



RRTPO Technical Advisory Committee (TAC)



NOTES

This meeting is open to the public. Members of the public are invited to attend virtually. Please alert the RRTPO at RRTPO@PlanRVA.org if electronic transmission of this meeting fails for the public. Please refer to our [Statement Regarding Virtual Meeting Participation by Members of the Public](#) for more information.

Check out our complete [Public Participation Guide](#) online to learn about the different ways you can stay connected and involved.

Meetings are also live streamed and archived on our YouTube Channel at [Plan RVA - YouTube](#).

Members of the public are invited to submit public comments either verbally or in writing. Written comments can be submitted through the Q&A/Chat function on Zoom by email to RRTPO@PlanRVA.org. Written comments will be read aloud or summarized during the meeting when possible and will be included in the meeting minutes. Verbal comments will be taken during the Public Comment Period on the agenda.

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PlanRVA is where the region comes together to look ahead. Established in 1969, PlanRVA promotes cooperation across the region's nine localities and supports programs and organizations like the Richmond Regional Transportation Planning Organization, Central Virginia Transportation Authority, the Emergency Management Alliance of Central Virginia, Lower Chickahominy Watershed Collaborative and Don't Trash Central Virginia.

AGENDA

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
Tuesday, April 8, 2025, 9:00 a.m.
Zoom Meeting**

If you wish to participate in this meeting virtually, please register via Zoom at the following link:
https://planrva-org.zoom.us/webinar/register/WN_NUGZ_zoXSHWKv1kT0z8aA

- 1. Welcome and Introductions**
(Chair Clarke)
- 2. Roll Call & Certification of a Quorum**
(Janice Scott)
- 3. Consideration of Amendments to the Meeting Agenda**
(Chair Clarke)
- 4. Approval of March 11, 2024, TAC Meeting Minutes** – page 4
(Chair Clarke)
Action requested: approval of minutes as presented (voice vote).
- 5. Open Public Comment Period**
(Chair Clarke /5 minutes)
- 6. TAC Chairman's Report**
(Chair Clarke /10 minutes)
- 7. FY26 Unified Planning Work Program (UPWP) Tasks** – page 8
(Myles Busching/15 minutes)
Action Item.
- 8. FY24 – FY27 Transportation Improvement Program Amendment: Jahnke Road - 2 Lane Improvements (UPC 19035)** – page 31
(Ansley Heller/5 minutes)
Action Item.
- 9. Flexible Regional Funding: RideFinders Requests** – page 35
(Myles Busching/10 minutes)
Action Item.
- 10. Flexible Regional Funding: Construction Project Requests** – page 36
(Myles Busching/20 minutes)
Action Item.

11. Regional Air Quality Update

(Virginia Department of Environmental Quality/20 minutes)

Discussion Item.

12. Transportation Agency Updates

(10 minutes)

- a. **DRPT** – Dubinsky
- b. **GRTC** – Robinson
- c. **RideFinders** – O’Keeffe
- d. **VDOT** – Hagin

13. [PlanRVA Newsletter: The Better Together Connector \(linked\)](#)

Information item.

14. TAC Member Comments

(Chair Clarke /5 minutes)

15. Next Meeting: Tuesday, May 13, 2025, at 9:00 a.m.

(Chair Clarke)

16. Adjournment

(Chair Clarke)

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC)
Zoom Meeting**

March 11, 2025 - 9:00 a.m.

MEMBERS and ALTERNATES (A) PRESENT:

Town of Ashland		Charles City County		Chesterfield County	
Nora D. Amos	X	Sheri Adams, Vice Chair	X	Barbara K. Smith	X
Goochland County		Gary Mitchell (A)		J.J. Banuelos (A)	X
Josh Gillespie	X	Hanover County		Henrico County	
New Kent County		Joseph E. Vidunas	X	Sharon Smidler	X
Amy Inman	X	Randy Hardman (A)		Ashley Austin	
Capital Region Airport Commission (CRAC)		Powhatan County		City of Richmond	
John B. Rutledge		Bret Schardein (A)		Dironna Moore Clarke, Chair	X
PlanRVA		DRPT		GRTC	
Myles Busching	X	Tiffany T. Dubinsky		Patricia Robinson	X
Sulabh Aryal (A)	X	Wood Hudson (A)	X	Corey Robinson (A)	X
RideFinders		RMTA		VDOT	
John O'Keeffe (A)	X	Theresa Simmons		Larry Hagin	X
				Todd Scheid (A)	X

The technology used for the RRTPO Technical Advisory Committee meeting was a web-hosted service created by Zoom and YouTube Live Streaming and was open and accessible for participation by members of the public. A recording of this meeting is available on our [Plan RVA YouTube Channel](#).

