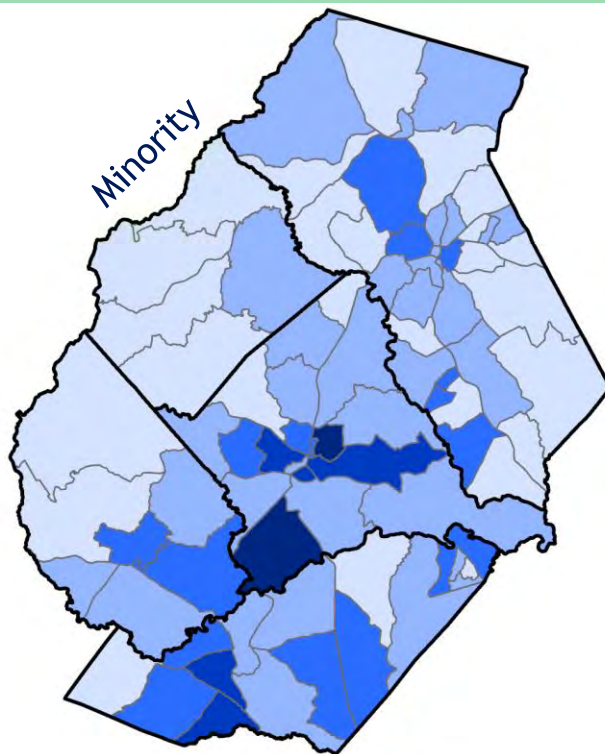
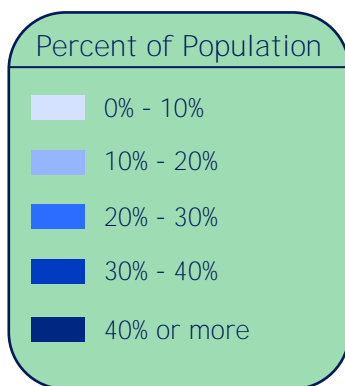
Demographic Trends

Disadvantaged population groups were studied in order to determine if there are any gaps or deficiencies in the transportation network that could affect these groups. Disadvantaged groups studied include low-income, minority, elderly, and people with disabilities, as defined by the US Census. Currently, the counties within the region have minority populations and low-income populations below the state percentages of 32.4% and 10.6%, respectively. However, the portion of the population with disabilities in Culpeper, Madison, Orange, and Rappahannock counties are above the state percentage of 11.8%. All the counties have elderly populations 65 years or older in a higher proportion compared to the state average of 15%.



Source: ACS, 2020.

Demographics by Block Group

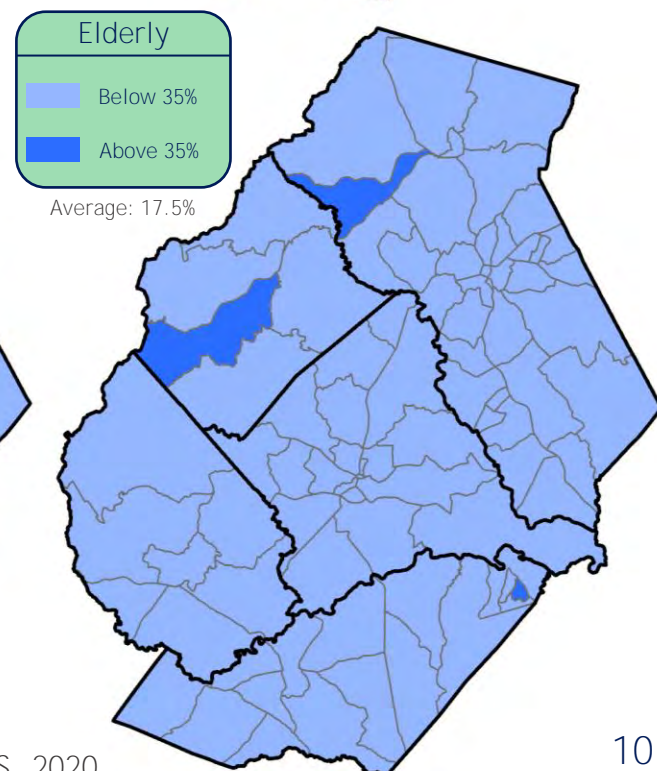
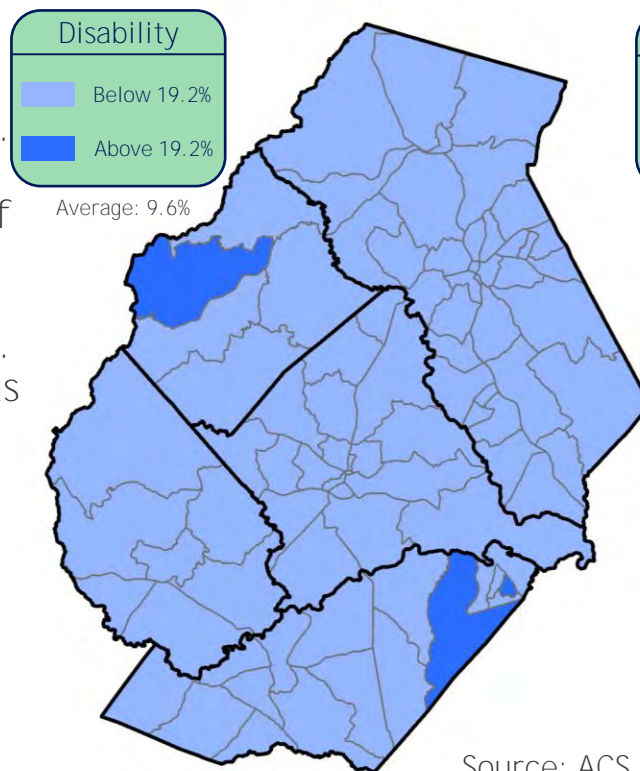
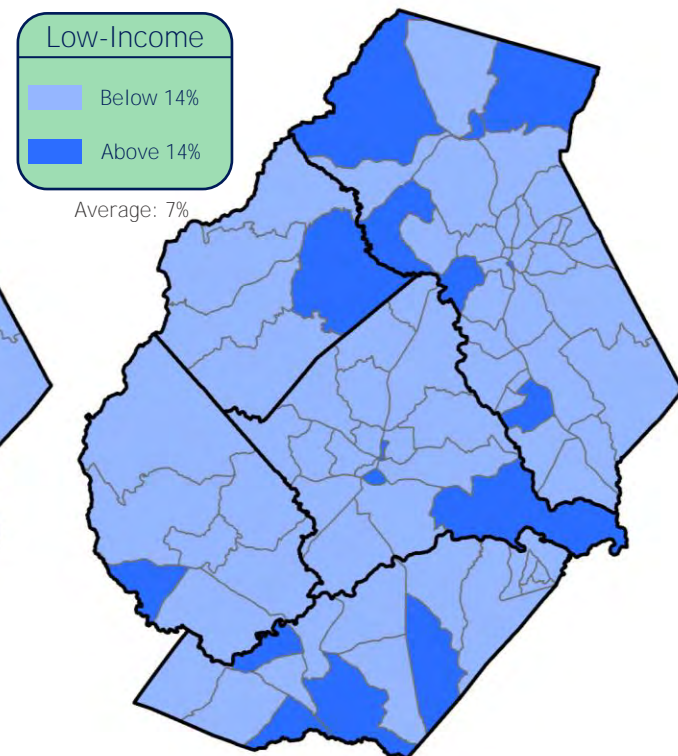
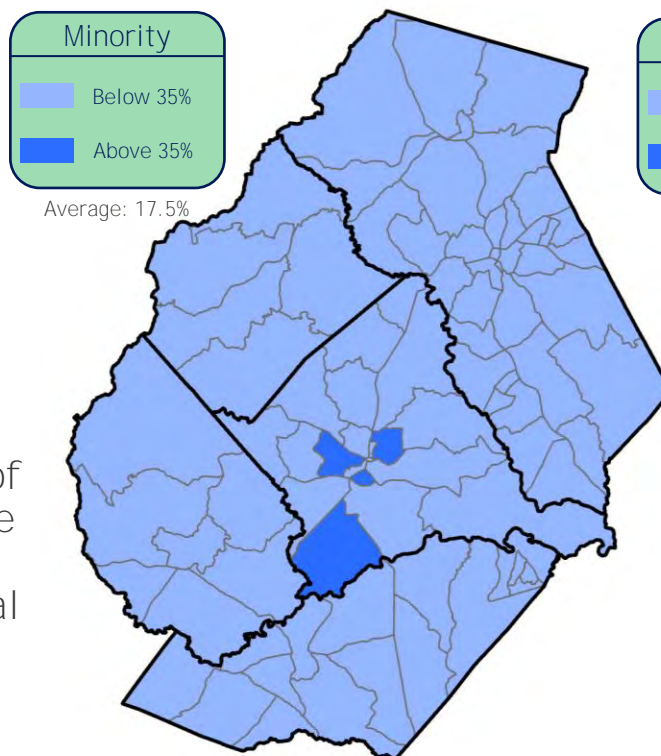


Source: ACS, 2020.

Equity Analysis

It is important to identify and address disproportionately high and adverse human health or environmental effects of programs, policies and activities on these disadvantaged population groups. Identifying these populations has the goal of bringing them into the project development process.

It is critical that the projects do not have disproportionally high or adverse effects on these protected groups and that these groups are benefiting from these projects. In order to determine where these populations are located in the localities of the Rappahannock-Rapidan region, the overall average percentage was found for each population group living in the region. Once the average was found, the total was multiplied by two so that the threshold would be twice the regional average. Individual block groups that have a higher percentage of the regional threshold are identified on the adjacent maps here:

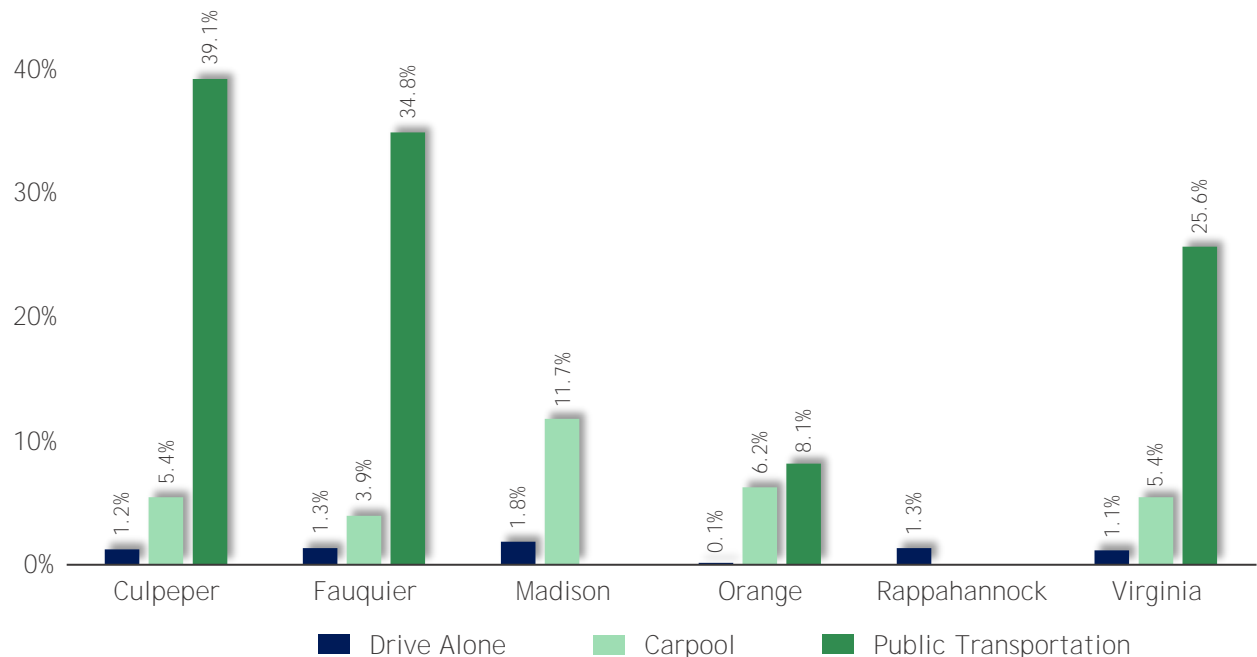


Transportation Implications

US Census data from 2018 were reviewed at the block group level in order to provide enough detail to assess possible areas of service expansion for fixed route and demand responsive transit. Any segment of the population without a vehicle available, which can include elderly, people with disabilities, and low-income groups, are more dependent on demand responsive transit in a rural area than in urban areas. This is due to the smaller network of fixed transit routes in rural areas when compared to urban areas. All the counties within the region are either at or below the state average of workers without a vehicle for commuting. The percent of commuters throughout the region utilizing public transportation is well below the state average as well. While in the counties of Culpeper, Madison and Orange, carpooling to work is above the state average. This data helps assess the mobility needs of these previously mentioned target populations. Additional demand responsive transit or in some cases, determining a single point of contact for providers, is a need that is being identified throughout the Commonwealth.

	Number of Workers	Drive Alone	Carpool	Use Public Transportation	No Vehicle Available
Culpeper	17,055	80%	10.3%	0.5%	2.6%
Fauquier	23,801	77.3%	8.8%	0.4%	2%
Madison	4,167	72.7%	12.3%	0.8%	2.8%
Orange	10,190	76.6%	12.8%	0.4%	0.9%
Rappahannock	2,027	71.9%	8.4%	0.3%	2.1%
Virginia	4,057,957	78.8%	9%	2.9%	2.8%

Commuter Options Utilized by Workers Without a Personal Vehicle



Source: ACS, 2018.

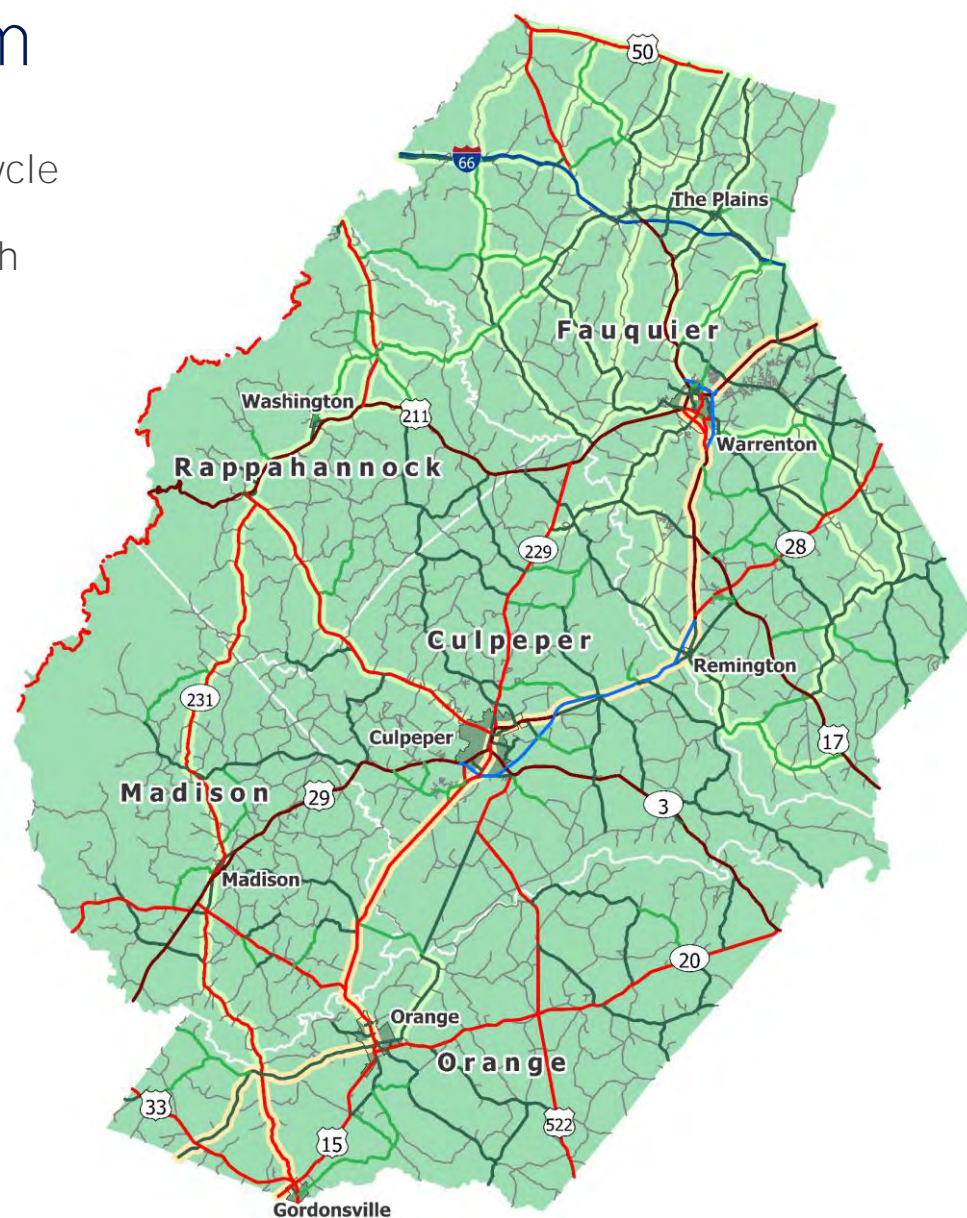
Regional Transportation System

Each mode of travel - roadways, human services transportation (public transportation), freight, rail, bicycle and pedestrian facilities, airports, and travel demand management - has been independently analyzed for both current and forecasted conditions.

Roadways

Primary east-west corridors include: I-66, US 211, VA 3, VA 28, and VA 20; north-south corridors are US 15, US 17, US 29, US 522, and VA 231.

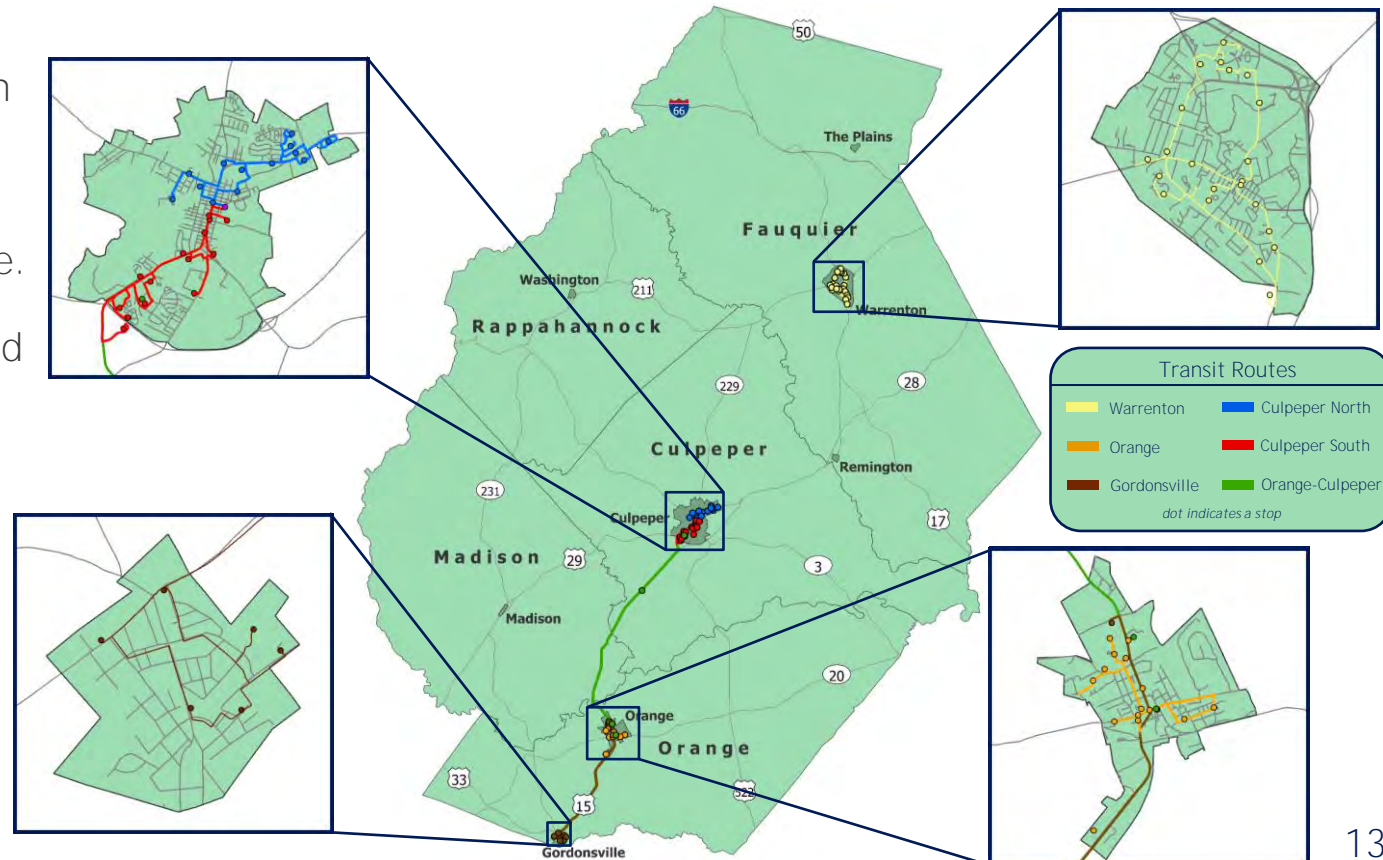
Scenic Byways, identified by both the U.S. Department of Transportation and VDOT, are an important part of the transportation system in the region. The Journey Through Hallowed Ground National Scenic Byway, follows parts of VA 20, VA 231 and US 15, and there are more than 30 State Scenic Byways identified by VDOT in the region.



Human Services Transportation

Human services transportation encompasses multiple programs that serve individuals who, for various reasons, cannot or choose not to operate their own vehicles. This category of transportation includes public transit, both fixed-route and demand response, specialized demand response service, volunteer transportation, and private providers, including taxi and medical transport companies. Most public transportation programs are designed to meet the needs of elderly and low-income residents, and residents with disabilities; however, some of these services also serve the objectives of travel demand management. Human services transportation planning in the Rappahannock-Rapidan Region is coordinated by the Foothills Area Mobility System (FAMS).

All fixed-route public transportation in the region is provided by Virginia Regional Transit (VRT), which operates in the Towns of Culpeper, Warrenton, Orange and Gordonsville. VRT also provides demand response service along these fixed routes, and in the Counties of Fauquier and Culpeper. The Orange-Culpeper Connector allows for inter-county public transit. The Rappahannock-Rapidan Community Services Board and Area Agency on Aging (RRCSB/AAA) is the largest specialized demand response provider in the region. It also operates the largest volunteer transportation program.

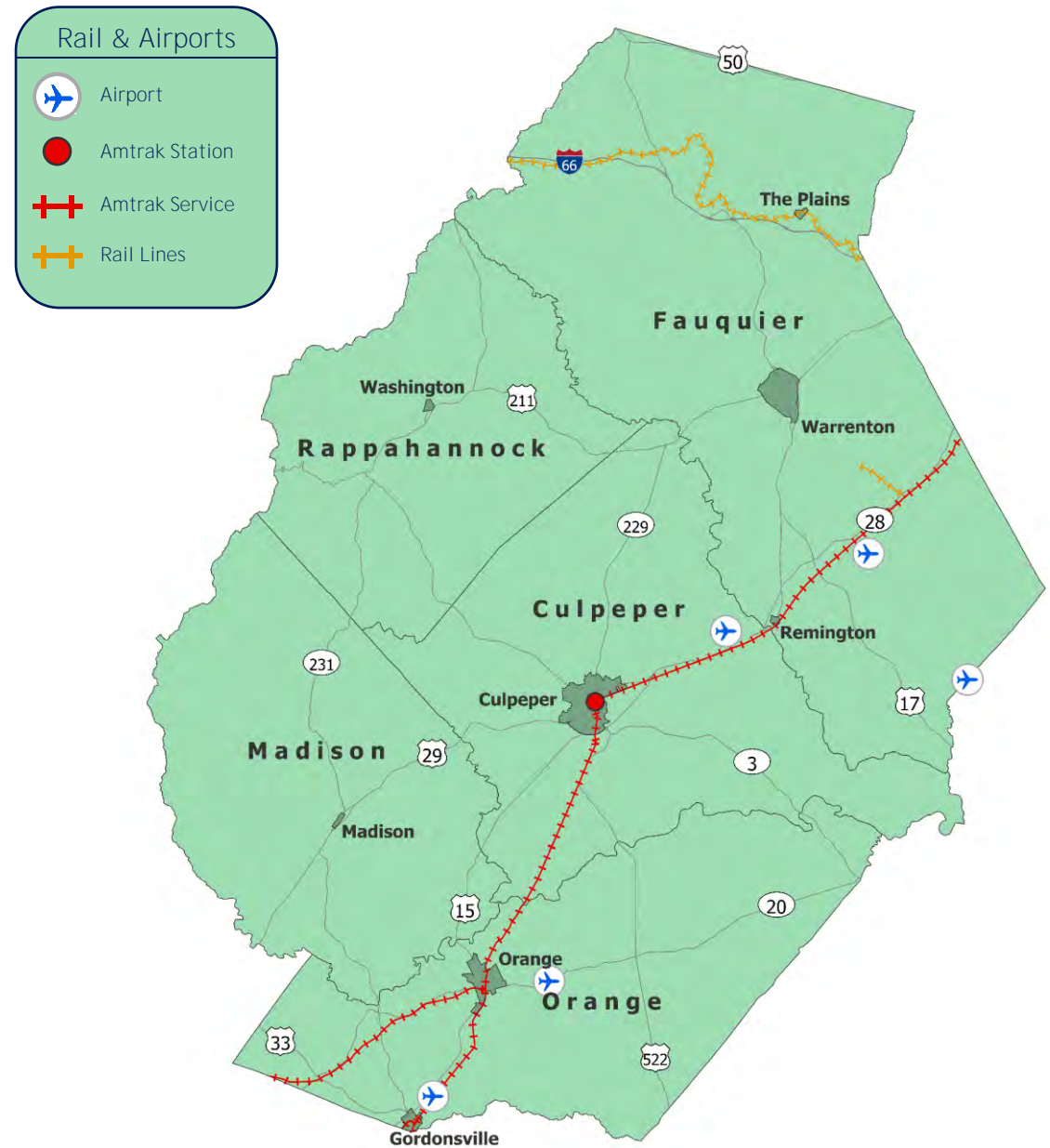


Rails and Airports

Norfolk Southern owns the freight rail lines in the region. Twelve freight trains operate daily through the region, providing service to businesses and industries. There are five general aviation facilities located in the Rappahannock-Rapidan region: in Elkwood (Culpeper Regional); Gordonsville; Midland (Warrenton-Fauquier); Orange; and Somerville. The nearest commercial airports are in Dulles, Charlottesville, and Richmond.

The Virginia Air Transportation System Plan Update (2016) contains future forecasts (2037) of operations and aircraft based at the airports ranging from growth of 4% of based aircraft at Culpeper Regional to no growth at Orange County.

One Amtrak station, in the Town of Culpeper, serves three routes: the Crescent, which runs from New York to New Orleans, and the Cardinal/ Hoosier State, which operates between New York and Chicago three days per week. An additional daily Amtrak route originating in Lynchburg with destinations as far north as Boston began service in October 2009.

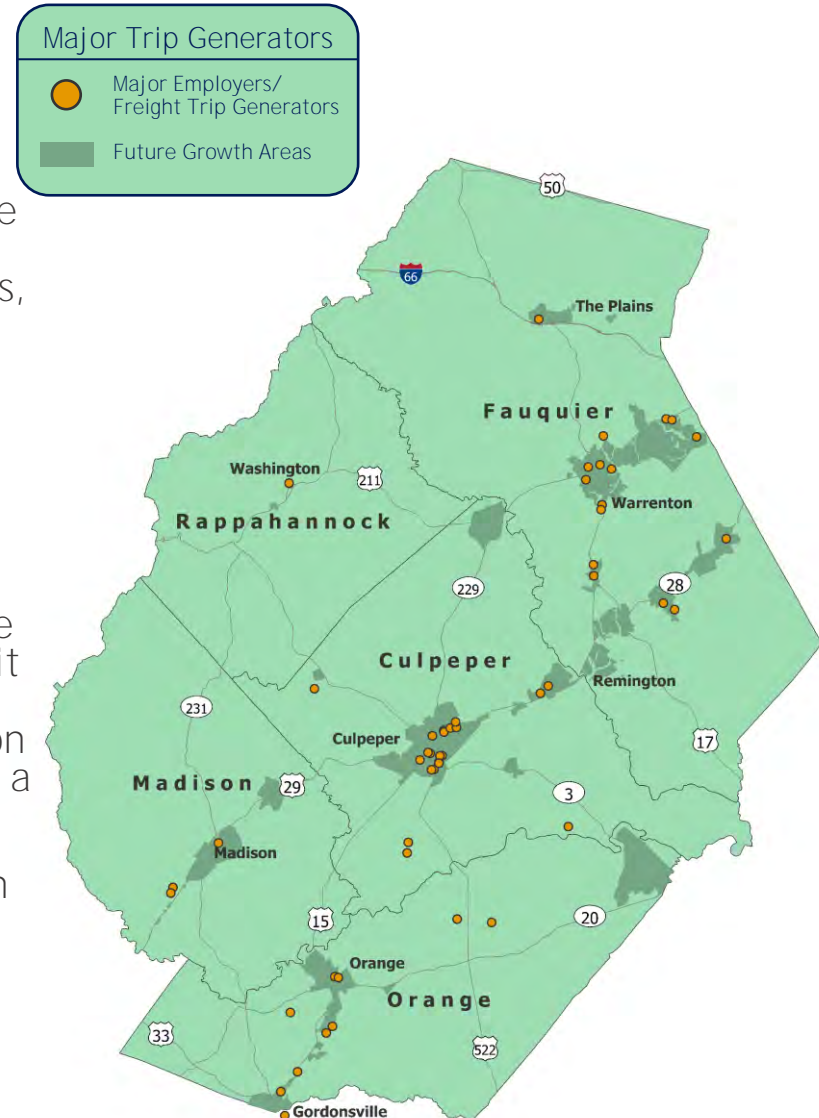


Freight, Land Use and Future Growth Areas

A review of the jurisdictions' comprehensive plans, zoning, and proposed future land use determined where future growth areas could be. These locations are where the individual jurisdictions wish to direct future growth based on the presence of existing transportation infrastructure, water and sewer existing and future capacity, existing retail locations, and major employers. By directing development, and in particular businesses and industries, that moves freight towards these growth areas, there is the **potential to maximize the future performance of the region's transportation system and protect and enhance the region's existing agricultural landscape and setting.**

Freight generators within the RRRC were identified, and their proximity to nearby major roadway and rail corridors noted. The RRRC, working with VDOT, determined the location of freight generators along with major employers and trip generators. These sites were mapped along with future growth areas in the region; it is clear that freight generators are generally located in and near areas identified as growth areas within the region. In collaboration with the Office of Intermodal Investment, the RRRC has prepared a detailed Regional Freight Study, which was released in 2010.

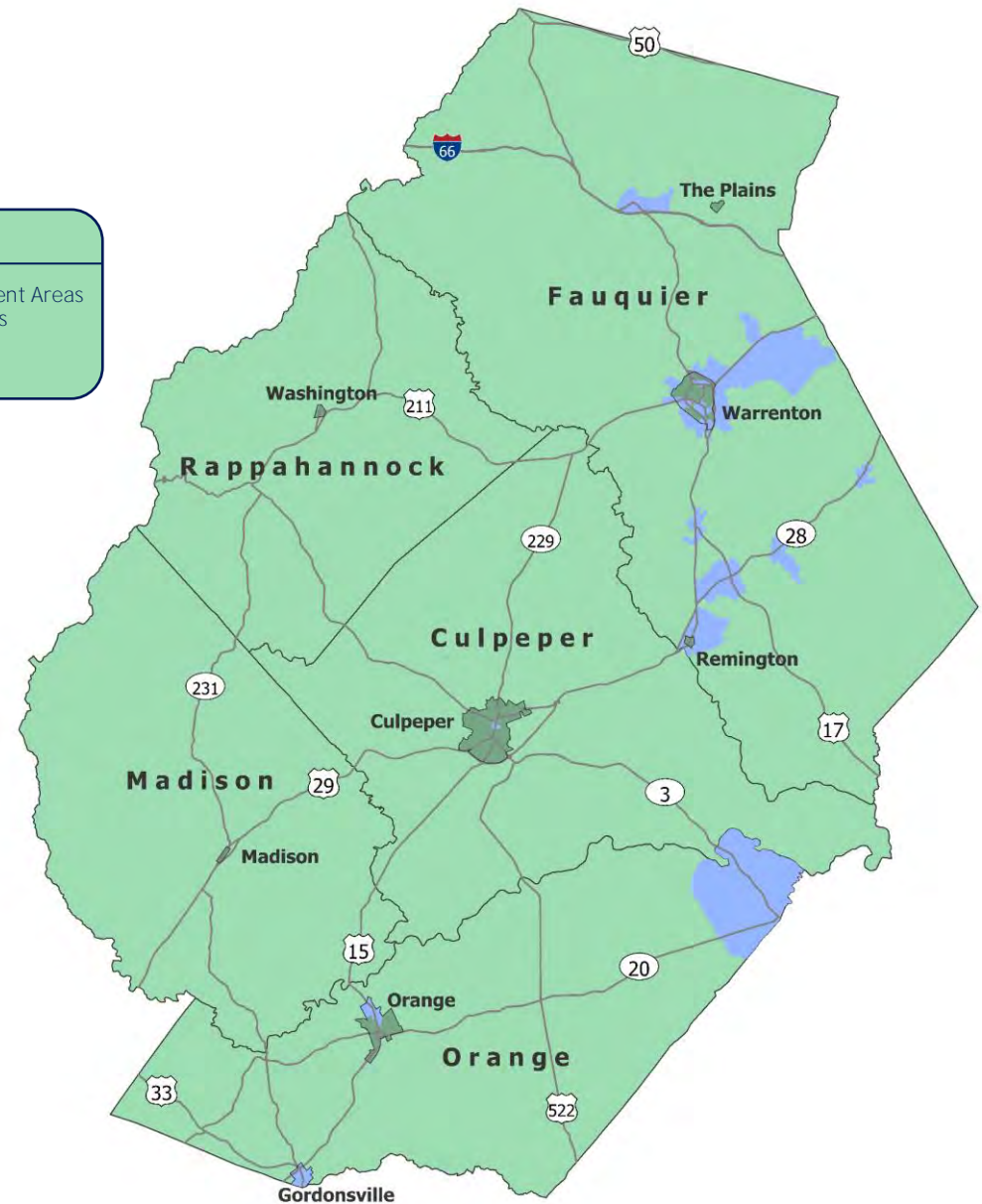
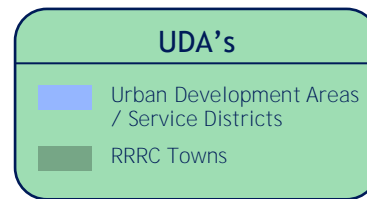
The analysis of current and future freight movement in the region explores the relationships between land use, transportation, and investments. It discusses the importance of making strategic policies and investments that will improve the goods movement capabilities of local employers, the economic competitiveness of the region, and overall quality of life of its residents



Urban Development Areas (UDA)

Urban Development Areas (UDAs) are areas designated by a locality that may be sufficient to meet projected residential and commercial growth in the locality for an ensuing period of at least 10 but not more than 20 years. These areas are identified and implemented for the following benefits:

- **Minimize infrastructure expenditures**
- **Preserve undeveloped farm, forest and natural features**
- **Present development patterns that respond to demographic shifts**
- **Provide pedestrian-friendly transportation options**



Bicycle and Pedestrian Facilities

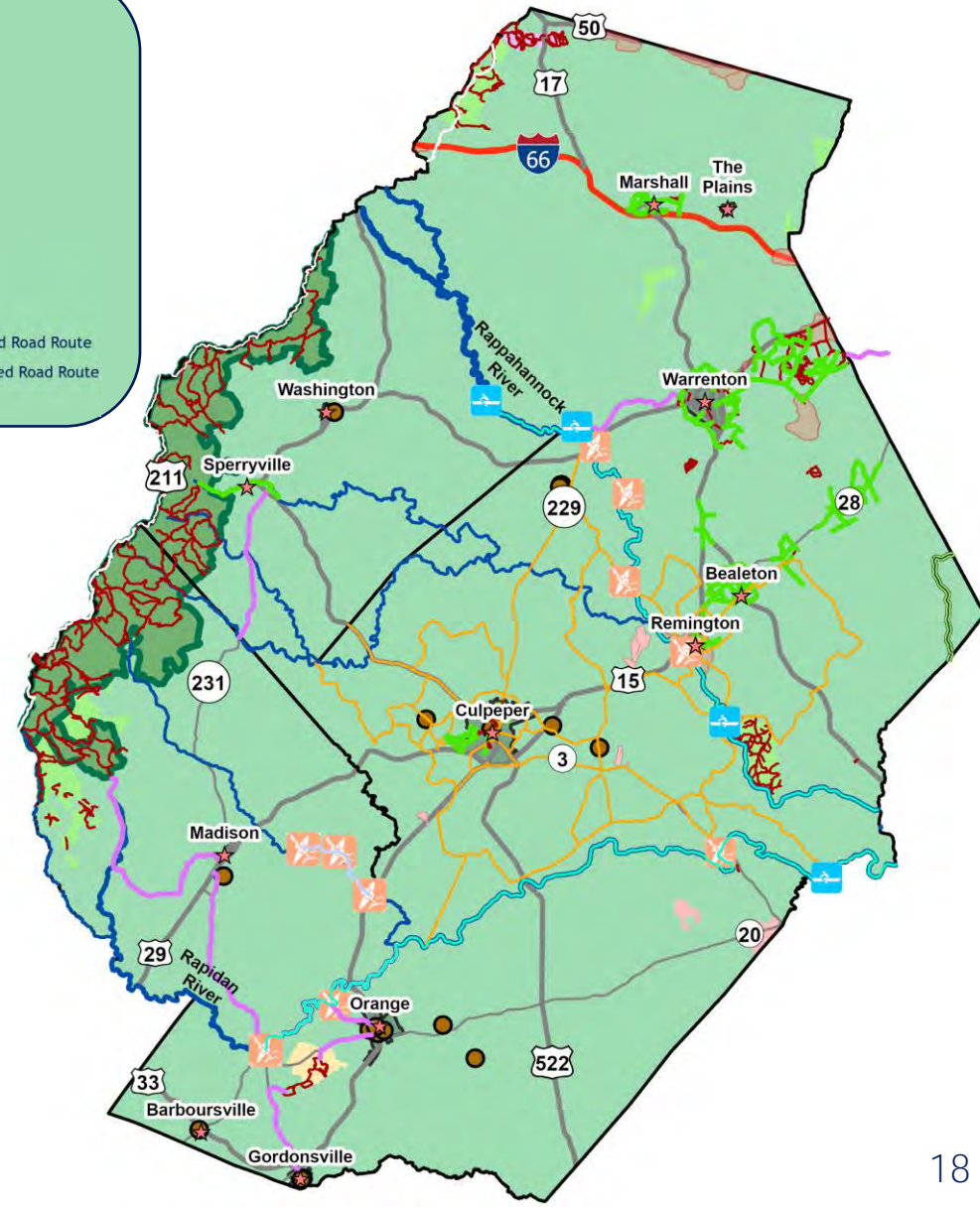
Designated bicycle routes and pedestrian facilities are currently located in the Towns of Culpeper, Remington, and Warrenton. In addition, the Appalachian Trail runs across the entire northwest portion of the region. Plans to expand the bicycle network are underway in parts of the region. Several local plans and the RRRC Active Transportation Plan (2019) detail the existing and potential future facilities for the region and the individual member jurisdictions.



Bicycle and Pedestrian Facilities

RRRC has prepared an Active Transportation Plan (2019) that details the existing and potential future facilities for the region and the individual jurisdictions. Regional recommendations include:

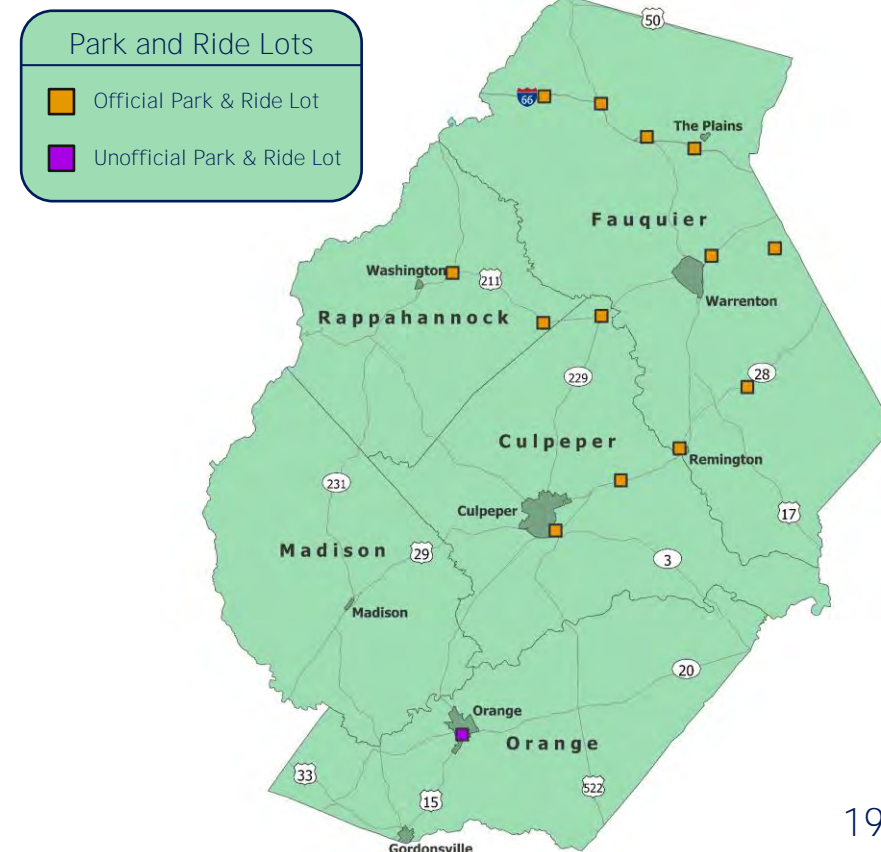
- Establish blueways and public river access along the Rappahannock, Rapidan and Robinson Rivers.
- Address pedestrian and bicyclist safety needs by providing a safe and connected alternative transportation network.
- Create greenways and shared road bike network connecting population centers and recreation destinations such as local, state and National Parks.
- Connect towns to historic, commercial and agritourism sites as possible.
- Install infrastructure that enables in-town residents of all ages to walk or bike safely to common destinations such as schools, grocery stores, pharmacies and libraries.



Travel Demand Management

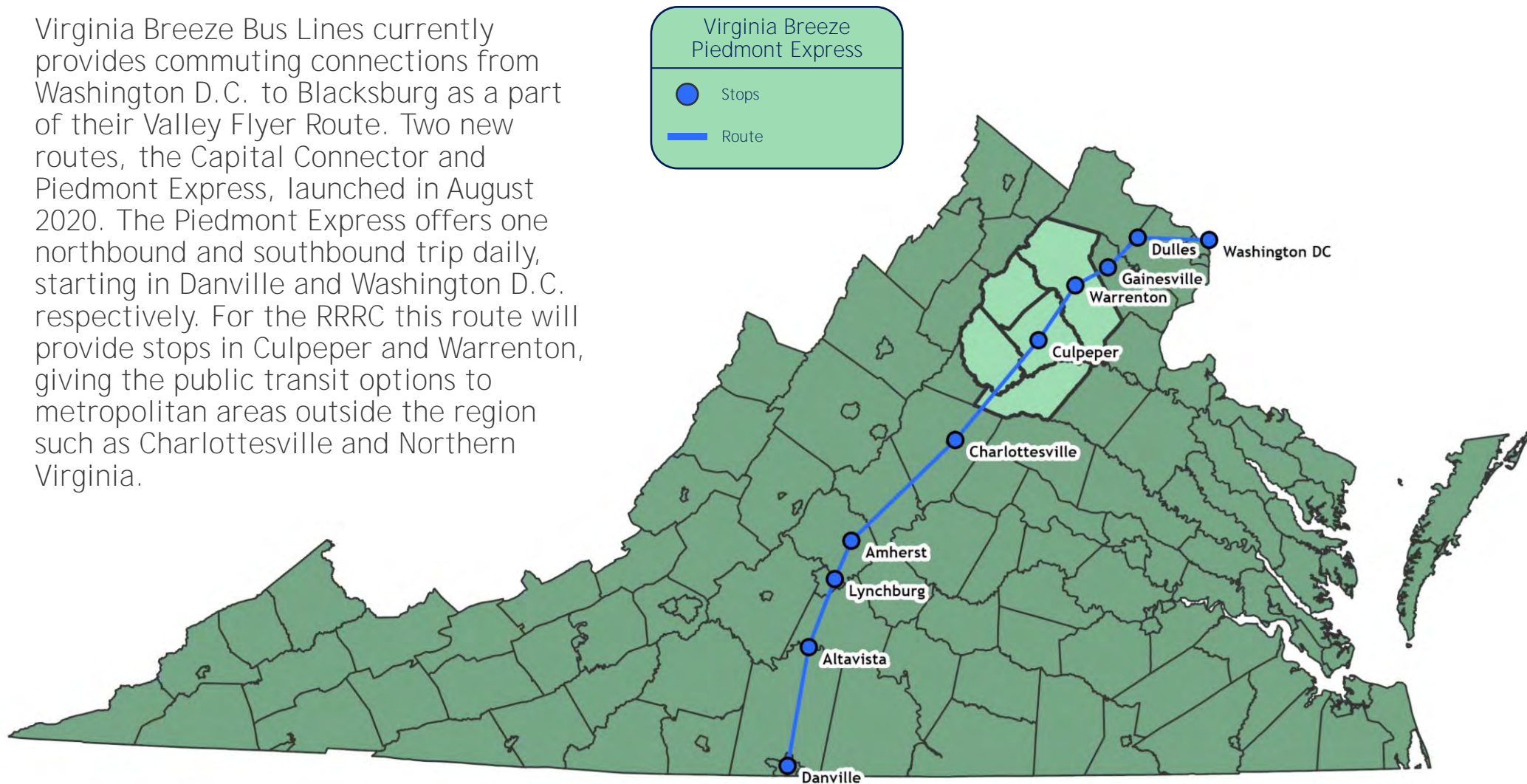
Travel demand management (TDM) holds potential for enhancing many elements of the transportation network, and with other improvements, has been shown to greatly aid in reducing single-occupant vehicle trips. TDM measures include carpooling and vanpooling programs, expanded peak hour public transit, commuter buses, park and ride lots, as well as better coordination between modes to facilitate intermodal transfers. While low population densities in rural areas are not always conducive to major shifts to mass transit, some gains can be realized. There are concentrated areas to which commuters in the RRRC are currently traveling for employment, primarily, Northern VA/Washington, DC/ Northern Virginia, Fredericksburg, and Charlottesville

RRRC Commuter Services, made possible through funding from DRPT, provides rideshare/vanpool matching services for residents of the region, in addition to other TDM-related assistance. In addition, Commuter Services currently partnered with Scenic America, Inc. to provide and market daily commuter bus service from Culpeper and Fauquier counties to Northern Virginia and Washington, DC. The service was started in January 2009 through a demonstration grant awarded to RRRC by DRPT. There are presently 14 official and unofficial park-and-ride lots throughout the region, with over half of these in Fauquier County. Lots in the northern half of the Rappahannock-Rapidan region serve, in general, commuters to Northern Virginia, while those in the southern half serve commuters to Fredericksburg and Charlottesville. There is no commuter rail service in the region, but the current western terminus of the Manassas line of Virginia Railway Express (VRE) is seven miles east of Fauquier County at Broad Run/ Airport Station in Prince William County.