1. Welcome and Introductions

Chair Clarke opened the meeting at 9:00 a.m. and welcomed attendees.

2. Roll Call & Certification of a Quorum

Sidd Kumar, PlanRVA, took attendance by roll call and certified that a quorum was present.

3. Consideration of Amendments to the Meeting Agenda

There were no requested changes

4. Approval of February 11, 2025, Meeting Minutes

On motion by Barbara Smith, seconded by Sharon Smidler, the members of the RRTPO Technical Advisory Committee voted to approve the meeting minutes as presented (voice vote).

5. Open Public Comment Period

There were no requests to address the committee.

6. TAC Chairman's Report

Chair Clarke reported that there are a number of action items on today's agenda that will be moved to the Policy Board.

7. BikePedRVA Plan Update

Phil Riggan, PlanRVA, presented this item and reported that the purpose of BikePedRVA 2045 was to update the 2004 Richmond Regional Bicycle and Pedestrian Plan, document the progress since then, and forecast a vision for the next 25 years. The plan was adopted by the RRTPO Policy Board in May 2022 and was prepared in coordination with the ConnectRVA 2045 long-range transportation plan.

Rather than allow the plan to sit on a shelf, it has been our plan to continue to update the data and track the progress as it is made. That includes the selection of projects, funding, implementation, completion, and eventual maintenance of projects that provide connections in the development of an active transportation network.

PlanRVA relies on each locality to provide updates on the progress made in their jurisdictions. The data we collect is gathered and presented collectively to view as a region. We track the active transportation projects that have been implemented and the envisioned future projects proposed by the localities with shape files and update them on our BikePedRVA website. Over the past year, staff have worked with local partners to update our proposed projects layer.

This update is being undertaken to serve two purposes. First, BikePedRVA 2045 is used in evaluating and scoring projects for the Transportation Alternatives Program (TAP). A small portion of a project's score is based on its inclusion and classification (regional spine, regional spur, local) in the plan.

Second, the projects included in the plan will be used to inform the update of the Long-Range Transportation Plan, Pathways to the Future: Transportation 2050. Projects and conceptual connections in the bike-ped plan are included as needs for the LTRP and certain project types like off-road trails are expected to be included in the constrained list of regionally important projects in the plan.

As part of this update, staff have been working to develop concise definitions of regional spines and spurs to use in classifying new trails. The following definitions have been adapted from the approved plan and are presented for TAC's consideration and discussion.

A **spine route** refers to a major interregional active transportation corridor that serves as the backbone of a comprehensive, interconnected network for bicyclists and pedestrians across the Richmond region.

A **spur route** refers to an active transportation route that serves to connect vulnerable road users to activity centers and/or to spine routes within the Richmond region on corridors that are safe and comfortable for users of all ages and abilities.

Following the presentation members had comments and recommended edits to the proposed projects in Chesterfield. Additional information was requested on the New Kent portion of the plan. Mr. Riggan clarified that the plan has not been reviewed by other cycling groups; rather, it has pulled in the information from each locality's plan.

There were questions about the process for updating the plan. Staff's goal is to update this document every two years and line it up with the TAC process. Recommended changes that

are received by staff in the next couple weeks can be included. The action for today is intended to lock down the spines and spurs; updates can still be made to specific projects before it goes to the Policy Board for approval.

For Goochland County the following points were noted:

- The dark blue/purple on the displayed map is difficult to distinguish and should be updated to be easier to read.
- The small activity centers should be added to the map.
- There is a conceptual river crossing between Powhatan and Goochland that is actually a current bridge.
- River Road was suggested as a better route (spine) through the county.

On motion by Nora Amos, seconded by Barbara Smith, the members of the RRTPO Technical Advisory Committee voted to defer action on the BikePedRVA 2045 Plan update to the next RRTPO TAC meeting (voice vote).

8. Flexible Regional Funding – Existing Project Requests

Myles Busching, PlanRVA, presented this item and reported that under Federal law and agreements with state agencies, the Richmond Regional Transportation Planning Organization (RRTPO) has authority to select projects and program regional Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ), and Surface Transportation Block Grant (STBG) funds, including the Transportation Alternatives (TA) set-aside. In June 2021, the RRTPO Policy Board adopted updated guidelines for project selection and the allocation of regional Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds. The guidelines have subsequently been amended to include the Carbon Reduction Program (CRP). These guidelines are available for [review on the PlanRVA website](#).