Travel Demand Management

Virginia Breeze Bus Lines currently provides commuting connections from Washington D.C. to Blacksburg as a part of their Valley Flyer Route. Two new routes, the Capital Connector and Piedmont Express, launched in August 2020. The Piedmont Express offers one northbound and southbound trip daily, starting in Danville and Washington D.C. respectively. For the RRRC this route will provide stops in Culpeper and Warrenton, giving the public transit options to metropolitan areas outside the region such as Charlottesville and Northern Virginia.

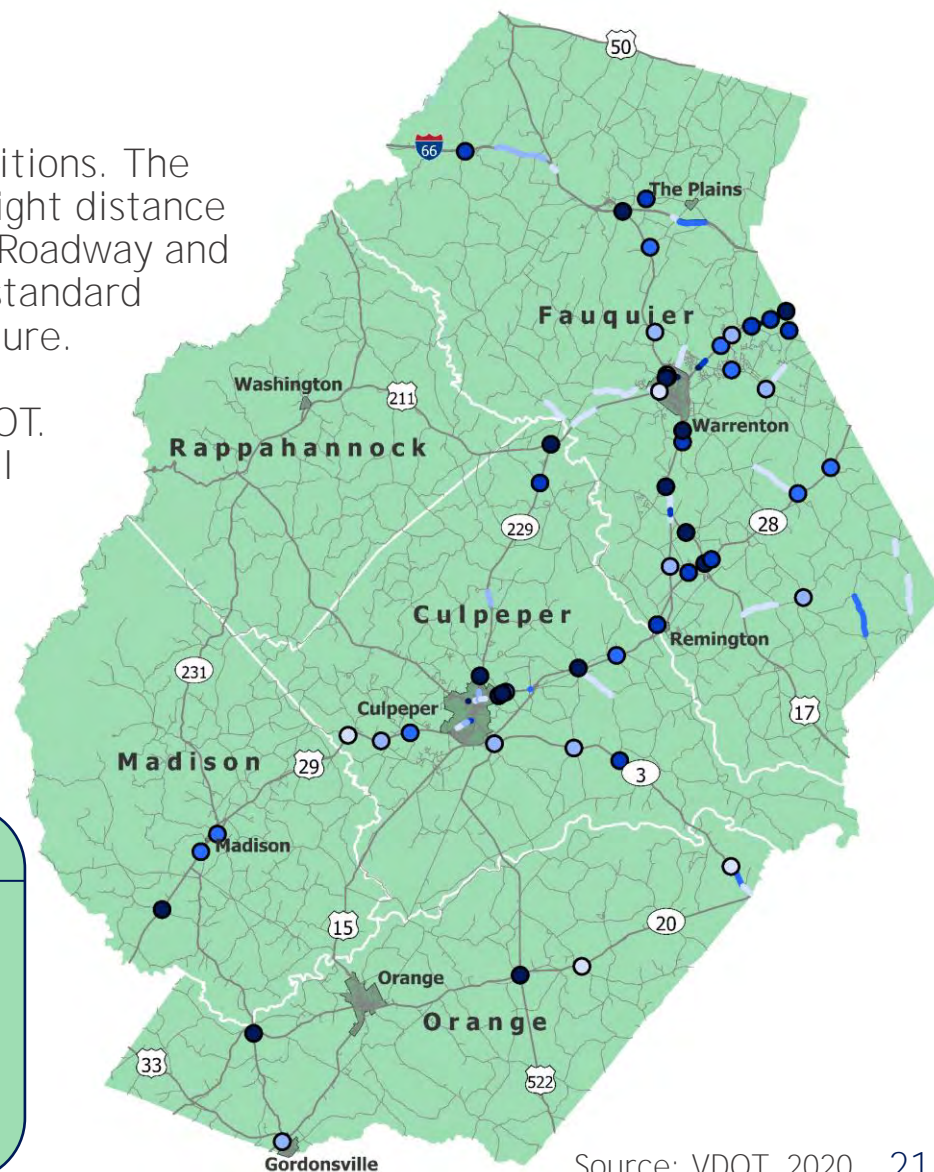


Transportation System Performance and Conditions

Roadway Safety

Roadway analysis first focused on safety and geometric conditions. The roadway safety assessments identified deficiencies such as sight distance and visibility, access management, and inadequate signage. Roadway and intersection geometric condition assessments identified substandard lane width, shoulder width, or horizontal and vertical curvature. Both of these factors were identified by Potential for Safety Improvement (PSI) intersections and segments data from VDOT. Higher priorities were given to those roadways with potential geometric concerns that also carried higher levels of traffic.

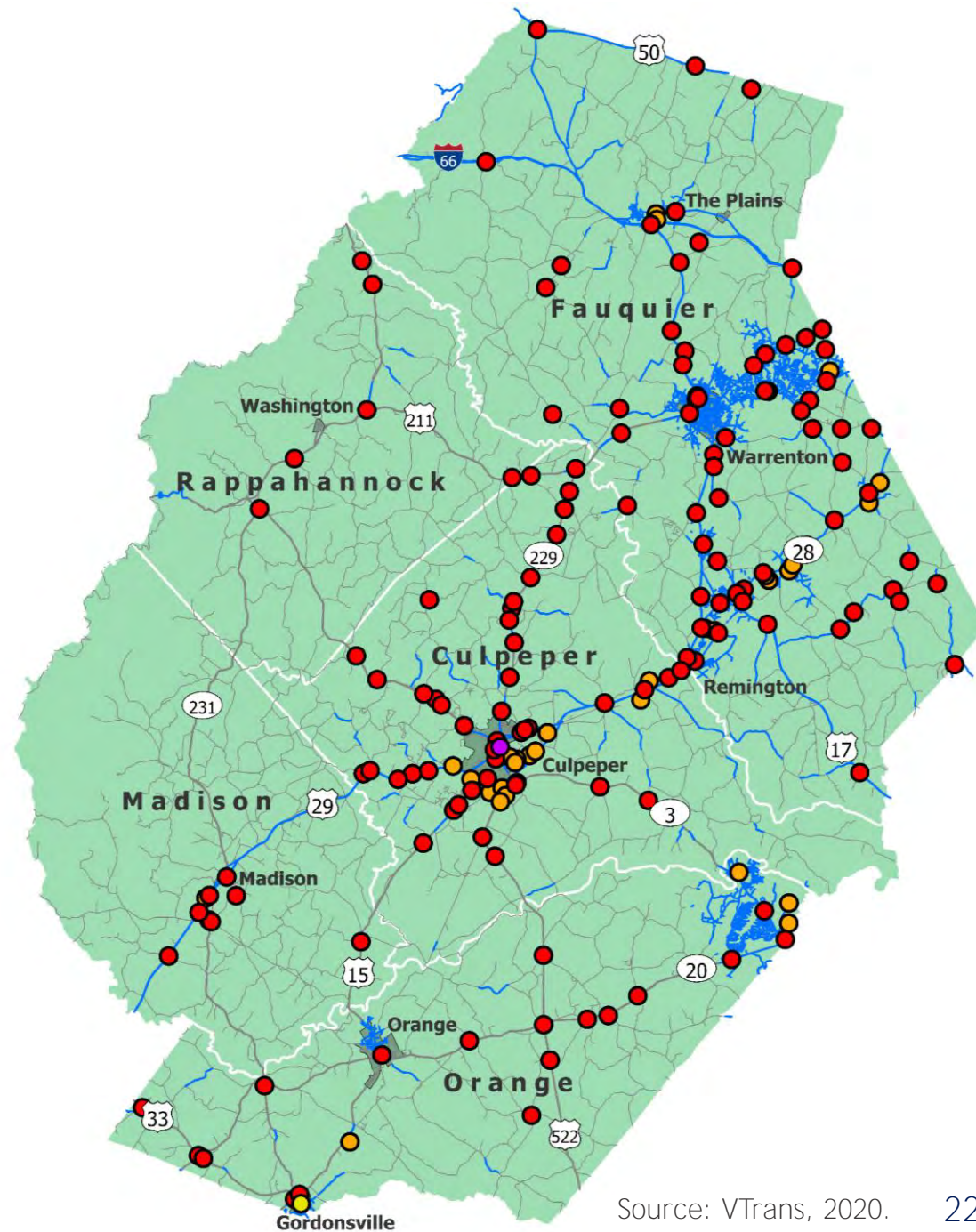
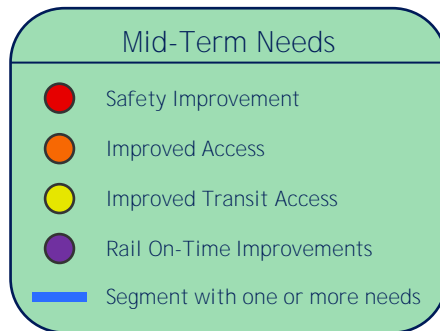
Potential for Safety Improvement (PSI) intersections and **segments were identified by VDOT as “hot spots” in need of improvement.** These locations were found after conducting a roadway network screening process utilizing the latest Highway Safety Manual methods. The analysis results shown are for the years 2013 through 2017. These Target Safety Need (TSN) locations shown indicate intersections or segments that have had a positive PSI value in three or more years of the five year period, indicating recurring safety issues. All locations with a PSI greater than zero are ranked for each VDOT district.



2019 VTrans Mid-Term Needs

VTrans is Virginia's multimodal transportation plan and the Commonwealth Transportation Board's (CTB) vision for transportation in the Commonwealth. The CTB, with assistance from the Office of Intermodal Planning and Investment (OIPI), conducts a comprehensive review of statewide transportation needs as part of the development of VTrans.

The Mid-term Needs identify some of the most pressing transportation issues that need to be addressed over the next 10 years. The Needs are identified so that they can inform or guide transportation policies, strategies, and infrastructure improvements that VDOT, DRPT, and agency partners develop, utilizing funding from federal, state, and local sources. Organized around the VTrans Goals and Objectives, the Mid-term Needs have been identified based on data-driven methods that rely on performance measures and feedback from stakeholders on local and regional transportation conditions and emerging issues.

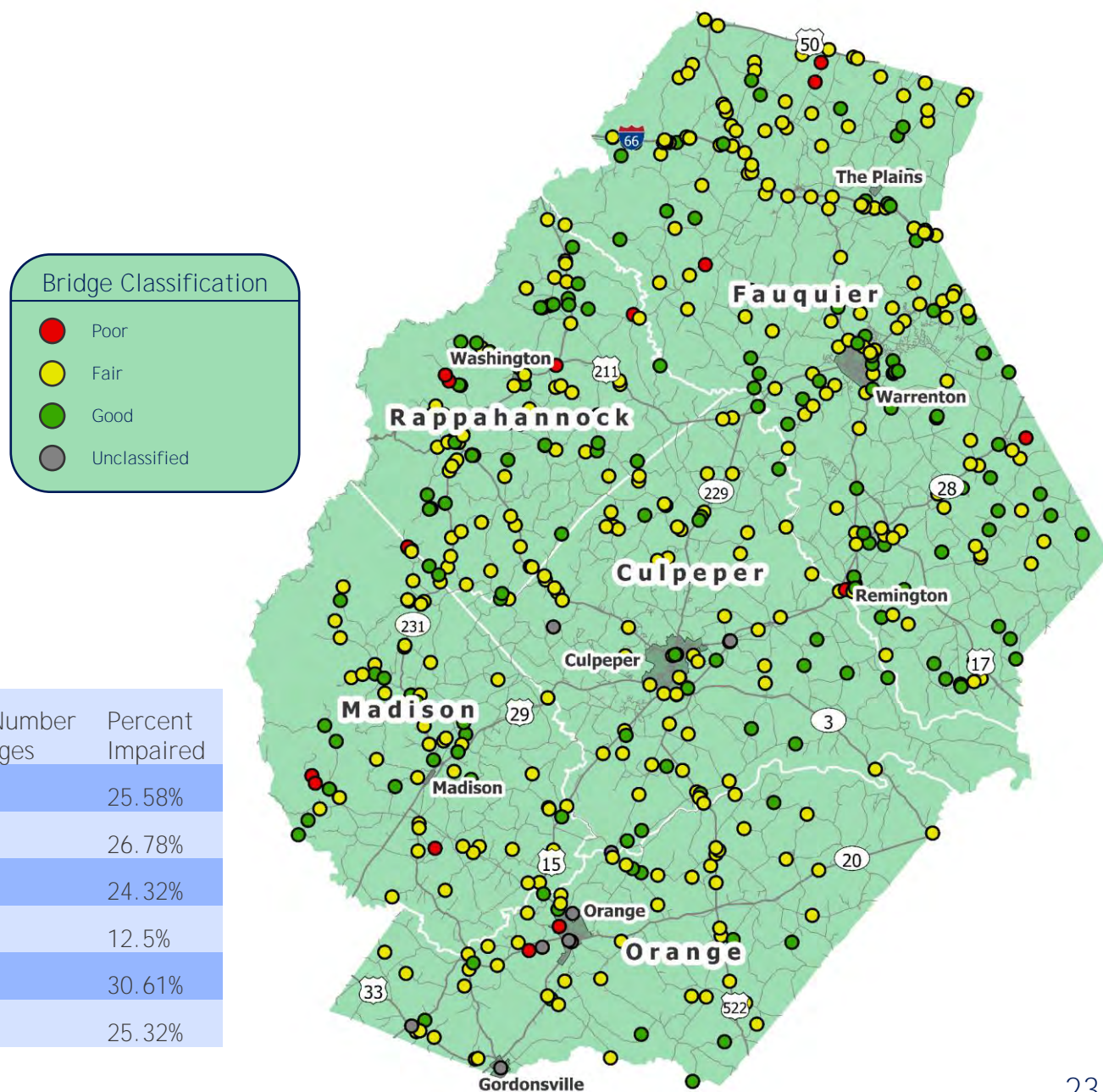


Bridge Conditions

Roadway analysis then focused on bridge conditions. Current bridge sufficiency ratings were reviewed and those structures with a rating of less than 50 were considered deficient and in need of structural upgrade or replacement. Sufficiency evaluates factors such as load, visual structural deficiencies (cracks, concrete visibly missing), adequacy of the foundation, and the remaining life of the superstructure including pavement condition.

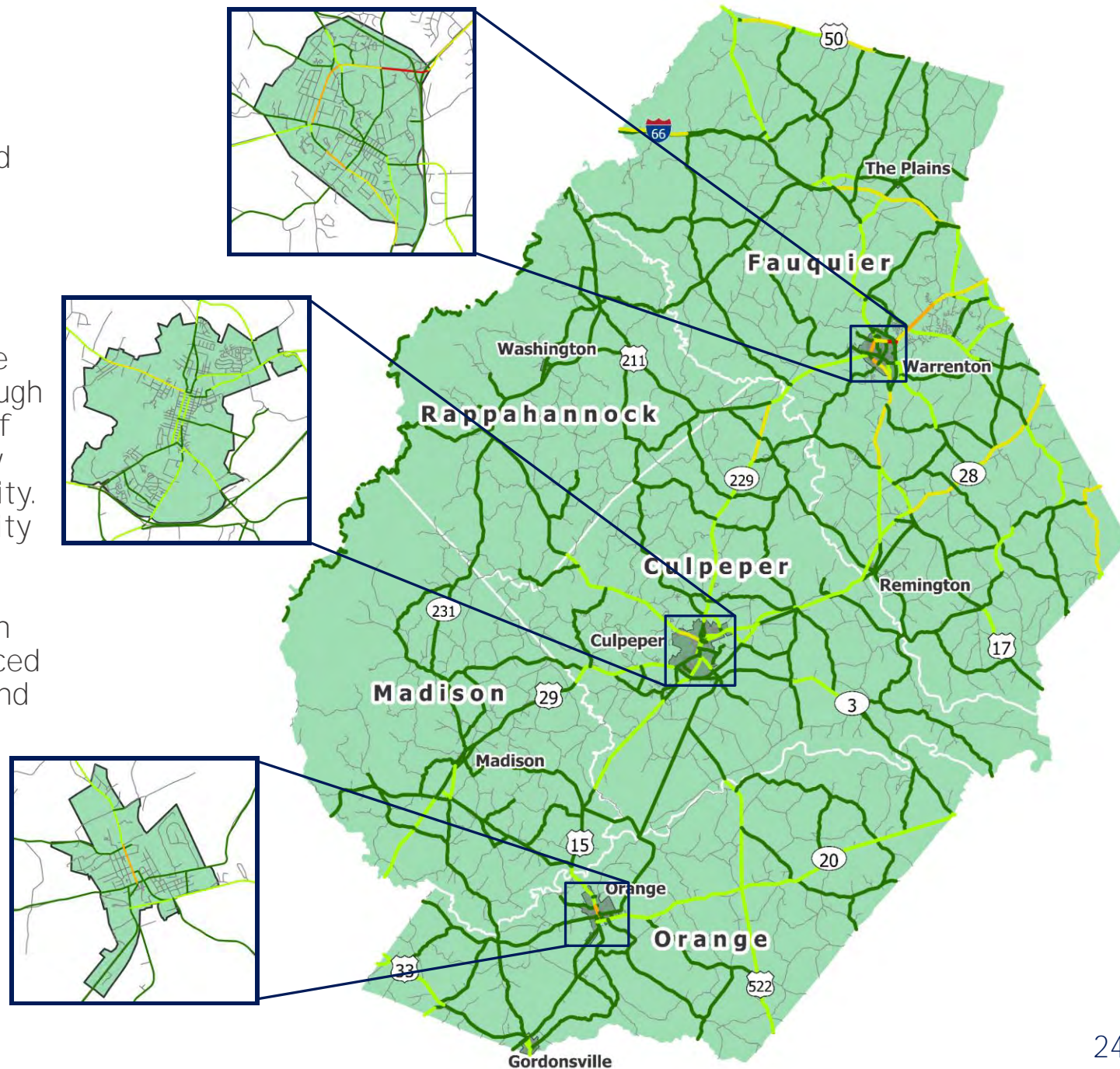
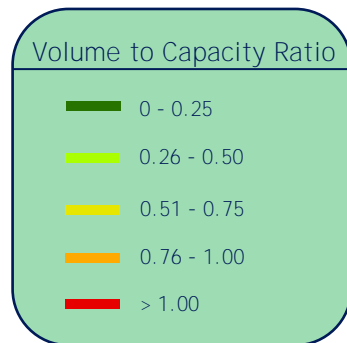
	Functionally Obsolete	Structurally Deficient	Total Number of Bridges	Percent Impaired
Culpeper	21	1	86	25.58%
Fauquier	58	3	227	26.78%
Madison	12	6	74	24.32%
Orange	5	3	64	12.5%
Rappahannock	26	4	98	30.61%
RRRC	122	17	549	25.32%

Source: VDOT, 2020.



Congestion

Finally, roadway analysis focused on congestion by reviewing the volume to capacity ratio of roadways in the region. The volume to capacity ratio is a measurement of the operating capacity of a roadway where the number of vehicles passing through is divided by the total number of vehicles that could theoretically pass through when at full capacity. The higher the volume to capacity ratio is in a given roadway segment, the higher the congestion. The data depicted in this map is from 2019, and sourced from the VDOT Transportation and Mobility Planning Division.

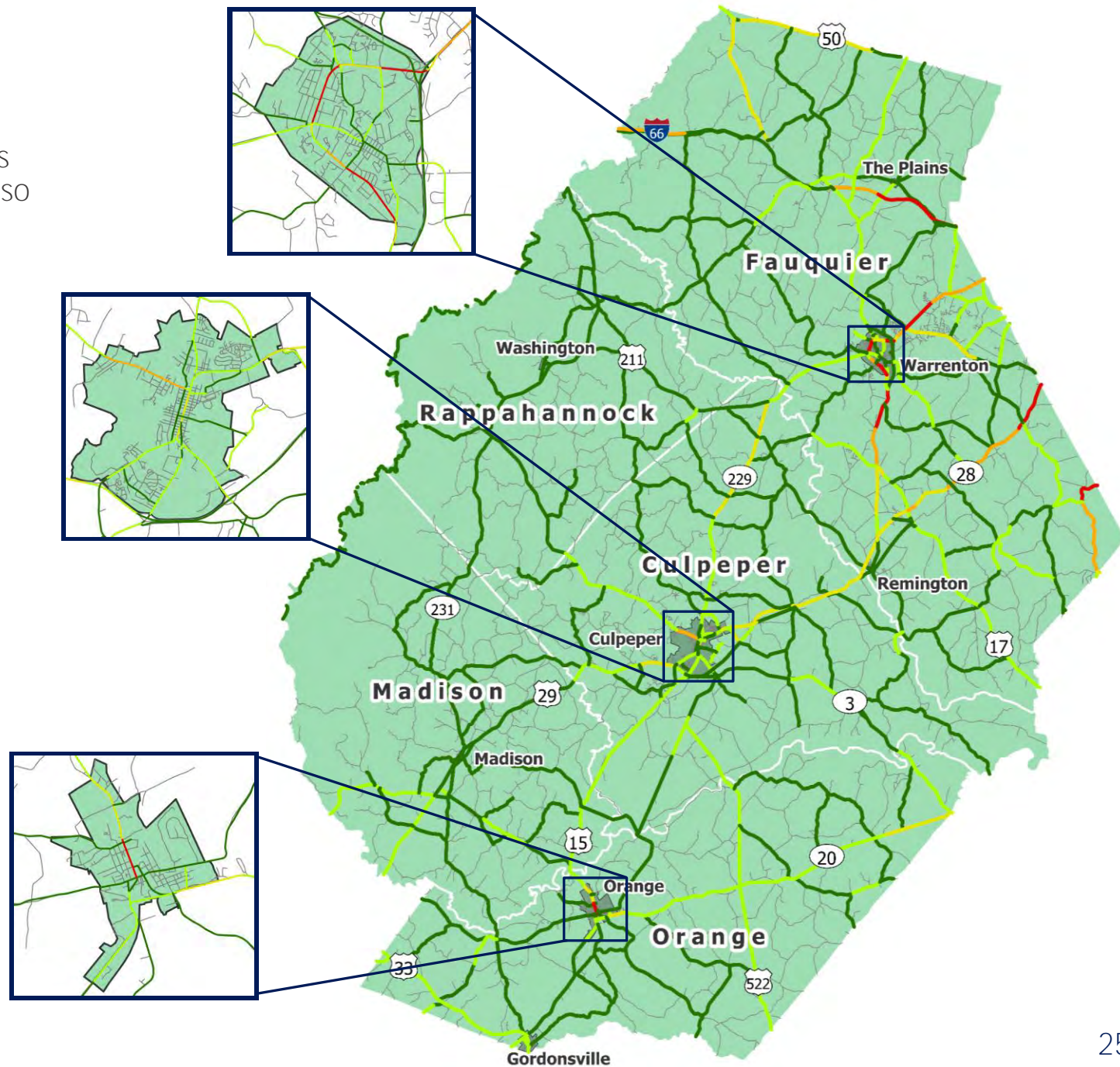


Projected Congestion

The data depicted in this map is projected out to 2045, and is also sourced from the VDOT Transportation and Mobility Planning Division.

Volume to Capacity Ratio

- 0 - 0.25
- 0.26 - 0.50
- 0.51 - 0.75
- 0.76 - 1.00
- > 1.00

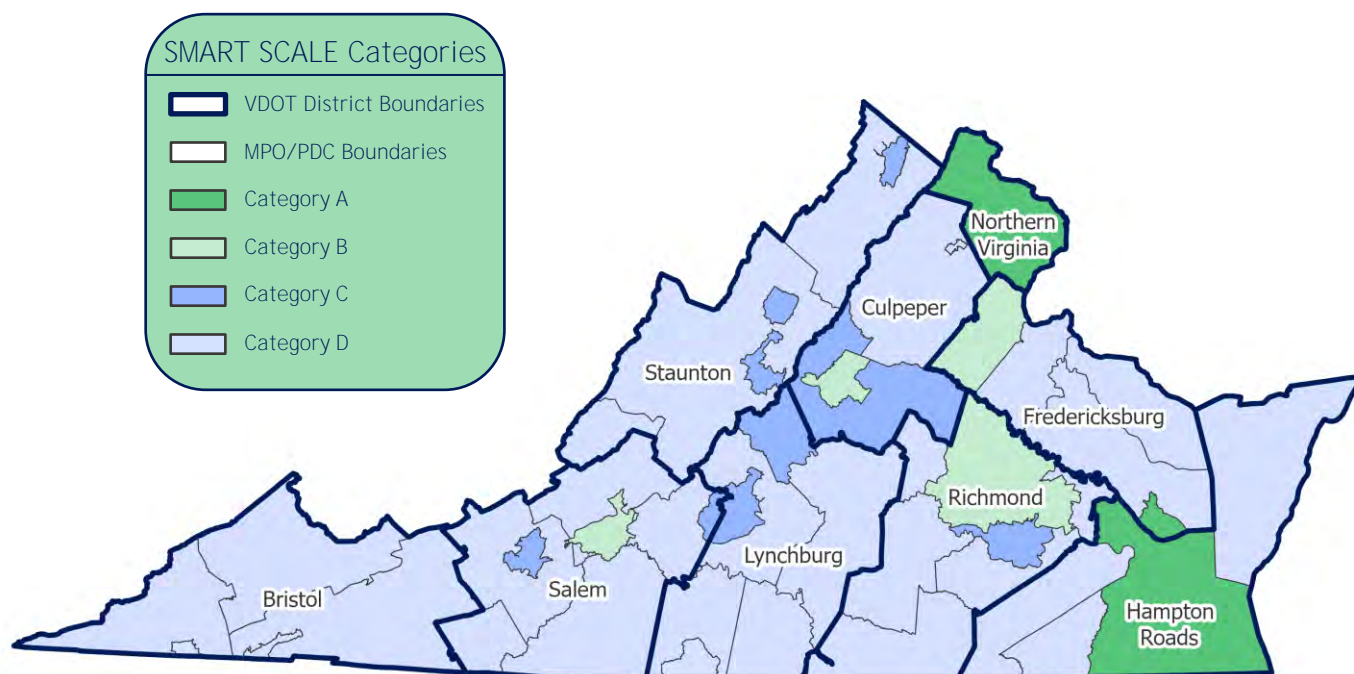


Future Recommendations

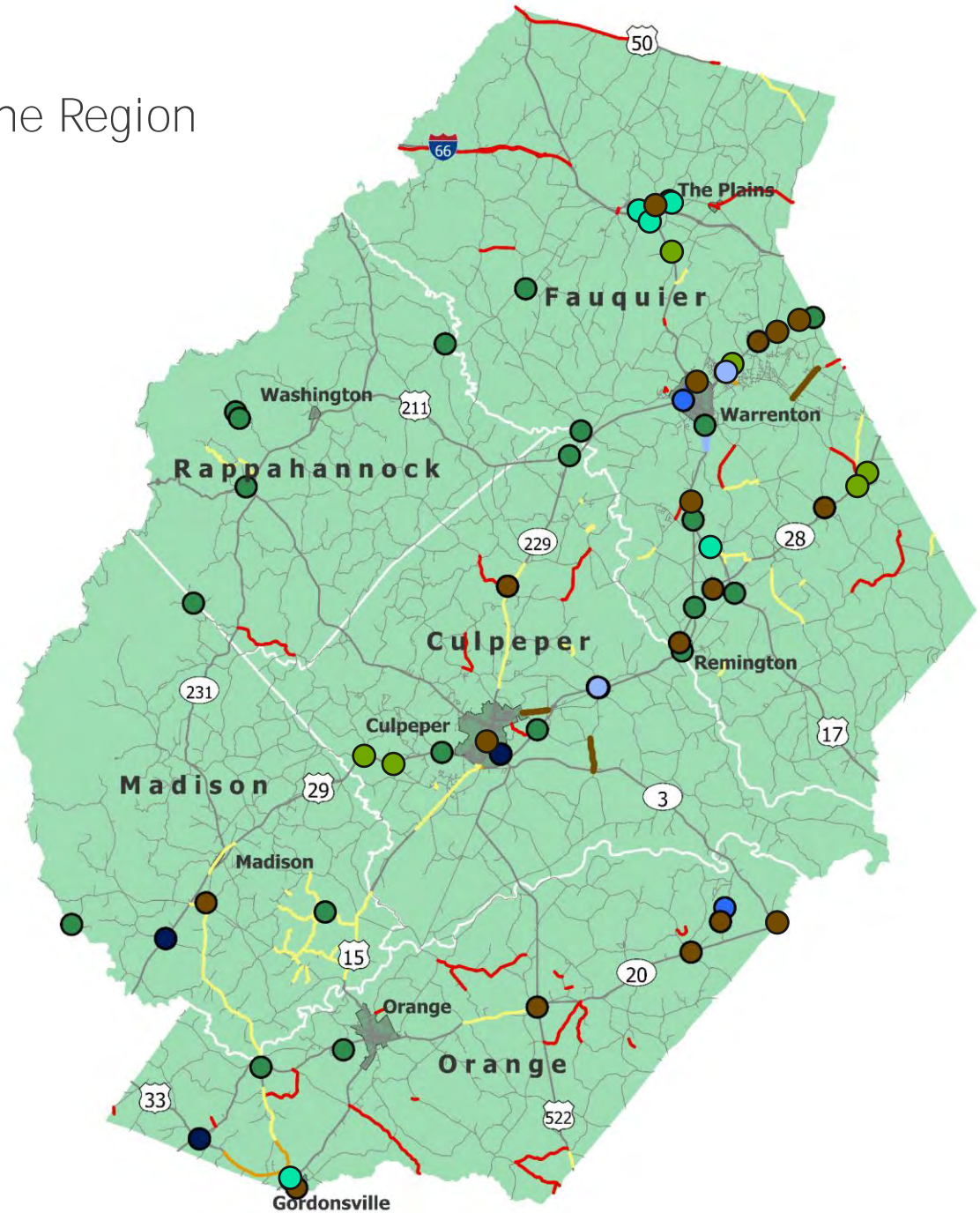
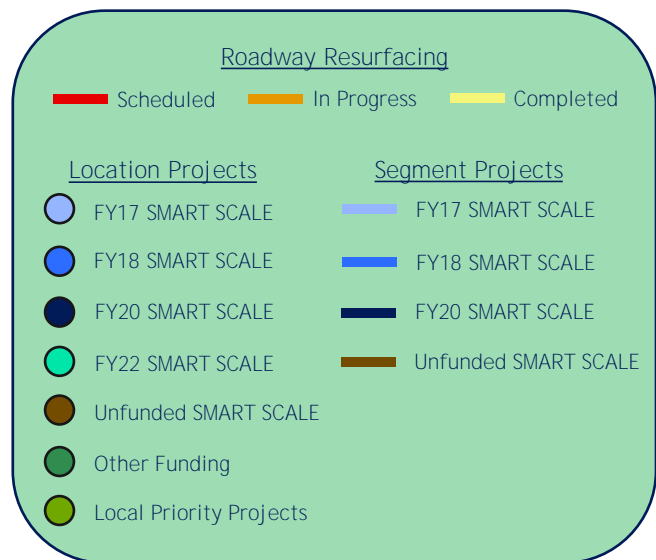
Overview of SMART SCALE

SMART SCALE is a method of selecting and funding the right transportation projects in Virginia. SMART SCALE stands for **S**ystem for the **M**anagement and **A**llocation of **R**esources for **T**ransportation, and the key factors **used in evaluating a project's merits: Improvements to Safety, Congestion Reduction, Accessibility, Land Use, Economic Development and the Environment.** Included in SMART SCALE is a scoring system for selecting and prioritizing transportation projects based on the key factors mentioned previously.

Projects applied for within SMART SCALE are scored relative to one another, with the highest scoring projects being selected for future funding and development. Specific regions within Virginia are designated in different weighting typologies such as A, B, C, or D to better reflect the type and scale of needs in those particular regions. All the counties with the RRRC region are designated as Category D, which puts much more emphasis on safety and economic development in its scoring matrix.

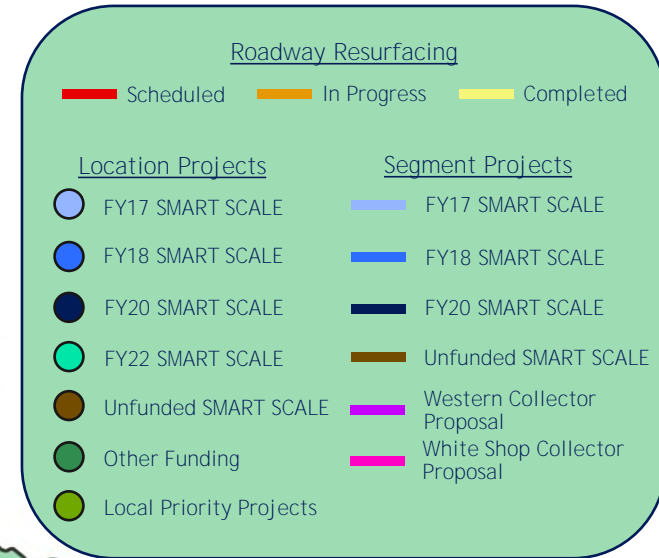
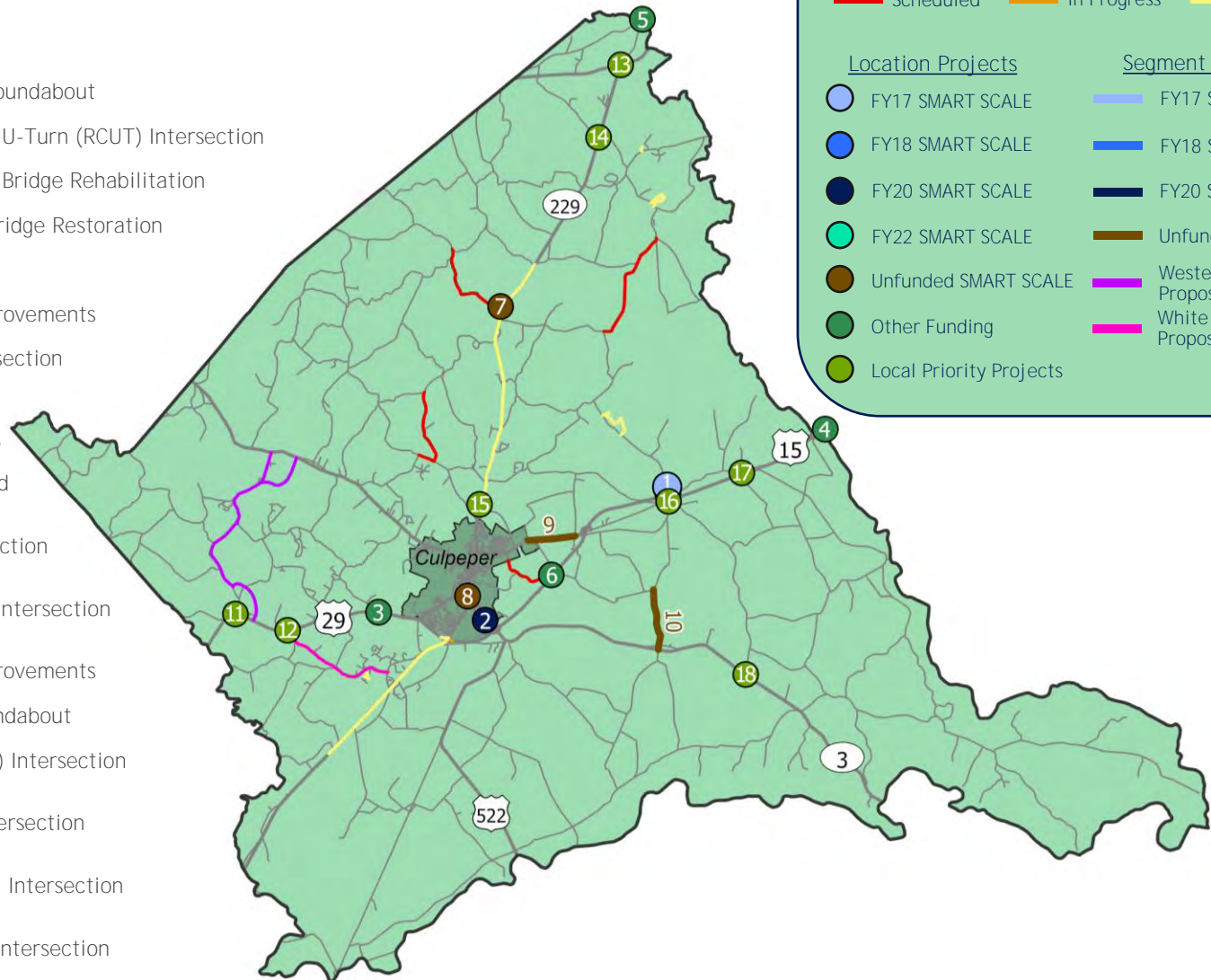


Current and Proposed Projects in the Region



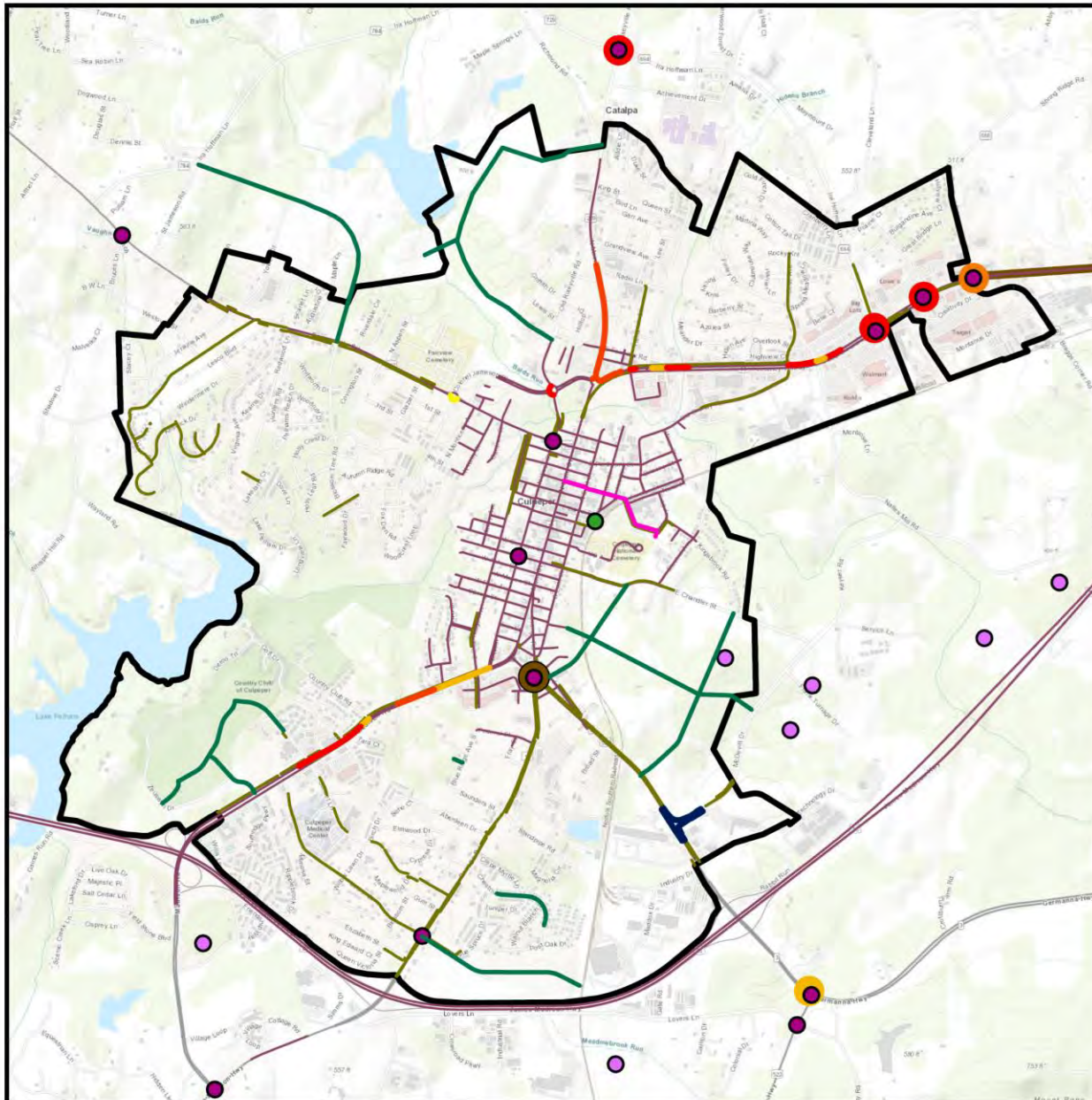
Current and Proposed Projects in Culpeper County

- 1 Brandy Station Park & Ride Lot
- 2 Route 3 and McDevitt Drive Intersection Roundabout
- 3 Route 29 at Route 718 Restricted Crossing U-Turn (RCUT) Intersection
- 4 Business Route 15 (Remington Road) Truss Bridge Rehabilitation
- 5 Route 613 (Jeffersonton Road) Waterloo Bridge Restoration
- 6 Interchange at Route 29 and Route 666
- 7 Route 229 and Route 640 Intersection Improvements
- 8 Orange Road at Fredericksburg Road Intersection Improvements
- 9 Route 15 and Route 29 Business Widening Including Pedestrian/Bike Access
- 10 Route 663 (Stevensburg Road) Shoulder and Safety Improvements
- 11 Route 29 at Route 633 (Reva Road) Intersection Improvements
- 12 Route 29 at Route 603 (White Shop Road) Intersection Improvements
- 13 Route 211 and Route 229 Intersection Improvements
- 14 Route 229 at Route 621 (Colvin Road) Roundabout
- 15 Route 229 at Route 694 (Ira Hoffman Lane) Intersection Improvements
- 16 Route 29 at Route 663 (Alanthus Road) Intersection Improvements
- 17 Route 29 at Route 676 (Beverly Ford Road) Intersection Improvements
- 18 Route 3 at Route 669 (Carrico Mills Road) Intersection Improvements

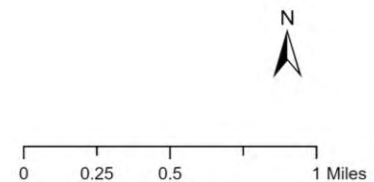


Town of Culpeper

*Current and Proposed Smart Scale Projects
Potential for Safety Improvement (PSI) Intersections and Segments
VTrans 2019 Mid-Term Needs Intersections and Segments*