In January 2025, as part of the funding process, the RRTPO sent out a call for applications for existing projects seeking additional funding. The RRTPO received a total of nine (9) applications asking for additional funding. These projects are currently in progress and are at different stages. Each project is seeking additional funding to cover the shortfall. To address these deficits, the projects are seeking financial support from the RRTPO to ensure their successful completion. A summary of the requests was provided.

Following the presentation the committee members had questions about the advertisement of the Jahnke Road project. Mr. Busching clarified that it will be readvertised.

The Ridefinders project was for Employee Trip Reduction; this is for incentives for City of Richmond employees to use alternative ways to travel to work. The city is working with Ridefinders to explore expansion of the program across the region.

On motion by Barbara Smith, seconded by Sharon Smidler, the members of the RRTPO Technical Advisory Committee voted to defer action on the Flexible Regional Funding – Existing Project Requests to the next RRTPO TAC meeting (voice vote).

9. Regional Funding Framework Review

Mr. Busching presented this item and reported that the remaining items are BikePed and the overall time commitment. He recapped the previous TAC discussion and recommendations. The TAP program recommended changes were reviewed.

10. ConnectRVA 2045 Amendment – I-64/250 Interchange Improvements

Sulabh Aryal, PlanRVA, presented this item and reported in the recommended additions and deletions to the amendment. Following the presentation, committee members had comments and the requested changes.

On motion by Sharon Smidler, seconded by Josh Gillespie to defer action on a until the next Policy Board meeting (voice vote).

11. Rural Transportation Analysis Update

Dan Motta, PlanRVA, presented this item and reported that the Rural Transportation Needs and Alternatives Analysis is designed to better understand and address the public transportation needs of rural communities in the counties of Charles City, Goochland, Hanover, New Kent, and Powhatan.

Following the presentation, committee members had comments and suggestions about the update. There was a consensus to bring further information on this matter back to the TAC for further review.

FY26 UPWP Priorities

Mr. Busching presented this item and reported on that this year is a convergence of getting several priorities finalized. Mr. Busching reported that staff is continuing on the multi-modal priority.

12. Transportation Agency Updates

a. DRPT

Wood Hudson provided an update on recent and upcoming DRPT activities.

b. GRTC

Corey Robinson provided an update on recent and upcoming GRTC activities.

c. RideFinders

John O'Keefe provided an update on recent and upcoming RideFinders activities.

d. VDOT

Larry Hagin provided an update on recent and upcoming VDOT activities.

13. PlanRVA Newsletter: The Better Together Connector

This was an information item.

14. TAC Member Comments

There were no member comments.

15. Next Meeting

Chair Clarke noted the next meeting will be held on April 8, 2025.

16. Adjournment

Chair Clarke adjourned the meeting at 10:15 a.m.

ACTION ITEM

April 8, 2025

TO Technical Advisory Committee**SUBJECT** FY26 Unified Planning Work Program (UPWP) Tasks**BRIEF:**

Staff have developed a draft Unified Planning Work Program (UPWP) for Fiscal Year 2026. The draft UPWP continues many of the region's work efforts to broaden public involvement in planning for a multimodal future. Major planning priorities include continued development of the 2050 Long-Range Transportation Plan, creation of the FY27 – FY30 Transportation Improvement Program, federal certification review, an update to the Regional Transportation Safety Plan, and a refined alignment for the western spine of the active transportation network.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should review and recommend approval of the draft FY25 Unified Planning Work Program tasks.

DISCUSSION:

The Unified Planning Work Program (UPWP) is a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source of funds. The UPWP also serves as the RRTPO budget and work program for the current fiscal year.

The two primary funding sources supporting the UPWP work program are FHWA Planning funds (PL) and FTA Section 5303 funds. These two federal fund sources are generally matched by state and local sources on an 80% federal (FHWA and FTA) 10% state (VDOT and DRPT), and 10% local (PlanRVA member dues) basis.

Program Development and Work Priorities: As part of the UPWP development process, a summary of work tasks is prepared based on anticipated needs for the upcoming year with estimates of staff time required for each effort. These work activities are translated into corresponding budgets which are included in each section of the work program. The programmed budget includes the fund sources and the match sources. As available funding has not been updated for FY26, the draft budget is not included in the attached draft.