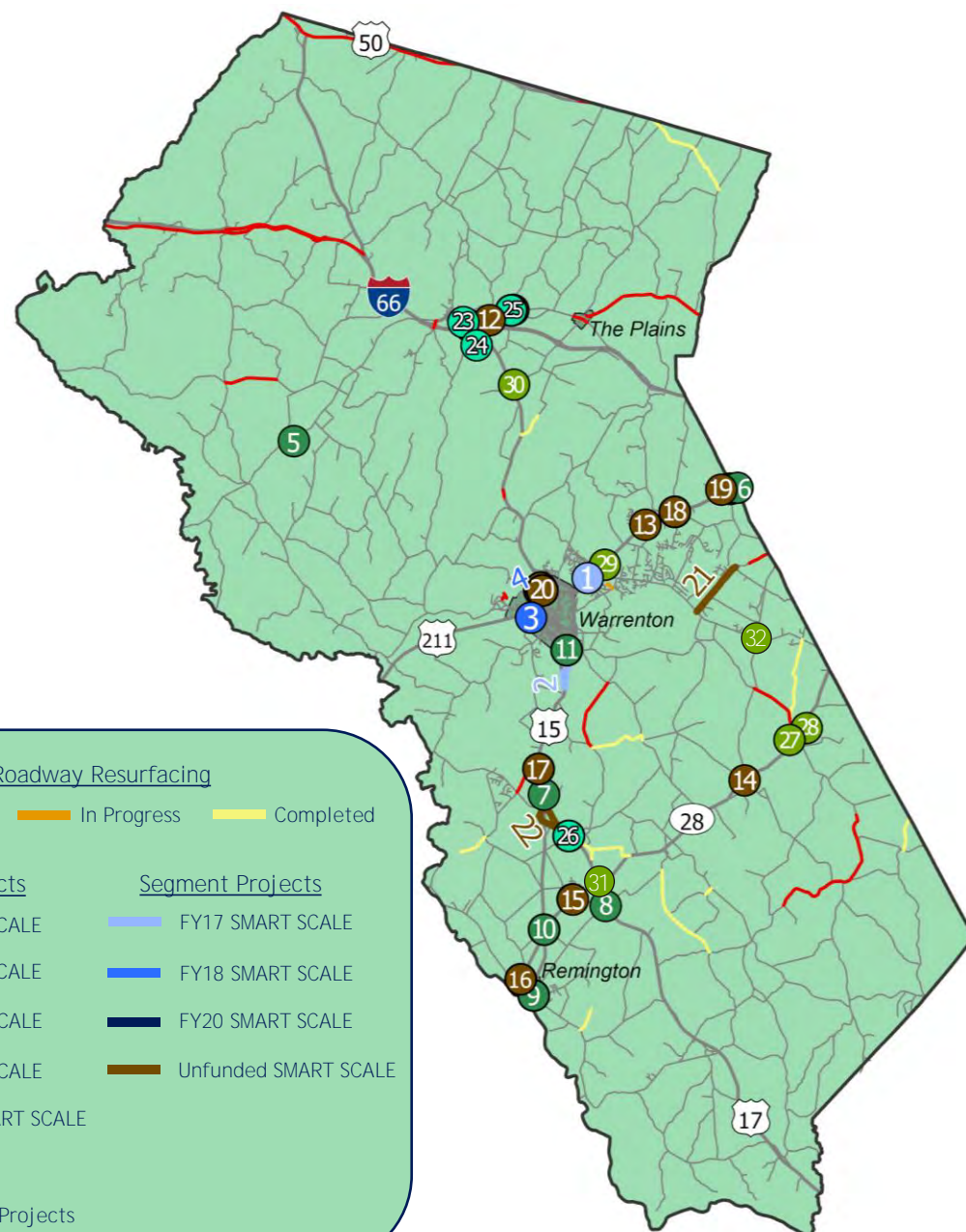


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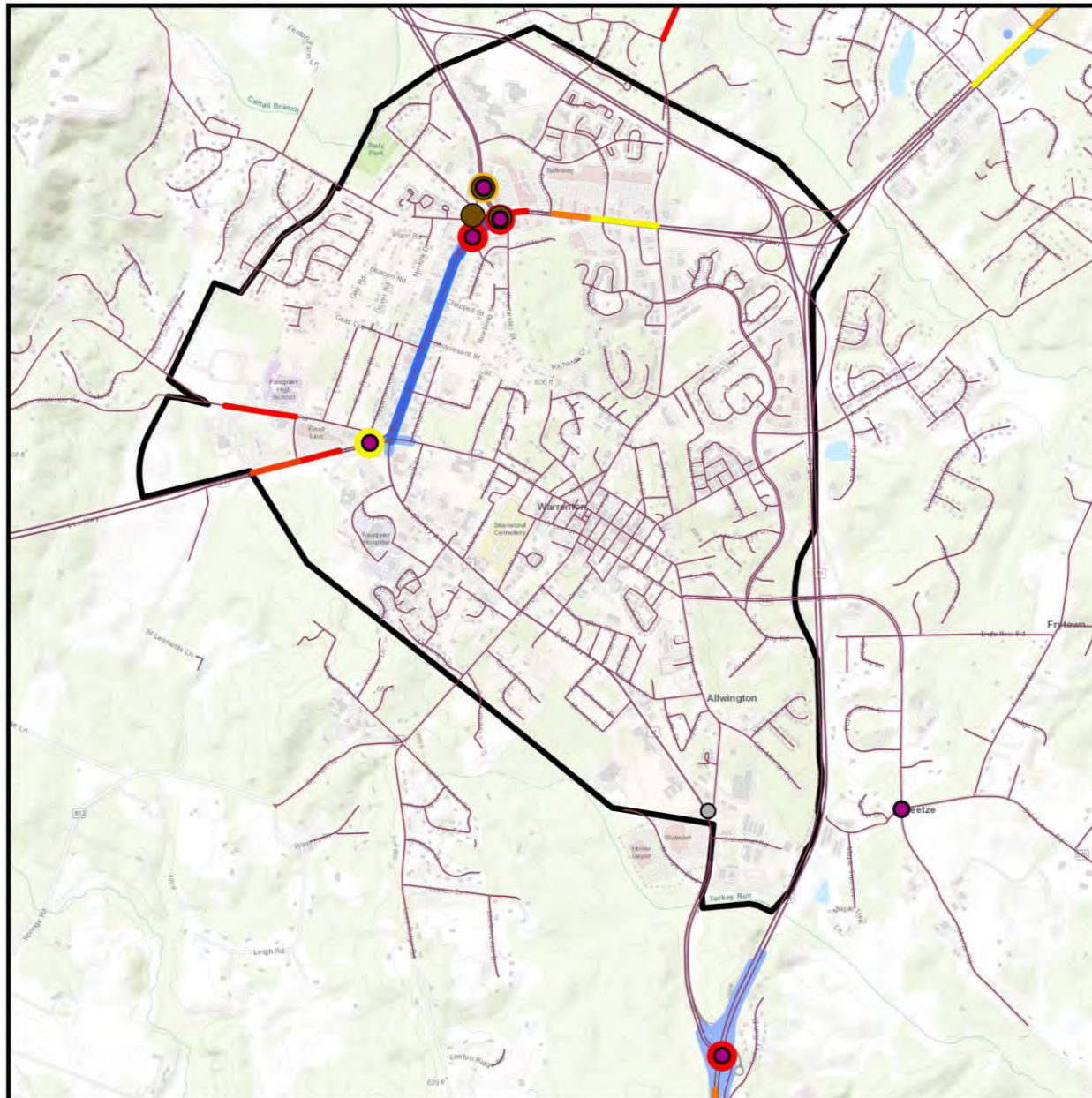
Current and Proposed Projects in Fauquier County

- 1 Warrenton Park and Ride Lot Expansion
- 2 U.S. Route 15/17/29 Warrenton Interchange
- 3 Improve Intersection of Frost with Broadview-West Shirley Avenues
- 4 Broadview Avenue Access Management Improvements
- 5 Route 647 (Crest Hill Road) Deficient Bridge Replacement
- 6 Route 29 Corridor Safety Improvements
- 7 Route 15/17/29 North of Opal Safety Improvements
- 8 Route 17 (Marsh Road) Bridge Rehabilitation
- 9 Route 15 over Rappahannock River Bridge Rehabilitation
- 10 Route 28/29 Intersection Signal Rebuild
- 11 Route 15 at Falmouth Street Intersection Improvements
- 12 Whiting Road Railroad Crossing
- 13 Route 29/Telephone Road Signalized Alternative Intersection
- 14 Route 28 and Route 603/616 Roundabout
- 15 Route 28 and Route 661 (Schoolhouse Road) Intersection Improvements
- 16 Route 29/Freemans Ford Road Alternative Intersection
- 17 Route 29 at Lees Mill Road Intersection R-CUT
- 18 Route 29 at Broad Run Church Road Intersection Improvements
- 19 Route 29 at Vint Hill Road Intersection Improvements
- 20 US17/Broadview/Roebling Street/Bear Wallow Road Intersections (3 Projects)
- 21 Route 602 (Rouges Road) Reconstruction
- 22 Opal Interchange
- 23 I66 West Bound, Exit 28 Ramps & Route 17 Intersection, Roundabout
- 24 I66 East Bound, Exit 28 Ramps & Route 17 Intersection, RCUT Redesign
- 25 Roundabout at Route 55 and Route 709
- 26 Route 17 and Covington's Corner Road R-CUT
- 27 Route 28 and Old Dumfries Road/Elk Run Road Roundabout
- 28 Route 28 and Gaskins Lane Roundabout
- 29 Route 29 and Dumfries Road/Colonial Road Improvements
- 30 Route 17 & Old Tavern Road Improvements
- 31 Route 17 (Marsh Road) & Route 28 (Catlett Road) Intersection
- 32 Dumfries Road (Route 605) & Greenwich Road (Route 603) Intersection



Town of Warrenton

Current and Proposed Smart Scale Projects
Potential for Safety Improvement (PSI) Intersections and Segments
VTrans 2019 Mid-Term Needs Intersections and Segments



VTrans Mid-Term Needs

- Improved Access
- Improved Safety
- Improved Transit Access
- Rail On-Time Improvements
- Segment with Needs

Smart Scale Projects

- FY-17
- FY-18
- FY-20
- FY-22
- Unfunded
- Other Funding

PSI Intersection Ranking

- 1 - 25
- 26 - 50
- 51 - 75
- 76 - 100
- 100+

PSI Segment Ranking

- 1 - 25
- 26 - 50
- 51 - 75
- 76 - 100
- 100+

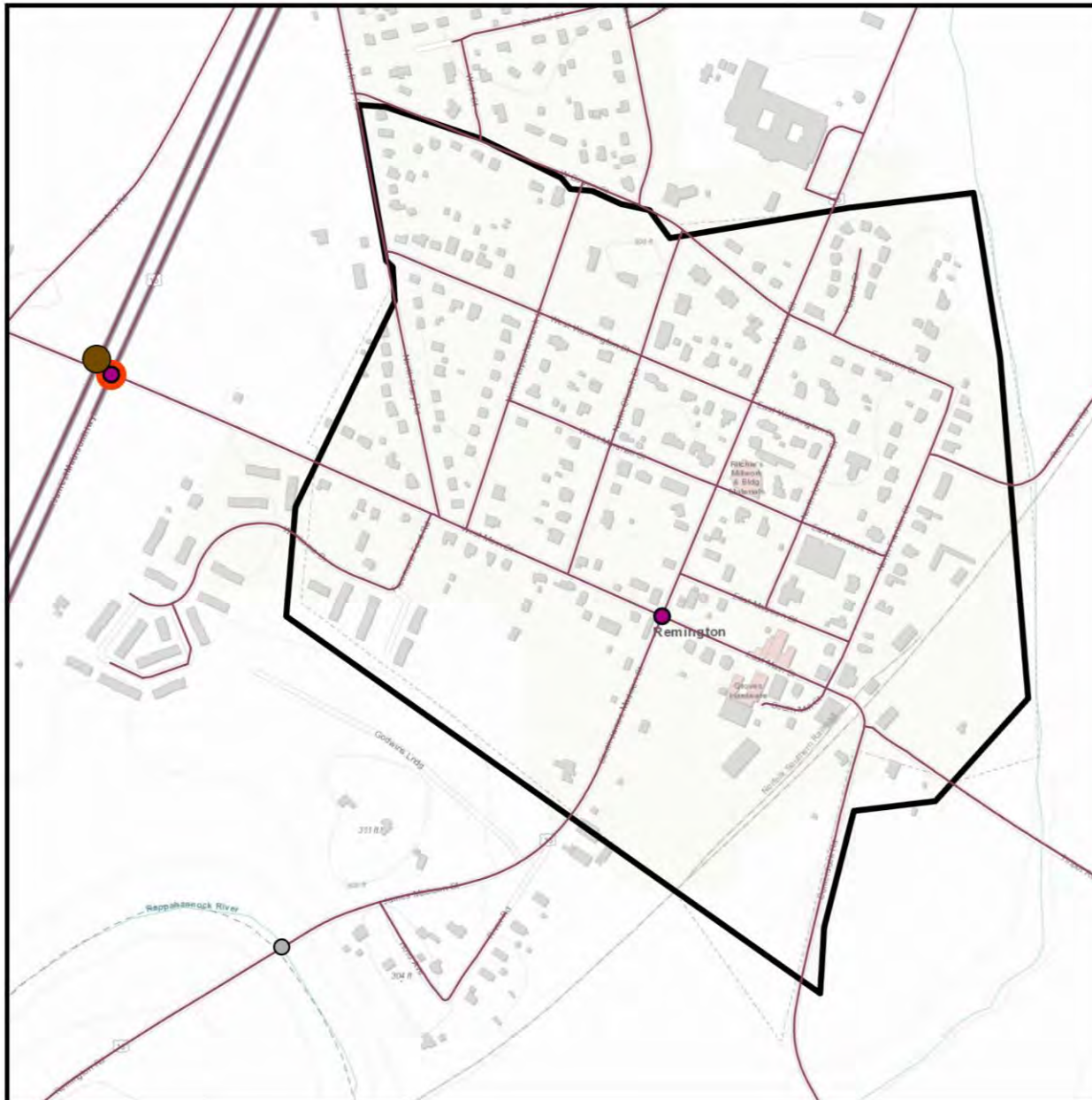
0 0.28 0.55 1.1 Miles



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Town of Remington

*Current and Proposed Smart Scale Projects
Potential for Safety Improvement (PSI) Intersections and Segments
VTrans 2019 Mid-Term Needs Intersections and Segments*



VTrans Mid-Term Needs

- Improved Access
- Improved Safety
- Improved Transit Access
- Rail On-Time Improvements
- Segment with Needs

Smart Scale Projects

- FY-17
- FY-18
- FY-20
- FY-22
- Unfunded
- Other Funding

PSI Intersection Ranking

- 1 - 25
- 26 - 50
- 51 - 75
- 76 - 100
- 100+

PSI Segment Ranking

- 1 - 25
- 26 - 50
- 51 - 75
- 76 - 100
- 100+

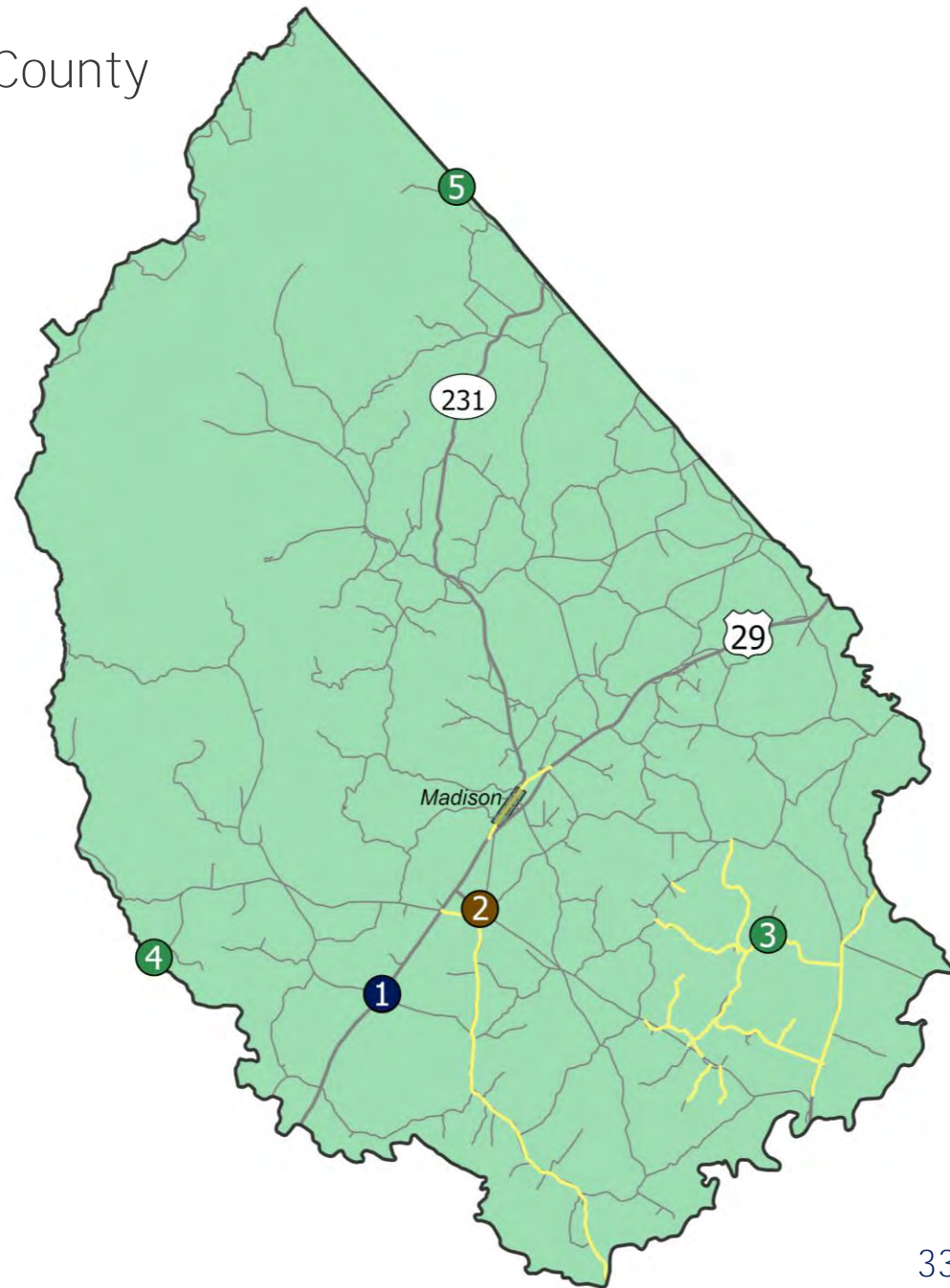
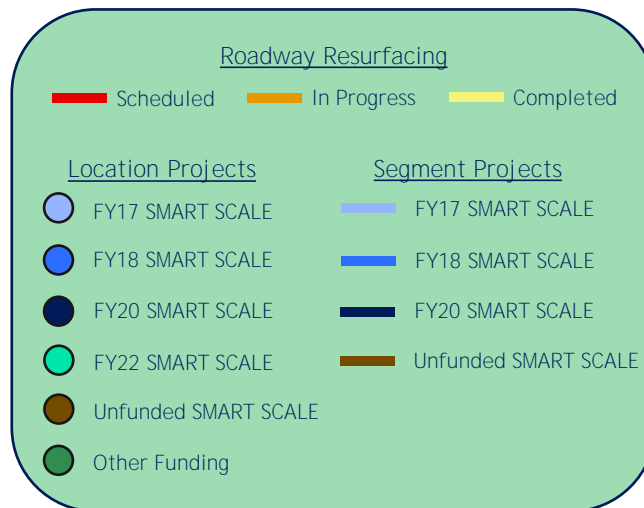
0 0.05 0.1 0.2 Miles



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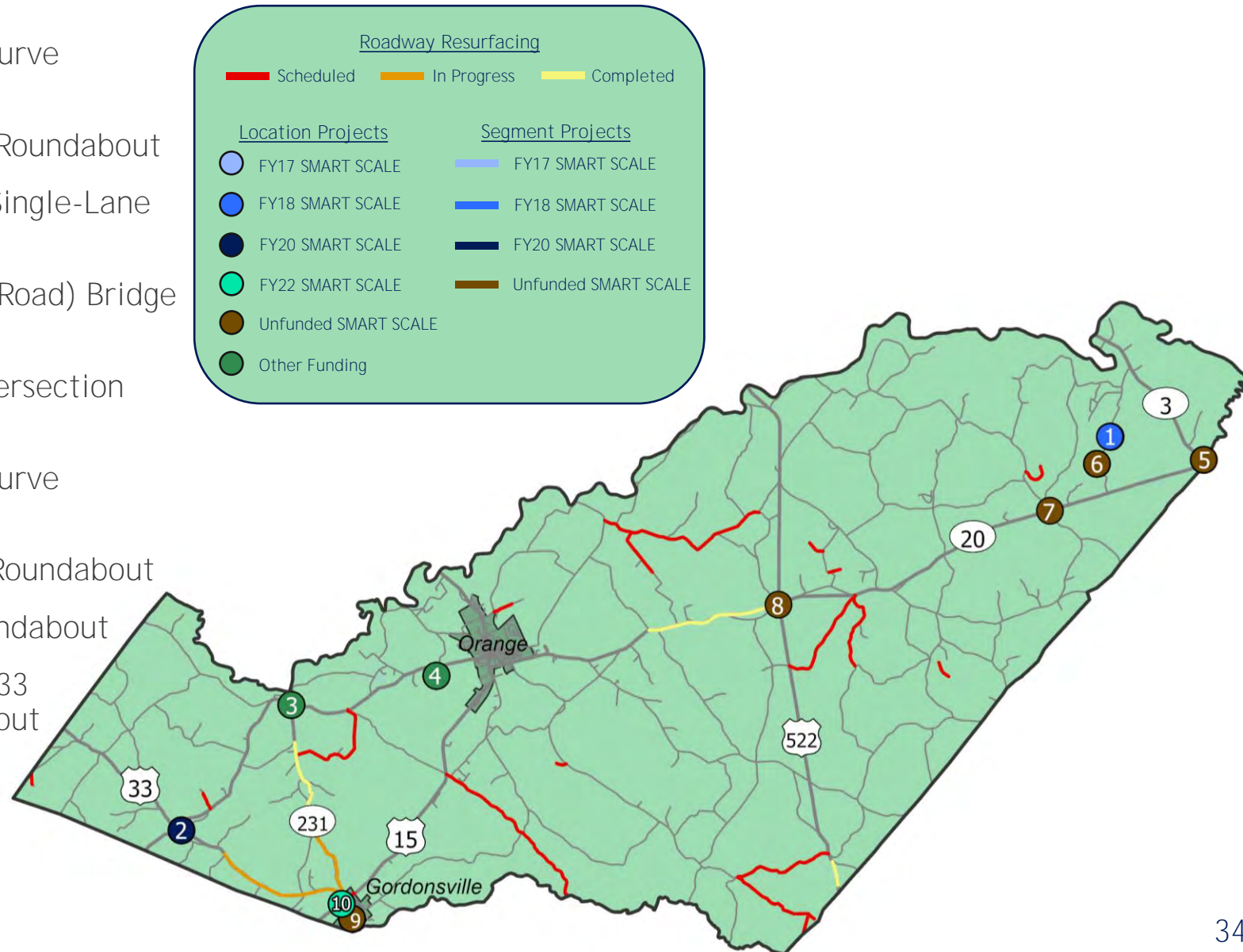
Current and Proposed Projects in Madison County

- 1 Route 29 and Route 662 (Shelby Road) R-Cut Intersection Improvements
- 2 Route 230 and Route 687 Intersection Improvements
- 3 Route 614 and Route 706 Intersection Improvements
- 4 Route 230 over Conway River Bridge Rehabilitation
- 5 Route 707 Bridge Replacement



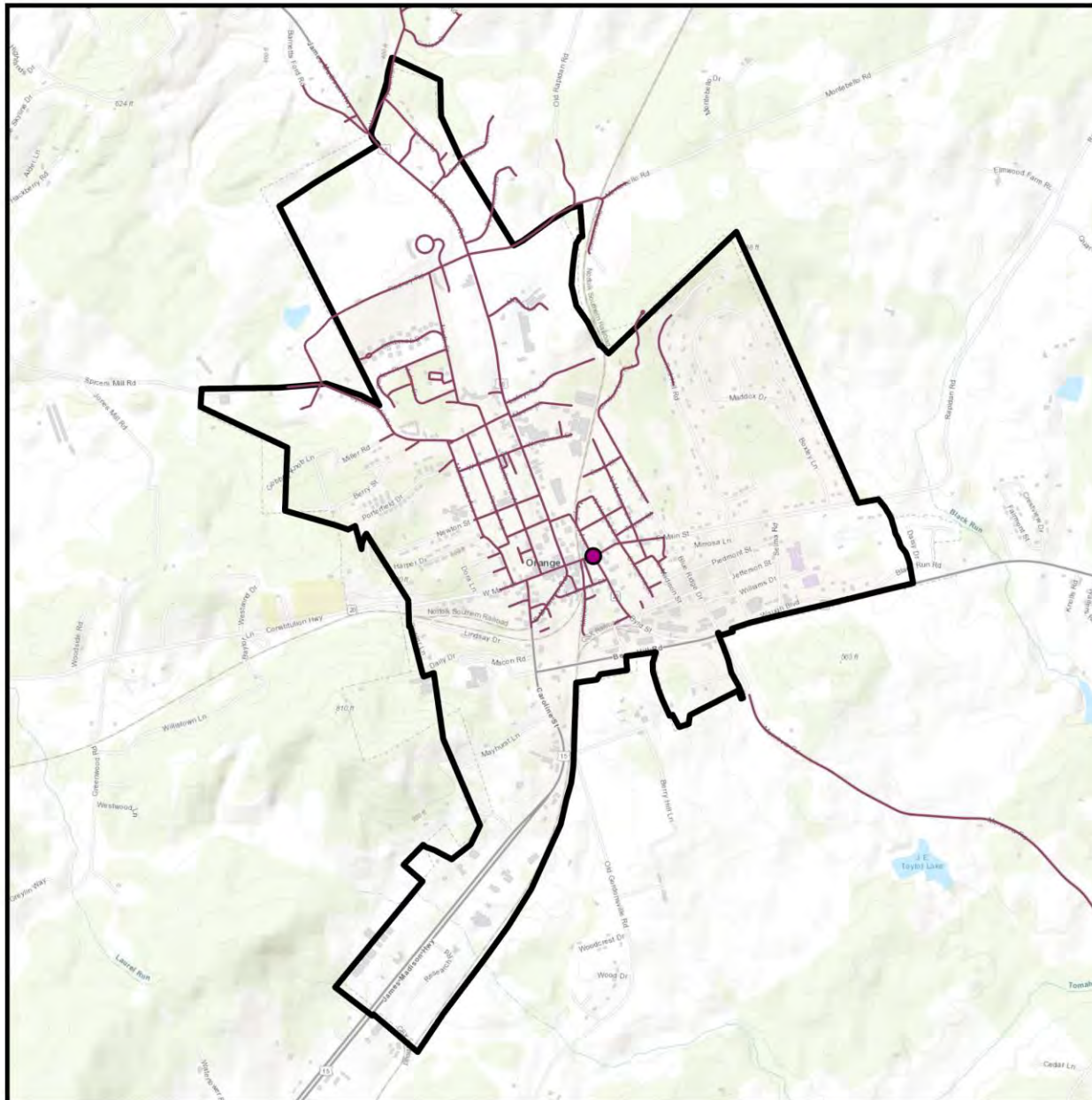
Current and Proposed Projects in Orange County

- 1 Route 601 Low-Speed Curve Realignment #2
- 2 US 33 at Route 20 East Roundabout
- 3 Route 20 at Route 231 Single-Lane Roundabout
- 4 Route 635 (Greenwood Road) Bridge Replacement
- 5 Route 3 at Route 20 Intersection Improvements
- 6 Route 601 Low-Speed Curve Realignment #1
- 7 Route 20 at Route 611 Roundabout
- 8 US 522 at Route 20 Roundabout
- 9 Gordonsville US 15, US 33 at High Street Roundabout
- 10 Gordonsville Route 231 at High Street Roundabout



Town of Orange

*Current and Proposed Smart Scale Projects
Potential for Safety Improvement (PSI) Intersections and Segments
VTrans 2019 Mid-Term Needs Intersections and Segments*



VTrans Mid-Term Needs

- Improved Access
- Improved Safety
- Improved Transit Access
- Rail On-Time Improvements
- Segment with Needs

Smart Scale Projects

- FY-17
- FY-18
- FY-20
- FY-22
- Unfunded

PSI Intersection Ranking

- 1 - 25
- 26 - 50
- 51 - 75
- 76 - 100
- 100+

PSI Segment Ranking

- 1 - 25
- 26 - 50
- 51 - 75
- 76 - 100
- 100+

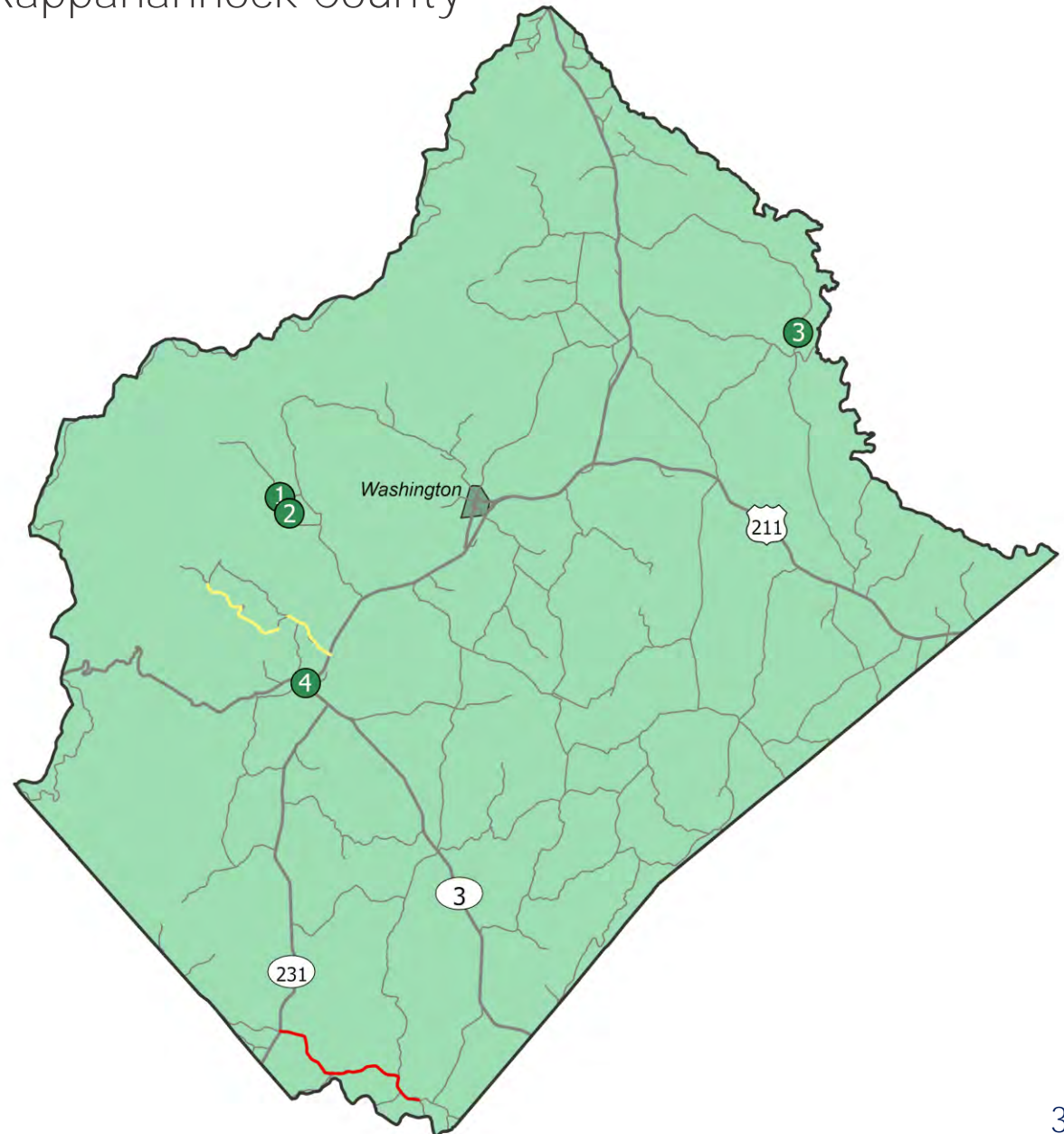
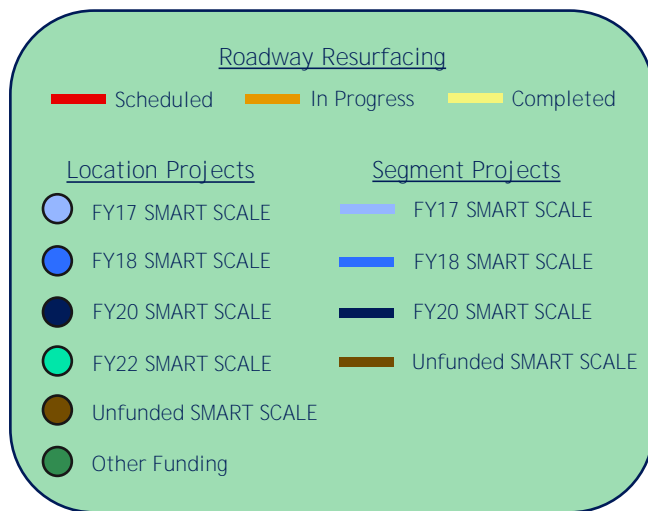
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Disclaimer: Map is to be used for conceptual planning purposes only. Data is from various sources and may vary in accuracy and completeness. The Rappahannock-Rapidian Regional Commission (RRRC) makes no claim, expressed or implied, as to the accuracy of the map. No responsibility is assumed by RRRC for use of the map. Data Source: Esri, VDOT, Vtrans

Current and Proposed Projects in Rappahannock County

- ① Route 623 (Pullens Bluff Road) over Keyser Run Bridge Rehabilitation
- ② Route 614 (Keyser Run Road) over Keyser Run Structure Rehabilitation
- ③ Route 637 (North Poes Road) Bridge Replacement
- ④ Route 211 at Route 522 over Thornton River Bridge Replacement



Project Listing

Jurisdiction	Project	Source		
Culpeper	Brandy Station Park & Ride Lot	FY17 SMART SCALE	Fauquier	Route 29 at Lees Mill Road Intersection R-CUT
Culpeper	Route 3 and McDevitt Drive Intersection Roundabout	FY20 SMART SCALE	Fauquier	Route 29 at Broad Run Church Road Intersection Improvements
Culpeper	Route 29 at Route 718 Restricted Crossing U-Turn (RCUT) Intersection	Other	Fauquier	Route 29 at Vint Hill Road Intersection Improvements
Culpeper	Business Route 15 (Remington Road) Truss Bridge Rehabilitation	Other	Fauquier	US17/Broadview/Roebling Street/Bear Wallow Road Intersections (3 Projects)
Culpeper	Route 613 (Jefferson Road) Waterloo Bridge Restoration	Other	Fauquier	Route 602 (Rouges Road) Reconstruction
Culpeper	Interchange at Route 29 and Route 666	Other	Fauquier	Opal Interchange
Culpeper	Route 229 and Route 640 Intersection Improvements	Unfunded SMART SCALE	Fauquier	I66 West Bound, Exit 28 Ramps & Route 17 Intersection, Roundabout
Culpeper	Orange Road at Fredericksburg Road Intersection Improvements	Unfunded SMART SCALE	Fauquier	I66 East Bound, Exit 28 Ramps & Route 17 Intersection, RCUT Redesign
Culpeper	Route 15 and Route 29 Business Widening Including Pedestrian/Bike Access	Unfunded SMART SCALE	Fauquier	Roundabout at Route 55 and Route 709
Culpeper	Route 663 (Stevensburg Road) Shoulder and Safety Improvements	Unfunded SMART SCALE	Fauquier	Route 17 and Covington's Corner Road R-CUT
Culpeper	Route 29 at Route 633 (Reva Road) Intersection Improvements	Local Priority Project	Fauquier	Route 28 and Old Dumfries Road/Elk Run Road Roundabout
Culpeper	Route 29 at Route 603 (White Shop Road) Intersection Improvements	Local Priority Project	Fauquier	Route 28 and Gaskins Lane Roundabout
Culpeper	Route 211 and Route 229 Intersection Improvements	Local Priority Project	Fauquier	Route 29 and Dumfries Road/Colonial Road Improvements
Culpeper	Route 229 at Route 621 (Colvin Road) Roundabout	Local Priority Project	Fauquier	Route 17 & Old Tavern Road Improvements
Culpeper	Route 229 at Route 694 (Ira Hoffman Lane) Intersection Improvements	Local Priority Project	Fauquier	Route 17 (Marsh Road) & Route 28 (Catlett Road) Intersection
Culpeper	Route 29 at Route 663 (Alanthus Road) Intersection Improvements	Local Priority Project	Fauquier	Dumfries Road (Route 605) & Greenwich Road (Route 603) Intersection
Culpeper	Route 29 at Route 676 (Beverly Ford Road) Intersection Improvements	Local Priority Project	Madison	Route 29 and Route 662 (Shelby Road) R-Cut Intersection Improvements
Culpeper	Route 3 at Route 669 (Carrico Mills Road) Intersection Improvements	Local Priority Project	Madison	Route 230 and Route 687 Intersection Improvements
Fauquier	Warrenton Park and Ride Lot Expansion	FY17 SMART SCALE	Madison	Route 614 and Route 706 Intersection Improvements
Fauquier	U.S. Route 15/17/29 Warrenton Interchange	FY17 SMART SCALE	Madison	Route 230 over Conway River Bridge Rehabilitation
Fauquier	Improve Intersection of Frost with Broadview-West Shirley Avenues	FY18 SMART SCALE	Madison	Route 707 Bridge Replacement
Fauquier	Broadview Avenue Access Management Improvements	FY18 SMART SCALE	Orange	Route 601 Low-Speed Curve Realignment #2
Fauquier	Route 647 (Crest Hill Road) Deficient Bridge Replacement	Other	Orange	US 33 at Route 20 East Roundabout
Fauquier	Route 29 Corridor Safety Improvements	Other	Orange	Route 20 at Route 231 Single-Lane Roundabout
Fauquier	Route 15/17/29 North of Opal Safety Improvements	Other	Orange	Route 635 (Greenwood Road) Bridge Replacement
Fauquier	Route 17 (Marsh Road) Bridge Rehabilitation	Other	Orange	Route 3 at Route 20 Intersection Improvements
Fauquier	Route 15 over Rappahannock River Bridge Rehabilitation	Other	Orange	Route 601 Low-Speed Curve Realignment #1
Fauquier	Route 28/29 Intersection Signal Rebuild	Other	Orange	Route 20 at Route 611 Roundabout
Fauquier	Route 15 at Falmouth Street Intersection Improvements	Other	Orange	US 522 at Route 20 Roundabout
Fauquier	Whiting Road Railroad Crossing	Unfunded SMART SCALE	Orange	Gordonsville US 15, US 33 at High Street Roundabout
Fauquier	Route 29/Telephone Road Signalized Alternative Intersection	Unfunded SMART SCALE	Orange	Gordonsville Route 231 at High Street Roundabout
Fauquier	Route 28 and Route 603/616 Roundabout	Unfunded SMART SCALE	Rappahannock	Route 623 (Pullens Bluff Road) over Keyser Run Bridge Rehabilitation
Fauquier	Route 28 and Route 661 (Schoolhouse Road) Intersection Improvements	Unfunded SMART SCALE	Rappahannock	Route 614 (Keyser Run Road) over Keyser Run Structure Rehabilitation
Fauquier	Route 29/Freemans Ford Road Alternative Intersection	Unfunded SMART SCALE	Rappahannock	Route 637 (North Poes Road) Bridge Replacement
			Rappahannock	Route 211 at Route 522 over Thornton River Bridge Replacement



MEMORANDUM

To: Members of the Rappahannock-Rapidan Regional Commission
From: Patrick L. Mauney, Executive Director
Date: April 20, 2022
Subject: Foothills Housing Network Update

Rebecca Wareham, Continuum of Care Coordinator for Foothills Housing Network, will provide an update on FHN, including the recently completed Point in Time Count, COVID-19 homelessness response funding in the region, and other FHN activities.

Included here are several charts related to the Point in Time Count and COVID-19 response spending. We are able to provide summary information by County as requested.

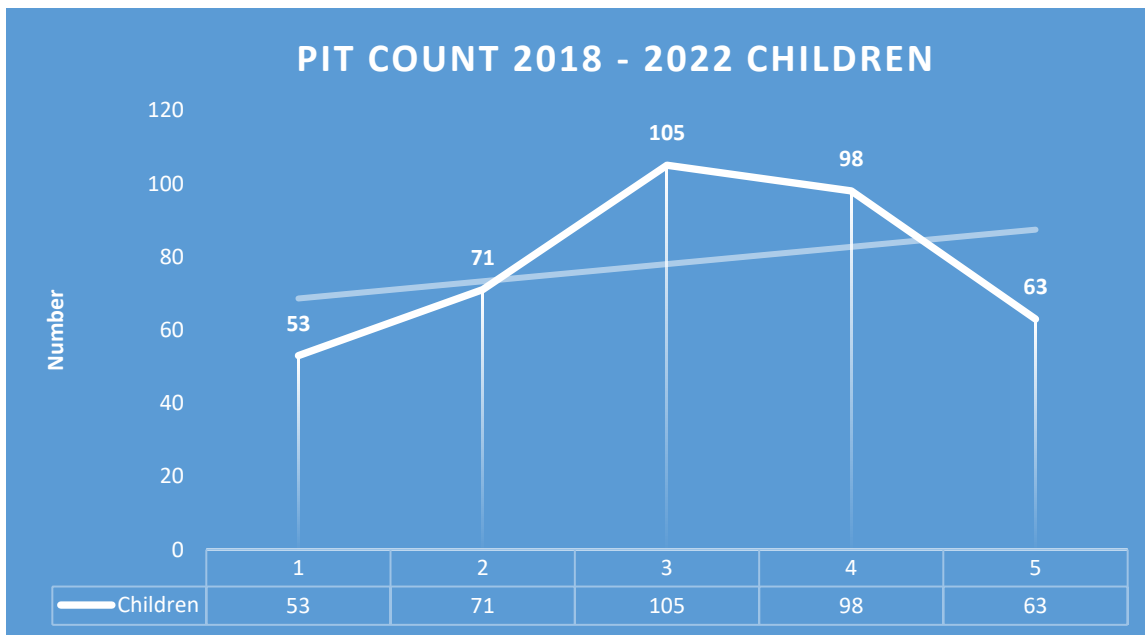
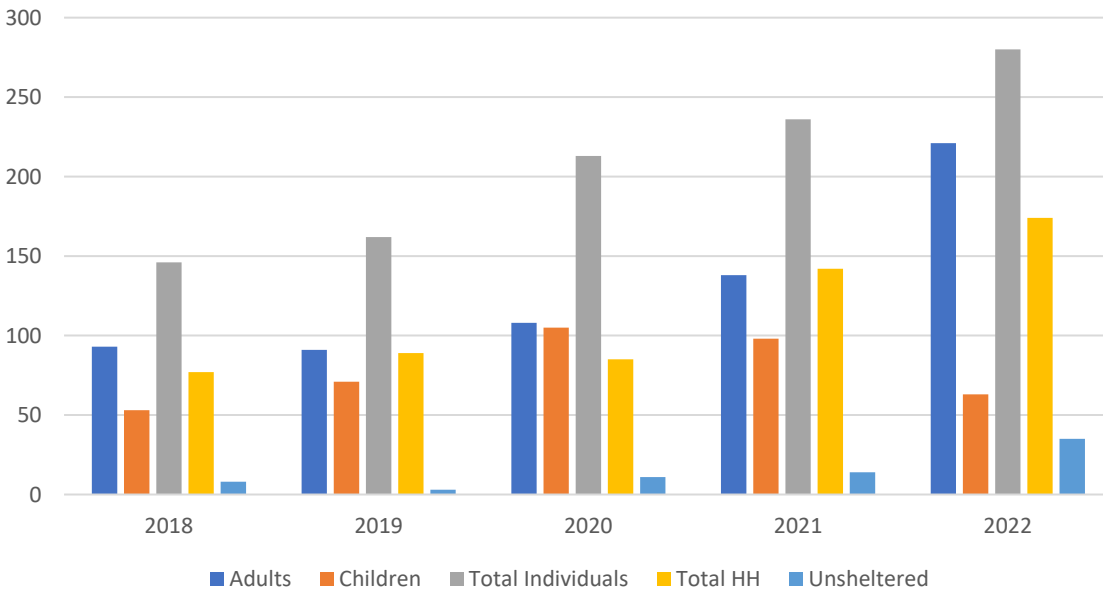
Please note that most funding programs directed toward non-congregate shelter in response to the pandemic ended or were significantly reduced as of March 31, 2022.

REQUESTED ACTION: None required.

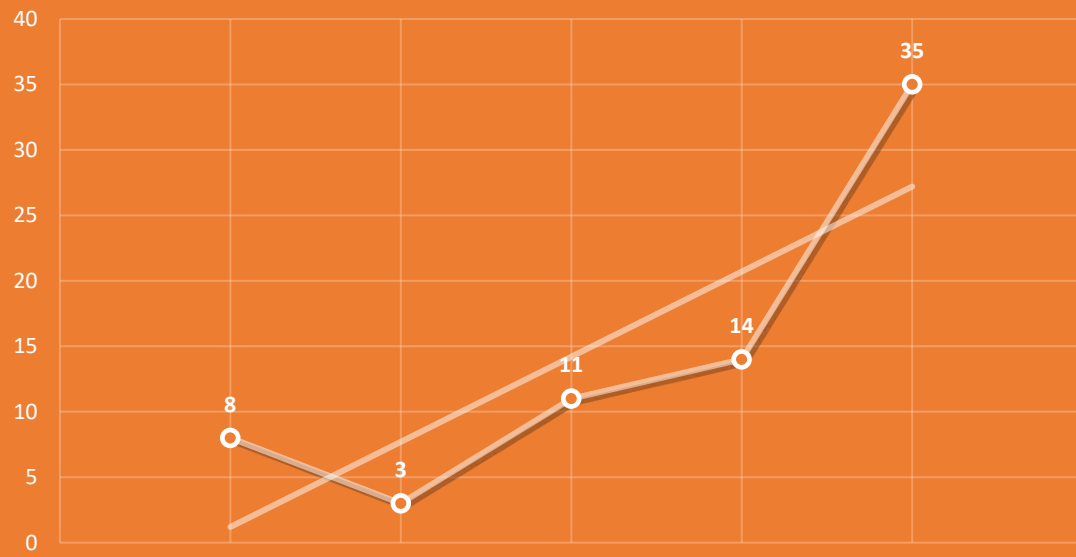
Point in Time Count Trends, 2018-2022

The number of homeless individuals, adults, households, and unsheltered have increased over the past five years. The number of homeless children in the region has decreased in the past two years after a steady rise from 2018 to 2020. These numbers include unsheltered households, households in emergency shelters, transitional shelters, or those housed in hotel or motel paid for by a supporting organization.

PIT Count 2018 - 2022



PIT COUNT 2018 - 2022 UNSHeltered INDIVIDUALS



Foothills Housing Network

Balance of State Local Planning Group

COVID-19 Funding

	Emergency Shelter Operations	Targeted Prevention	Rapid Rehousing	Admin	Total
COVID Emergency Funding Support				\$21,525	\$21,525
VHSP State Reallocation to FHN	\$58,200			\$1,800	\$60,000
VHSP COVID Funding	\$241,953				\$241,953
State COVID Relief	\$362,900			\$19,100	\$382,000
CHERP	\$897,344	\$100,000	\$125,000	\$66,167	\$1,188,511
State HTF	\$423,670			\$12,710	\$436,380
Covid-CDBG	\$2,010,395			\$47,509	\$2,057,904
Total	\$3,909,262	\$100,000	\$125,000	\$167,011	<u>\$4,328,273</u>

Funding Descriptions:

COVID-19 Emergency Funding Support (Virginia Housing): \$21,525

Performance Period: March 1, 2020 – August 30, 2020

State funding which provided general operations dollars to community agencies to support continued operations for provide housing services. Funds were used to support local housing agencies expenses on staffing/fringe, insurance, and building costs. Funds were not used for direct assistance to support clients. Funding was allocated to Community Touch, Inc.- \$12,500, Services to Abused Families, Inc.-\$5,500, and Rappahannock-Rapidan Regional Commission-\$3,525.

VHSP COVID-19 Funding for Emergency Shelter Operations (DHCD): \$241,953

Performance Period: April 2, 2020 – December 31, 2020

State COVID-19 funding was used to provide temporary, emergency shelter for those experiencing homelessness during the pandemic. Funds were allocated to be expended on hotel rooms, and case management for those that would otherwise be unsheltered, to ensure some of the Commonwealth's most vulnerable citizens had safe shelter during the pandemic. Funding was allocated to Culpeper Housing and Shelter Services, as they were the only LPG partner eligible at the time through VHSP Emergency Shelter Operations funding.

State COVID Relief (DHCD): \$423,670 + \$19,100 in Admin

Performance Period: Through December 31, 2020

State funding which was provided to continue support for non-congregate sheltering through the end of 2020 to ensure that individuals were not forced to exit emergency hotel shelter due to lack of funding. It was awarded to Culpeper Housing and Shelter Services (\$332,000), and Community Touch Inc. (\$50,000). Note, this funding did not last through the end of 2020, and federal CHERP funds started being used in early October.

**Virginia COVID Homeless Emergency Response Program (CHERP)
Federal Funding via DHCD pass-through**

CHERP Allocation 1 for Rapid Rehousing: \$125,000 (\$118,750 + \$6,250 in Admin)

Performance Period: April 2, 2020 – September 30, 2022

Federal (HUD) ESG-CV1 funding passed through Department of Housing and Community Development (DHCD) to the region for Rapid Rehousing activities. Rapid Rehousing funds are used to support those experiencing homelessness to return to permanent housing as quickly as possible with case management and short-term housing subsidies. Rapid Rehousing funds under the CHERP allocation allow for intensive case management, staffing capacity, landlord incentives, and longer-term housing subsidies. Funding was allocated to People, Inc., and is sub-contracted to Culpeper Housing and Shelter Services, and Community Touch Inc., while also partially funding a full-time Homeless Diversion & Housing Case Manager employed by People, Inc. to serve PD9.

CHERP Allocation 2: \$1,066,011 (\$999,844 + \$66,167 in admin)

Performance Period: April 2, 2020 – September 30, 2022

Federal ESG-CV2 funding passed through Department of Housing and Community Development (DHCD) to the region for Emergency Shelter Operations (\$799,844), Rapid Rehousing (\$100,000), Targeted Prevention (\$100,000) and Administration (\$66,167). Funding was allocated to Culpeper Housing and Shelter Services (ESO + sub-contract for RRH/TP), Community Touch Inc. (ESO + sub-contract for RRH/TP), and People, Inc. (contract for RRH/TP)

DHCD Covid-CDBG (Community Development Block Grant) Allocation: \$2,057,904 (\$2,010,395 + \$47,509 in admin)

Performance Period: January 2021 – March 31, 2022

DHCD's Homeless and Special Needs Housing Unit allocated an additional round of CHERP funding to continue supporting non-congregate sheltering through CDBG funds. These funds were sourced from various funding streams outside of ESG-CV.

DHCD State Housing Trust Fund Allocation: \$345,000 (\$334,650 + \$10,350 in admin)

Performance Period: April 2, 2020 – September 30, 2022

Funding from the Department of Housing and Community Development (DHCD) State Housing Trust Fund to the region for continued Emergency Shelter Operations (\$345,000).

DHCD 2021 VHSP State Reallocation to FHN: \$60,000 (\$58,200 + \$1,800 in admin)

Performance Period: July 1, 2021 – June 30, 2022

DHCD's Homeless and Special Needs Housing Unit reallocated funds to FHN from underperforming communities on March 2, 2022 for the purpose of sheltering the most vulnerable households past March 31, 2022.



MEMORANDUM

To: Members of the Rappahannock-Rapidan Regional Commission
From: Patrick L. Mauney, Executive Director
Date: April 15, 2022
Subject: Proposed Amendment to RRRC By-Laws – First Reading

At the February 23rd meeting of the Commission, staff was directed to review the Commission By-Laws related to number of Commissioners constituting an in-person quorum. The Chair also requested that staff review the By-Laws for gender terminology.

Staff conducted a cursory review of eight other Regional Commission By-Laws across Virginia. There are various methods used to determine a quorum.

Two – Plan RVa and George Washington RC – use majority of voting membership (this is what RRRC uses currently)

Two – Central Shenandoah and Roanoke Valley-Alleghany – use 2/5 of Commission members

One – Northern Shenandoah Valley – uses 1/3 of Commission members (9 of 25 members)

One – West Piedmont – uses majority of member localities (4 of 7 total localities)

One – Middle Peninsula – uses 4 or more Counties (out of 6)

One – Central Virginia – uses 6 Commission members (out of 23)

Staff's recommendation is to identify 8 Commissioners as a quorum, with an alternative allowed when 7 localities are represented.

The proposed amendments are as follows and are shown in the attached redline version of the Bylaws.

As a reminder, Article XIII, Section I of the Bylaws read in part: "Any proposed amendment, repeal or alteration, in whole or in part, of these Bylaws shall be presented in writing and read for the first time at a regular meeting of the Commission. Such proposal may be considered and amended at such meeting, but shall not be acted upon by the Commission until a subsequent meeting or a special meeting called for the purpose."

This meeting would mark the first reading of the proposed amendments to the By-Laws.

REQUESTED ACTION: None requested.

RAPPAHANNOCK-RAPIDAN REGIONAL COMMISSION BY-LAWS

ARTICLE I. - AUTHORITY

SECTION 1. CHARTER AGREEMENT

The Rappahannock-Rapidan Planning District Commission was organized and exists pursuant to the Charter Agreement made January 1, 1971, by and between the counties of Fauquier, Orange, and Rappahannock, and the Town of Warrenton, all of which are in the state of Virginia, which Agreement implements ARTICLE 2, of CHAPTER 34, of Title 15.1 of the Code of Virginia and as so provided, is a public body corporate and politic with all the powers and duties granted to it by the Virginia Area Development Act.

ARTICLE II. - DEFINITIONS

SECTION 1. TERMS

- (a) "Commission" means the Rappahannock-Rapidan Regional Commission.
- (b) "Commissioner" means a member appointed to the COMMISSION by the participating jurisdiction.
- (c) "Agreement" means the Charter Agreement dated January 1, 1971, by and between the governmental subdivisions set forth above, as the same may from time to time be amended.
- (d) "Participating Jurisdiction" means any of the governmental subdivisions being parties to the Agreement.
- (e) "District" means all that area lying within the geographic boundaries of the Planning District #9 as designated by the state of Virginia.
- (f) "Year" means, unless otherwise noted, a one year period beginning July 1 and ending the following June 30 and the fiscal year of the COMMISSION shall be such a year.

ARTICLE III. - OFFICE LOCATION

SECTION 1. As provided for by ARTICLE I. SECTION 2 of Agreement.

ARTICLE IV. - POWERS AND DUTIES

SECTION 1. As defined in ARTICLE I. SECTION 3 of Agreement.

ARTICLE V. - PURPOSE AND OBJECTIVE

SECTION 1.

The purpose of the COMMISSION as provided in SECTION 4, ARTICLE I of the Agreement shall be to promote the orderly and efficient development of the physical, social and economic elements of the Planning District by planning and encouraging and assisting governmental subdivisions to plan for the future.

ARTICLE VI. - MEMBERSHIP

SECTION 1.

Members of the COMMISSION shall be appointed and serve on the COMMISSION in accordance with the provisions of ARTICLE II of the Agreement, and for the terms provided by SECTION 1, ARTICLE III.

ARTICLE VII. - OFFICERS AND DUTIES

SECTION 1. OFFICERS

The officers of the COMMISSION shall consist of a Chair~~man~~, Vice-Chair~~man~~, and Treasurer and such subordinate officers as may from time to time be elected or appointed by the COMMISSION. Each of such officers shall serve without compensation. The offices of Chair~~man~~ and Vice-Chair~~man~~ shall be held by members from different participating jurisdictions. *(Amended 9/23/1982)*

SECTION 2. TERMS OF OFFICE

Except for the original officers, each of the officers shall be elected at the February meeting of the COMMISSION, to serve for a term of one (1) year, unless sooner removed by the COMMISSION, or until his successor be elected and qualify. Any vacancy occurring in an office shall be filled for the unexpired term by the COMMISSION at the next regular meeting following the occurrence of such a vacancy. If the vacancy occurs in the office of Treasurer, an acting officer shall be appointed by the Chair~~man~~ pending election. Commission officers shall be eligible for re-election, but may succeed themselves one time only. *(Amended 2/22/2017)*

SECTION 3. ELECTION

The Chair~~man~~ shall, at the regular scheduled meeting in December each year, in accordance with these by-laws, appoint a Nominating Committee, consisting of one member from each participating jurisdiction. The Nominating Committee shall, at the following meeting, submit the

name or names of one or more persons for each office to be filled upon survey of COMMISSION members. Further nominations may be submitted by any member to the Nominating Committee during the month of December, as well as be made at the meeting at which the election is held. Election of officers shall be by secret ballot unless changed by unanimous vote of those present. The newly elected officers will take their office and assume duties thereof on March 1 of each year. *(Amended 9/23/1982; 10/27/1988; 2/22/2017)*

SECTION 4. CHAIRMAN

The Chairman shall preside at all meetings of the COMMISSION at which ~~he is~~they are present, and shall vote as any other member. ~~He~~The Chair shall oversee the implementation of the policies established and the actions taken by the COMMISSION; shall have all the powers and duties customarily pertaining to the office of Chairman of the Board; and shall perform such further duties as may be assigned to ~~him~~the Chair by the COMMISSION. *(Amended 9/23/1982; 10/26/1995; 1/25/1996; 2/22/2017)*

SECTION 5. VICE-CHAIRMAN

The Vice-Chairman shall, in the event of death or absence of the Chairman, or of ~~his~~their inability to perform any of the duties of ~~his~~their office or to exercise any of ~~his~~their powers, perform such duties and possess such powers as are conferred upon the Chairman, and shall perform such other duties as may from time to time be assigned to ~~him~~the Vice-Chair by the Chairman or by the COMMISSION.

SECTION 6. TREASURER

The Treasurer shall sign or countersign all checks, vouchers or other instruments for any and all funds expended by the Commission or drawn on any of its accounts. *(Amended 9/23/1982; 10/26/1995)*

SECTION 7. PAST CHAIR

The Past Chair is the immediate Past Chair of the Commission. The Past Chair shall serve as a member of the Executive Committee during the term of the Chair immediately following the end of their term and only when the Past Chair remains appointed to the Commission as specified in Article VI, Section 1. *(Amended 4/28/2021)*

SECTION 8. SECRETARY

The Executive Director shall be the Secretary of the COMMISSION. The Secretary shall give to the members notice of all regular and special meetings of the COMMISSION, and shall attend all such meetings and keep a record of their proceedings, which shall be a public record, and copies of which shall be mailed with the notice of the next succeeding regular meeting of the

COMMISSION. In general, ~~he-they~~ shall perform all of the duties incident to the office of the Secretary and such other duties as may from time to time be assigned to ~~him-them~~ by the Chair~~man~~ or by the COMMISSION. Additionally, the Secretary shall make a brief financial report at each regular meeting of the COMMISSION; and ~~he~~ shall make an annual financial report as soon as practicable after the end of each fiscal year. *(Amended 9/23/1982; 4/28/2021)*

ARTICLE VIII - MEETINGS AND VOTING

SECTION 1. - REGULAR MEETINGS

- (a) Regular meetings of the COMMISSION shall be held at a date and time to be set annually at the June meeting of the COMMISSION. The Chair~~man~~ may change the date and time of any regular meeting provided written notice of the change is mailed to all Commissioners at least one week in advance of the revised date. There shall also be an Annual Meeting of the COMMISSION each year held on a date and at a location to be determined by the members. *(Amended 9/23/1982; 8/27/2003; 12/12/2007; 2/22/2017)*
- (b) The order of business for a regular meeting shall include the following: (a) roll call, (b) approval of minutes of previous meeting, (c) unfinished business, (d) new business, and (e) adjournment.
- (c) All meetings of the Planning District Commission at which official action is taken shall be open to the public and all records of the Planning District Commission shall be a public record. The COMMISSION may meet in executive session in accordance with the Virginia Freedom of Information Act. *(Amended 9/23/1982)*

SECTION 2. SPECIAL MEETINGS

Special meetings may be called by the Chair~~man~~ at ~~his-their~~ discretion or by any five (5) members of the COMMISSION upon forty-eight (48) hours notice to all members in writing or by telephone of the time, place and purpose of the special meeting.

SECTION 3. QUORUM

~~A majority of the COMMISSION members shall constitute a quorum. A quorum of the COMMISSION shall be declared when eight (8) voting members are present at a meeting. In lieu thereof, members in attendance which represent a majority of the thirteen (13) member localities, or seven (7) localities, at a meeting of the COMMISSION shall constitute a quorum.~~

SECTION 4. VOTING

As provided in ARTICLE III. SECTION 2 of the Agreement, each member of the COMMISSION shall be entitled to one vote on matters before the COMMISSION. All actions of the

COMMISSION may be taken by a majority vote of a quorum. No vote by any member of the COMMISSION shall constitute or be construed as an official commitment of the participating jurisdiction represented by such member.

~~A Commissioner may send a voting alternative no more than twice per year by providing the COMMISSION with a signed letter of authorization naming the individual who will serve as the Commissioners' proxy and the date of the meeting that the proxy will be in effect.~~ (Amended 2/27/2002)

ARTICLE IX. - COMMITTEES

SECTION 1. EXECUTIVE COMMITTEE

- (a) Membership - There may be appointed an Executive Committee composed of the Chair~~man~~, Vice-Chair~~man~~, Treasurer, the Past Chair~~man~~, and up to three representatives selected at large from towns or counties not represented by the aforesaid officers. All members of the Executive Committee will serve for a one-year term, but may succeed themselves. The COMMISSION Chair~~man~~ and Vice-Chair~~man~~ of the COMMISSION shall be the Chair~~man~~ and Vice-Chair~~man~~ of the Executive Committee. The Past Chair shall serve as a member of the Executive Committee during the term of the Chair immediately following the end of their term and only when the Past Chair remains appointed to the Commission as specified in Article VI, Section 1. (Amended 9/23/1982; 1/25/1996; 2/22/2017; 4/28/2021)
- (b) Meetings – Meetings of the Executive Committee shall be called by the Chair~~man~~ as necessary. Meetings may also be called by the Executive Director upon written request of two members of the Executive Committee. (Amended 1/25/1996; 2/22/2017)
- (c) Quorum - A Quorum shall consist of a majority of the membership of the Executive Committee.
- (d) Duties - The Executive Committee may perform the functions of a finance committee, and may prepare a budget and make recommendations to the COMMISSION in regard thereto.

It may approve the application for all grants of funds from Federal and State governments by the participating jurisdictions and their agencies and any other sources. The Executive Committee shall have such further powers and duties as may from time to time be assigned to it by the COMMISSION.

The Executive Committee will supervise and advise the Executive Director including an annual performance review. The Executive Committee may take actions related to the Executive Director, including suspension, until such time as the COMMISSION meets. (Amended 1/25/1996)

SECTION 2. OTHER COMMITTEES

- (a) The COMMISSION may establish such other special and standing committees, advisory, technical or otherwise, as it shall deem necessary for the transaction of its affairs.
- (b) One-half of the members of any committee shall constitute a quorum.

ARTICLE X. - ADMINISTRATION

SECTION 1. STAFF

The COMMISSION shall employ a Staff of qualified professional and other persons, pay to them such compensation as it shall deem necessary and advisable to carry out its duties and implement its projects, programs and other functions.

SECTION 2. EXECUTIVE DIRECTOR

The chief executive officer of the Staff shall be the Executive Director who shall have direct supervision of all the other employees of the COMMISSION and direct control, subject to the authority of the COMMISSION, of the management of the affairs of the COMMISSION. The Executive Director's performance shall be reviewed by the Commission at least annually prior to the presentation of the fiscal year budget of the Commission. *(Amended 10/26/1995; 4/27/2016)*

SECTION 3. DUTIES OF THE EXECUTIVE DIRECTOR

In addition to being the COMMISSION'S chief source of professional guidance and initiator of worthy considerations, the duties of the Executive Director shall be, but not limited to:

- (a) Maintain and manage the business office of the COMMISSION.
- (b) Be custodian of all COMMISSION property and records.
- (c) Conduct the correspondence of the COMMISSION.
- (d) Assist the COMMISSION officers and Committee Chairman in carrying out their duties as may be appropriate.
- (e) Attend all COMMISSION meetings and be prepared to report on any and all business, activities, meetings, proposals, cooperative endeavors, etc., in which the COMMISSION is currently engaged or may be in the process of developing.
- (f) Maintain close personal contact with the representatives of Federal, state and local agencies which currently are, or subsequently will be, cooperatively involved in accomplishing the objectives of the COMMISSION.

- (g) Acquire and maintain a working knowledge of the current laws, regulations and procedures which govern the above Federal state and local agencies in order that the COMMISSION may take full advantage of opportunities presented for joint endeavors.
- (h) Prepare in cooperation with the Treasurer and/or Executive Committee annual budgets for consideration and adoption by the COMMISSION and for presentation to the governmental units. *(Amended 9/23/1982)*
- (i) Prepare annual reports showing activities and accomplishments leading toward fulfilling COMMISSION objectives, together with audited reports of receipts and expenditures for presentation to the respective governmental units.
- (j) Be responsible for carrying out all orders and directives issued by the COMMISSION.
- (k) Have general charge and supervision of all of the books and accounts of the COMMISSION; have custody of the monies and securities of the COMMISSION and keep an accurate record of the source of all monies; unless otherwise provided, sign or countersign such checks, vouchers, or other instruments as require ~~his~~-their signature and perform all other duties incident to ~~his~~-their office or that may be required of ~~him~~-them by the COMMISSION. The Executive Director may, with the express written permission of the COMMISSION, delegate certain of ~~his~~-their duties and responsibilities to the staff of the COMMISSION, except for signing and countersigning of checks, vouchers and other instruments. *(Amended 11/30/1995)*

SECTION 4. EXECUTION OF INSTRUMENTS

The Executive Director, upon specific authorization by the COMMISSION, shall have the power to sign in its behalf any agreement or other instrument to be executed by the COMMISSION. Unless otherwise provided, ~~he~~-they shall sign or countersign checks and vouchers in payment of obligations of the COMMISSION.

ARTICLE XI. - FINANCES

SECTION 1. BUDGET

- (a) The COMMISSION shall, on or before June 1 each year, prepare an annual budget, including the specific budget request to the participating individual governmental units. The COMMISSION shall adopt a budget before July 1 of each fiscal year. *(Amended 9/23/1982)*
- (b) The Annual Budget shall show proposed cash outlays for all operating expenses, capital equipment and improvements. Each item of expenditures shall be justified and explained in appropriate detail. Such budget shall also show any equipment and facilities provided in kind. A breakdown of the source funds should show amounts to be appropriated by each

county, city or town, amount to be provided in-kind, and amount to be obtained through Federal grants.

SECTION 2. ~~BUDGET~~COMPENSATION

- (a) Compensation for the Executive Director, and all other employees of the COMMISSION, shall be determined by the COMMISSION.

SECTION 3. DISBURSEMENTS

Only authorized expenditures as approved by the COMMISSION may be disbursed.

SECTION 4. MONIES AND PAYMENTS

The monies of the COMMISSION shall be deposited in such bank as the COMMISSION shall designate, and all payments (with the exception of those from petty cash) shall, so far as practicable, be made by check or electronic funds transfer. In the absence of the Treasurer and/or the Executive Director, checks and drafts may be signed in the name of the COMMISSION by any two of the following: the Executive Director or Treasurer or Chair~~man~~ or Vice-Chair~~man~~. *(Amended 9/23/1982; 2/22/2017)*

SECTION 5. AUDITS

The COMMISSION, at least once a year, shall cause an audit to be made by an independent certified public accountant of the general funds of the COMMISSION and any special project funds which are not audited by the Federal or State government or by other independent accountant.

SECTION 6. BONDS

The COMMISSION shall cause fidelity bonds to be issued covering all members of the COMMISSION and staff charged with the responsibility for handling funds of the COMMISSION in amounts deemed by it to be adequate.

ARTICLE XII. - FINANCIAL OBLIGATIONS OF MEMBER GOVERNMENTAL SUBDIVISIONS

SECTION 1.

Each member governmental subdivision shall contribute funds to the COMMISSION at the same per capita rate as every other member governmental subdivision. Population figures for each

participating jurisdiction shall be the same as those developed by the United States Census Annual Population Estimates program. *(Amended 9/23/1982; 2/22/2017)*

SECTION 2

The per capita contribution of each governmental subdivision is due on July 1 of the current fiscal year and shall be paid by each governmental subdivision in a lump sum or semi-annual installments due at the end of the first month after each requisition. *(Amended 9/23/1982)*

SECTION 3.

The per capita contribution shall be determined annually by the COMMISSION. *(Amended 9/23/1982)*

SECTION 4.

An additional assessment may be made upon DISTRICT governmental subdivisions for local and technical planning assistance services which are requested by said governmental subdivisions for the COMMISSION'S Annual Work Program. These additional assessments shall be determined by the COMMISSION and forwarded to member local government subdivisions by April 1. *(Amended 5/23/1985)*

SECTION 5.

An additional assessment may be made upon governmental subdivision for additional services which are requested by said governmental subdivision and which are not included in the Work Program adopted by the COMMISSION. Such assessment shall be agreed upon by and between the COMMISSION and the appropriate governmental subdivision. *(Amended 5/23/1985)*

SECTION 6.

The COMMISSION may receive contributions from the Commonwealth of Virginia in accordance with section 15.1-1412, Article 2, Title 15.1, Chapter 34, Code of Virginia, 1950, as amended. *(Amended 5/23/1985)*

SECTION 7.

The COMMISSION may make application for and accept loans and grants of money or materials or property at any time from any private or charitable source, or the United States of America, or the Commonwealth of Virginia, or any other agency or instrumentality thereof. *(Amended 5/23/1985)*

ARTICLE XIII. – AMENDMENTS

SECTION 1. AMENDMENTS

Any proposed amendment, repeal or alteration, in whole or in part, of these By-laws shall be presented in writing and read for the first time at a regular meeting of the COMMISSION. Such proposal may be considered and amended at such meeting, but shall not be acted upon by the COMMISSION until a subsequent meeting or a special meeting called for the purpose. At such subsequent meeting such proposal shall be read a second time, shall be subject to further consideration and amendment germane to the section or sections affected by such proposal, and shall thereafter be acted upon.

ARTICLE XIV. - PROCEDURES

SECTION 1. PARLIAMENTARY PROCEDURE

In all matters of parliamentary procedure not specifically governed by these By-laws, Robert's Rules of Order shall govern.

ARTICLE XV. - EFFECTIVE DATE

These By-laws shall become effective immediately upon adoption by the COMMISSION.

Original Adoption Date: November 15, 1973

Amended Dates: September 23, 1982; May 23, 1985; October 27, 1988; October 26, 1995; November 30, 1995; January 25, 1996; February 27, 2002; August 27, 2003; December 12, 2007; April 27, 2016; February 22, 2017; April 28, 2021



MEMORANDUM

To: Members of the Rappahannock-Rapidan Regional Commission
From: Patrick L. Mauney, Executive Director
Date: April 15, 2022
Subject: RRRC Application to DRPT for FY 2023 Commuter Assistance Program Operating grant

RRRC has managed and overseen the RRRC Commuter Services program for more than 25 years, with the Department of Rail and Public Transportation serving as the granting agency for the program. In 2021, the funding program was rebranded as the Commuter Assistance Program, rather than the Transportation Demand Management program, in order to better reflect the primary program goal of reducing single occupancy vehicle (SOV) trips.

Funding from this grant supports 1.5 full-time equivalent staff at the Commission, along with outreach, advertising, and marketing initiatives related to rideshare and ride-matching services. The funding requested from DRPT for the CAP Operating grant program is \$123,160 and the 20% local match amount of \$30,790 will be met via funding received from RRRC's per capita dues requests to our member jurisdictions.

The Commission approved the application in February; however, staff neglected to include the Resolution required by the Department of Rail and Public Transportation.

REQUESTED ACTION: Approval of the attached Resolution certifying local match funding for the FY 2023 Commuter Assistance Program Operating grant



Rappahannock-Rapidan Regional Commission

Resolution Certifying Funding Request to the Virginia Department of Rail and Public Transportation Commuter Assistance Program Operating Program for Fiscal Year 2023

BE IT RESOLVED by the Rappahannock-Rapidan Regional Commission that the Executive Director is authorized, for and on behalf of the Rappahannock-Rapidan Regional Commission, hereafter referred to as the **PUBLIC BODY**, to execute and file an application to the Department of Rail and Public Transportation, Commonwealth of Virginia, hereafter referred to as the **DEPARTMENT**, for a grant of financial assistance in the amount of \$123,160 to defray eighty percent (80%) of the costs borne by the **PUBLIC BODY** for a ridesharing program and other public transportation purposes and to accept from the Department grants in such amounts as may be awarded, and to authorize the Executive Director to furnish to the **DEPARTMENT** such documents and other information as may be required for processing the grant request.

The Rappahannock-Rapidan Regional Commission certifies that the funds shall be used in accordance with the requirements of Section 58.1-638.A.4 of the Code of Virginia, that the **PUBLIC BODY** will provide funds in the amount of \$30,790, which will be used to match the state funds in the ratio required in such Act, that the records of receipts of expenditures of funds granted the **PUBLIC BODY** may be subject to audit by the **DEPARTMENT** and by the State Auditor of Public Accounts, and that funds granted to the **PUBLIC BODY** for defraying the expenses of the **PUBLIC BODY** shall be used only for such purposes as authorized in the Code of Virginia. The undersigned duly qualified and acting Executive Director of the **PUBLIC BODY** certifies that the foregoing is a true and correct copy of a Resolution, adopted by the Rappahannock-Rapidan Regional Commission on the 27th day of February, 2022.

Patrick L. Mauney, Executive Director
April 27, 2022



MEMORANDUM

To: Members of the Rappahannock-Rapidan Regional Commission
From: Patrick L. Mauney, Executive Director
Date: April 20, 2022
Subject: USDA Regional Food System Partnerships grant program

As you may recall, the Regional Commission adopted the Regional Farm and Food System Plan in 2015. Since that time, staff have convened the Rappahannock-Rapidan Food Council to guide implementation of the plan, successfully applied for and managed the USDA Farmers Market Promotion Program grant with local and regional partners, supported local food in schools via the creation of the Farm to School Liaison position, and continue to support efforts to foster development of commercial kitchen, food processing and food aggregation opportunities across the region.

The U.S. Department of Agriculture Ag Marketing Service (AMS) is currently soliciting applications to three grant programs, including the Regional Food System Partnerships (RFSP) program. Working with Food Council members and other regional stakeholders, staff has coordinated an application to the RFSP. A summary of the full request will be provided at next week's meeting.

As currently proposed, partnering organizations include:

- 4P Foods
- George Washington Carver Food Enterprise Center / Agricultural Research Center
- Mid-Atlantic Food Resilience & Access Coalition (MAFRAC)
- Minority & Veteran Farmers of the Virginia Piedmont
- Northern Virginia Food Rescue
- PATH Foundation
- Rappahannock-Rapidan Regional Commission

The Regional Commission would serve as grant administrator and would also seek funds to assess and expand the *Purely Piedmont* marketing program. The application would include \$12,000 in cash match from the Regional Commission for direct staff time on the project.

REQUESTED ACTION: Approve application to USDA Regional Food Systems Partnership Program



Transportation and Marketing



Grant Opportunities

Regional Food System Partnerships Program

The Regional Food System Partnerships (RFSP) Program is implemented under the Local Agriculture Market Program (LAMP), a program authorized by subtitle A of the Agricultural Marketing Act of 1946 (7 U.S.C. § 1627c), as amended. RFSP supports partnerships that connect public and private resources to plan and develop local or regional food systems. The program focuses on strengthening the viability and resilience of regional food economies through collaboration and coordination.

Historically, RFSP funds two types of project types: Planning and Design projects which support partnerships at the early stages of convening, envisioning, and planning; and Implementation and Expansion projects, which support partnerships building on prior or ongoing efforts within local and regional food systems. Through the American Rescue Plan Act of 2021 (ARP), RFSP received supplemental funds to expand farm to institution. This resulted in a third project type: Farm to Institution. These projects support public-private partnerships in planning and developing relationships between local and regional producers, processors, intermediaries, and institutions, such as schools, colleges, universities, hospitals, and local, tribal, and state governments, to increase local and regional foods in institutional cafeterias and meal programs.

Approximately \$40 million will be available to fund RFSP projects in FY 2022: \$5 million from the Farm Bill and \$35 million from ARP.

Important Dates:

Application Opens: March 1, 2022

Program Webinar: Wednesday, April 6, 2022, 1:00 p.m. EST;

<https://www.ams.usda.gov/services/grants/webinars>

Application Closes: May 16, 2022, 11:59 p.m. EST

Who Is Eligible?

Partnerships are eligible to apply to RFSP. A partnership is an agreement between one or more eligible entities and one or more eligible partners. Eligible entities include producers, farmer or rancher cooperatives, producer networks or associations, majority-controlled producer-based business venture, Community Supported Agriculture (CSA) networks and associations, food councils, local governments, nonprofit and public benefit corporations, economic development corporations, regional farmers' market authorities, and tribal governments. Eligible partners include state agencies or regional authorities, philanthropic corporations, private corporations, institutions of higher education, and commercial, federal, or Farm Credit System Lending Institutions.

An application may be submitted either by an eligible entity or an eligible partner on behalf of the partnership. The partnership must specify in its application which organization(s) in the partnership are responsible for receiving and managing the award.

What is the Maximum Grant Amount and Duration?

For Planning projects, applicants may request a minimum of \$100,000 and maximum of \$250,000.

Implementation and Farm to Institution projects may request a minimum of \$250,000 and maximum of \$1,000,000.

Is there a Cost Share or Match required?

RFSP requires matching funds from non-Federal sources in the form of cash in an amount equal to or greater than 25% of the total Federal portion of the grant.

What Can I Use the Funding For?

RFSP projects may fund Planning, Implementation, and Farm to Institution projects. Planning and Design activities may include but are not limited to convening established and potential partners, creating and conducting feasibility studies, implementation plans, and assessments, or conducting research on specific market mid-tier value chain, infrastructure investments, or policy analysis to prioritize next steps. Implementation and Expansion project activities may involve the development of value chains, institutionalization of processes for ongoing community and business engagement, and gap and resource analysis. Farm to Institution projects for RFSP can cover a variety of activities ranging from creating innovative value chains to institutionalizing processes for community and business engagement and identifying resources in support of farm to institution.

More Information

For the RFSP application and more information, visit: <https://www.ams.usda.gov/services/grants/rfsp>.

For questions about RFSP, please see the program's FAQs at:

<https://www.ams.usda.gov/sites/default/files/media/2022RFSPFAQs.pdf>.

Contact Us

For questions about RFSP after closely reviewing the RFA and FAQs, please email IPPGGrants@usda.gov.



MEMORANDUM

To: Members of the Rappahannock-Rapidan Regional Commission
From: Patrick L. Mauney, Executive Director
Date: April 15, 2022
Subject: RRRC Application to VDOT for FY 2023 Rural Transportation Work Program

The Regional Commission applies for funding from VDOT to support rural transportation planning efforts in the region. VDOT has notified RRRC staff that funding for FY 2023 will remain level with past years. RRRC will request \$58,000 in federal/state funding to be matched by \$14,500 in local funds from in-kind staff support from per capita dues funding.

RRRC staff has worked with the Rural Transportation Committee, local staff, and VDOT staff at the Culpeper District, and Warrenton and Louisa residencies, to develop the draft work plan attached here. The work plan can be amended, so if you or other local staff have requests for assistance that may be met by the Rural Transportation Planning program during the year, please let us know.

REQUESTED ACTION: Adoption of the attached resolution authorizing RRRC staff to apply for State Research and Planning (SPR) funds from VDOT for the FY 2023 Rural Transportation Work Program



**RAPPAHANNOCK-RAPIDAN REGIONAL COMMISSION
AND VIRGINIA DEPARTMENT OF TRANSPORTATION – TRANSPORTATION AND MOBILITY
PLANNING DIVISION**

**RESOLUTION FOR RURAL TRANSPORTATION PLANNING ASSISTANCE PROGRAM
FUNDING ON BEHALF OF FY 2023 ANNUAL WORKPLAN**

WHEREAS, The Rappahannock-Rapidan Regional Commission, hereafter referred to as the Commission, desires to obtain \$58,000 in allocated funding from the Virginia Department of Transportation's State Planning and Research (SPR) Assistance Program funding on behalf of its member jurisdictions; and

WHEREAS, the purpose of these funds shall be for the completion of proposed FY 2023 work projects included on the behalf of the region and at the request of PD9 member jurisdictions;

WHEREAS, the Commission gratefully acknowledges the importance of past and future VDOT funding to the continuing short and long term viability of the Region's transportation network; and

WHEREAS, the Commission herewith pledges to provide funds in the amount of \$14,500, which will be used to match the state funds in the ratio required under the VDOT contract; and

WHEREAS, the Commission, upon awarding of funding, shall be the responsible agency for delivery of services as defined within the VDOT contract, and

WHEREAS, the Commission, as in prior years, and under prior funding programs, pledges to abide by all applicable State regulations as they relate to the Virginia Department of Transportation now therefore

BE IT RESOLVED that the Commission does hereby endorse and convey its full support on behalf of the above-referenced application for funding; that the Executive Director is authorized to execute and file said application and to accept from VDOT a grant in such amount as may be awarded, and to furnish to VDOT such documents, local and in-kind match, and other information as may be required for processing the grant request.

Adopted this 27th day of April, 2022 by the Rappahannock-Rapidan Regional Commission, being duly assembled.

ATTEST:

Patrick Mauney, Executive Director
Rappahannock-Rapidan Regional Commission

4/27/2022

Date

Rappahannock-Rapidan Regional Commission

FY-2023 Rural Transportation Planning Work Program

July 01, 2022 – June 30, 2023

Purpose and Objective

The Virginia Department of Transportation (VDOT) allocates part of the State Planning and Research (SPR) funding to provide annual transportation planning assistance for non-urbanized areas within the Commonwealth. The Rural Transportation Planning (RTP) Program was created to aid the State in fulfilling the requirements of the State Planning Process to address the transportation needs of non-metropolitan areas. Funds appropriated under 23 U.S.C. 505 (SPR funds) are used in cooperation with the Department of Transportation, Commonwealth of Virginia for transportation planning as required by Section 135, Title 23, U.S. Code. These Federal funds provide 80 percent funding and require a 20 percent local match.

In FY-2023 each planning district commission / regional commission that has rural area will receive \$58,000 from VDOT's Rural Transportation Planning Assistance Program. The corresponding planning district commission / regional commission will provide a local match of \$14,500 to conduct rural transportation planning activities. This resource may be supplemented with additional planning funds. The arrangement of all such funds involves the development of a scope of work, approval and other coordination in the Transportation & Mobility Planning Division's (TMPD) administrative work programs.

The scope of work shall include specific activities as requested by VDOT and/or the Federal Highway Administration. The scope of work may also include activities or studies addressing other transportation planning related issues that may be of specific interest to the region. The criteria for the determination of eligibility of studies for inclusion as part of this work program are based upon 23 U.S.C. 505, State Planning and Research.

Work Plan Development

The Rappahannock-Rapidan Regional Commission (RRRC) is one of 21 planning district commissions (PDCs) in Virginia. The proposed FY 2023 Rural Transportation Work Plan was developed in coordination with RRRC's member jurisdictions, the RRRC Rural Transportation Committee, and VDOT Culpeper District planning staff.

Included in this scope of work are required components identified by VDOT and FHWA, along with projects addressing a need identified by the Rappahannock-Rapidan Regional Commission and/or its local government member jurisdictions.

The preliminary work plan was shared with Commissioners and local government staff during the process of development. The work plan was reviewed and approved by the Rappahannock-Rapidan Regional Commission on April 27, 2022.

FY 2023 - Program Administration (\$8,000.00)

Background and Objective: The purpose of this work element is to facilitate regional participation and consensus building on transportation-related issues through a continuing, comprehensive, and coordinated planning process.

- *Records Maintenance:* RRRC staff will coordinate rural transportation planning activities, inclusive of the projects outlined in the Program Activities section of this document and will prepare quarterly reports and invoices for this grant.
- *Committee Staff Support:* RRRC will provide staff support, coordination of materials, agendas and meeting summaries for the Rural Transportation/Planning/Zoning committee. In consultation with VDOT Culpeper District staff, we plan to shift this committee to a broader focus on transportation within the larger regional planning context beginning in FY 2023. This committee includes local planning directors, administrators, VDOT staff and other regional transportation stakeholder, and is expected to meet at least quarterly. RRRC staff will also provide reports to the Rappahannock-Rapidan Regional Commission Board on an as needed basis throughout the year.
- *Information Sharing:* RRRC staff will share information with member jurisdictions, PDCS and MPOs, state and federal agencies and the public, as needed, through committee meetings, website updates to <http://www.rrregion.org> and participation in local, state and federal initiatives.
- *Training & Procurement:* In consultation with VDOT Culpeper District representatives, RRRC staff may attend a maximum of four training courses offered through the UVA Transportation Training Academy (UVA TTA) or other professional development or training opportunities, including VDOT Local Programs workshops.

SPR Funds (80%)	\$6,400.00
PDC Funds (20%)	\$1,600.00
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Total Budgeted Expenditure for Program Administration	\$8,000.00

FY 2023 - Program Activities (\$64,500.00)

Background and Objective: Address regionalized transportation issues that are identified by the Transportation Technical Advisory Committee and the Planning District Commission. Individual projects and work elements are described below:

1. Statewide Transportation Planning Participation **\$9,500.00**

- **Support for Statewide Planning Efforts:**
 - Participate in outreach meetings and provide / review data as requested by VDOT throughout the fiscal year.
 - Participate in VTrans webinars and Smart Scale Regional Meetings
 - Participate in meetings with VDOT staff regarding Title VI and Environmental Justice compliance
 - Participate in the Fall Transportation Meeting held in your region and provide a display to serve as outreach to the region's citizens (virtual or in person).
 - Participate in any additional outreach meetings that may arise and provide / review data as requested by VDOT throughout the fiscal year.
 - Participate with the MPOs and VDOT on meeting performance measure goals.
 - Provide VDOT's Transportation Mobility and Planning Division – Central Office with updated Travel Demand Management Plans when submitted to DRPT.
 - Work with VDOT staff in identifying locations for corridor studies and Arterial Management Plans base on safety and congestions data
 - Assist in the development of project pipeline studies (recommendation development, public involvement).
 - Assure any projects completed include FHWA's 2021 Planning Emphasis Areas dated December 30, 2021

Deliverables: Board display for Fall Transportation Meeting; other deliverables as specified by VDOT staff in support of ongoing statewide planning activities.

2. *Regional Transportation Planning*

\$35,000.00

- **Smart Scale Policy & Project Assistance:** Regional Commission staff will work with the local governments in the region on the development of Smart Scale project applications, including technical assistance on statewide planning correlation, regional project review, submission and requests for Resolutions of Support from the Regional Commission. RRRC staff may submit up to four Smart Scale applications on behalf of regional jurisdictions for projects that involve corridors of statewide significance or the regional network.

RRRC staff will also provide coordination of regional comments in response to proposed Smart Scale program amendments and will also conduct analysis of project scoring outcomes following the availability of Smart Scale scores.

Deliverables: Resolutions of Support for Regional Smart Scale project applications, up to four Smart Scale Applications on behalf of localities and other materials as needed.

- **Regional Long-Range Transportation Plan Maintenance & Review:** The most recent update of the Regional Long-Range Transportation Plan was developed by RRRC staff in 2021 and is anticipated to be adopted by the Regional Commission in April 2022. Staff will continue to monitor and track projects in local comprehensive plans, Smart Scale, project pipeline, and other sources for inclusion in the next update, and will continue to maintain and make minor revisions to the Long-Range Plan throughout FY 2023.

Deliverables: Updated RLRP document posted to RRRC website, as necessary.

- **RRRC Active Transportation Plan Maintenance & Review:** RRRC staff developed the RRRC Active Transportation Plan in 2018/2019 and the plan was adopted by the Commission in December 2019. The ATP includes inventory and high-level recommendations for bicycle, pedestrian, river access and recreation connectivity across the region. Inclusion in the FY 2023 work plan will enable RRRC staff to convene an annual or semi-annual meeting of local government, parks & recreation, and state agencies working on such transportation projects in the region during the course of the year and make necessary updates to the plan, as appropriate.

Deliverables: Updated GIS data, meeting summaries.

- **Park & Ride Lot Use Counts and Conditions Assessment:** RRRC will conduct manual usage counts and conditions assessment at referenced rural P&R lots using TMPD's P&R manual count methodology. VDOT will prioritize lot count locations, provide data collection form, and basic count training as necessary.

Deliverables: Summary Report, Completed Collection forms.

- **Commuter Services & Transit Planning Assistance:** In coordination with RRRC's Commuter Services TDM program and the Foothills Area Mobility System, RRRC staff will support TDM and Transit planning efforts in the region through data review, participation in planning meetings and workshops and other methods, as needed. The Commuter Services program will be updating its Strategic Plan beginning in FY 2023, and will utilize Rural Transportation program funding to support staff time on the update, to ensure overlap between the program and the region's larger transportation planning activities. A copy of the updated plan will be provided to VDOT at the draft phase and upon adoption.

Deliverables: Adopted Commuter Assistance Program Strategic Plan.

- **Identification of High Growth Areas:** RRRC will work in coordination with its member localities to help identify urban development areas and future growth areas. This effort will support the development of future Arterial Management Plans which take into consideration this future growth. This identification will also help to develop recommendations to address current safety and congestion issues throughout the region.

3. Grant-writing & Local Transportation Planning Assistance

\$20,000.00

- **General Technical Assistance:** In fulfilling the organization's planning mission, this "catch all" task has proven essential over the years by enabling the Commission to respond to local requests for transportation-related technical assistance received after the FY 2023 Scope of Work deadline. Regional Commission staff will provide assistance to localities, through the Rural Technical Committee and attendance at local Board/Council and Planning Commission meetings, as requested. Such technical assistance may include, but is not limited to:
 - **Comprehensive Plan Review:** RRRC staff will respond to requests from local jurisdictions to review transportation-related chapters in their respective comprehensive plans, as needed.
 - **GIS Technical Assistance:** RRRC staff will respond to requests from local jurisdictions for transportation-related GIS technical assistance, as needed and as resources are available
 - **Grant-writing Assistance:** RRRC staff will respond to requests from local jurisdictions, non-profit agencies, etc. to assist with grant-writing efforts for transportation-related projects in the region, as needed. This will include, but is not limited to, Transportation Alternatives, Revenue Sharing, Urban Development Area Technical Assistance, or Smart Scale applications.

- **Local Transportation & Planning Committees:** RRRC staff is often requested, formally and informally, to serve as a stakeholder on local transportation committees.

Deliverables: RRRC will provide a summary of meetings attended for each of the local committees, along with additional activities and projects emanating from staff participation during the fiscal year.

- **Local Transportation Projects:** RRRC staff has received preliminary requests from VDOT Culpeper District and several member jurisdictions for project-specific assistance. The specific tasks for each request are expected to be outlined in more detail as the fiscal year moves forward, but may include such tasks as meeting planning and coordination, GIS mapping assistance, grant writing, and other tasks as needed. The proposed projects include the following:
 - **Growth & Accessibility Planning (GAP) Technical Assistance Program for member localities:** RRRC staff will help support the conduction of multimodal planning studies for Rappahannock County, Town of Washington and Town of Remington focusing on pedestrian safety and connectivity for each of the locality's respective pedestrian networks. These projects aim to identify recommendations for multimodal network improvements, including safety improvements, traffic calming measures and the implementation of multi-use trail networks. The project scopes include project coordination, data collection and recommendations, along with a conceptual plan for each individual project.
 - **Town of Orange & Orange County Sidewalks Data Collection:** RRRC staff may work with the Town of Orange and Orange County to identify and accurately map existing sidewalk infrastructure, maintenance needs and longer-term projects that enhance safety, economic development potential and quality of life for residents and tourists.

Note: RRRC staff may collaborate with an on-call consultant on local transportation projects.

Deliverables: Deliverables will vary based on the overall project need and scope. At minimum, RRRC will provide meeting summaries and Scopes of Work as they are developed throughout the fiscal year.

SPR Funds (80%)	\$51,600.00
PDC Funds (20%)	\$12,900.00
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Total Budgeted Expenditure for Program Activities	\$64,500.00

<u>FY-2023 Budget Summary Tasks</u>	VDOT (SPR) 80%	PDC (Match) 20%	Total 100%
<u>Program Administration</u> Program Administration <ul style="list-style-type: none"> • Records Maintenance • Committee Staff Support • Information Sharing • Training & Procurement 	\$6,400.00	\$1,600.00	\$8,000.00
Total Budgeted Expenditure for Program Administration	\$6,400.00	\$1,600.00	\$8,000.00
<u>Program Activities</u> 1. Statewide Transportation Planning Participation 2. Regional Transportation Planning Activities <ul style="list-style-type: none"> • Smart Scale Policy & Project Assistance • Regional Long-Range Transportation Plan Maintenance & Review • RRRC Active Transportation Plan Maintenance & Review • Park & Ride Lot Counts & Condition Assessments • Commuter Services & Transit Planning Assistance • Identification of High Growth Areas 3. Grant Writing & Local Transportation Planning Assistance <ul style="list-style-type: none"> • General Technical Assistance • Local Transportation & Planning Committees • Local Transportation Projects 	\$7,600.00 \$28,000.00 \$16,000.00	\$1,900.00 \$7,000.00 \$4,000.00	\$9,500.00 \$35,000.00 \$20,000.00
Total Budgeted Expenditure for Program Activities	\$51,600.00	\$12,900.00	\$64,500.00
Total Budgeted Expenditure for Program Administration and Program Activities	\$58,000.00	\$14,500.00	\$72,500.00