Major priorities for this UPWP include continued efforts to complete the recommendations from the federal certification review, work on the federal planning emphasis areas, and continuing efforts to update the travel demand

model, plan and implement multimodal projects, and advance efforts to involve the public in planning for the region. Major emphasis areas for this fiscal year include:

- **2025 Federal Certification** – Large MPOs like the RRTPO are reviewed every four (4) years by FHWA and FTA to ensure compliance with federal planning requirements. Certification of the RRTPO program is scheduled for 2025. Assisting the federal review process will be a major focus of the RRTPO for the first part of the new fiscal year.
- **Core Plan Convergence** - FY2026 will be a convergence of core planning products that only occurs every few decades. We will be largely completing the 2050 update for the long-range plan and developing and adopting the FY27 - FY30 transportation improvement program. Air quality planning will be coordinated between both plans and the Tri-Cities Area MPO to the extent possible.
- **Prioritizing Safety** - This effort will follow up on efforts to identify the regional role in reducing the fatalities and serious injuries on our roadways. Major focus will include updates and enhancement of the regional safety plan.
- **Envisioning our Multimodal Future** - The focus of this effort is the continued development of our active transportation, freight, and transit networks across the region. A major emphasis will be a study to refine the proposed alignment for the western spine of the regional bike network.

For more information, please contact Myles Busching at 804-924-7035 or mbusching@planrva.org.

ATTACHMENTS:

- A. Draft FY26 UPWP Tasks

Federal Planning Factors

Development of this UPWP has been guided by regulations requiring the RRTPO planning process to consider and implement projects, strategies, and services that address ten Metropolitan planning factors.

Each of these planning factors affects nearly every task; the degree of consideration and analysis is based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment, and housing and community development (23 CFR 450.306(b)). Each task has blue color dots which summarize the applicability of each Metropolitan

planning factor to the 2026 work program tasks.

The FY26 UPWP continues to be organized with four core program areas: Program Management; Data, Coordination, and Engagement; Long-Range Transportation Planning; and Short-Range Transportation Planning.

Program Management is the policy, management and operations platform that supports the remaining three program areas. The program objectives, work elements, budgets, and schedules are included within each core program area. Unless listed, this work will be undertaken by PlanRVA in support of the RRTPO.

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Economic Vitality - Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

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Safety - Increase the safety of the transportation system for motorized and non-motorized users

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Security - Increase the security of the transportation system for motorized and non-motorized users

4

Access & Mobility - Increase accessibility and mobility of people and freight

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Integrated Planning - Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

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Efficiency - Promote efficient system management and operation

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Preservation - Emphasize the preservation of the existing transportation system

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Resiliency - Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation

9

Intermodal - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

10

Tourism - Enhance travel and tourism

How to Read Task Pages

Task Title and Purpose

Safe Streets & Roads

Task 7420

Purpose: To reduce the number of people killed and seriously injured on our roadways

Guiding Plans

- Regional Transportation Safety Plan

How are we doing?

- **116 people killed** each year while using our roadways
- **1.170** people killed per 100 million vehicle miles traveled
- **871 people seriously injured** each year while using our roadways
- **8.876** people seriously injured per 100 million vehicle miles traveled

Key Plan(s) Informing Task

Deliverables

- Update the Regional Transportation Safety Plan and upgrade it to a safety action plan incorporating local safety plans and analysis (**June 2026**)
- Establish roadmap for a regional safety campaign and messaging as part of Safety Plan implementation efforts (**December 2026**)
- Support locality and VDOT safety studies and initiatives including Road Safety Assessments (**as needed**)
- Monitor progress and update annual safety targets as required (**on-going**)

Federal Planning Factors Addressed

Deliverables, Target Deadlines, and Responsible Party (if other than PlanRVA staff)

Key Task Indicators

Program Administration

Activity 7100

Program Administration

Task 7110

Purpose: To provide oversight, management, and staff development needed to support the RRTPO work program and committees

Guiding Plans

- Unified Planning Work Program
- RRTPO Bylaws
- ConnectRVA 2045

Deliverables

- Staffing and coordination for standing committees, ad-hoc committees, and working groups **(on-going)**
- Coordinate consultant related activities **(on-going)**
- Review and update the RRTPO bylaws **(as needed)**
- Professional leadership and Best Practices – work to be an active participant and leader in various professional organizations **(on-going)**
- Support of VDOT, DRPT, GRTC and locality led studies **(as needed)**
- Coordinate Federal Certification review with VDOT, DRPT, FHWA, and FTA **(December 2025)**
- Administration and reporting on FY26 UPWP progress **(on-going)**
- Develop FY27 UPWP **(May 2026)**

Data, Coordination, & Engagement

Activity 7200

Outreach & Engagement

Task 7210

Purpose: To ensure the broader public can meaningfully participate in regional planning efforts to ensure plans are centered on people and communities

Guiding Plans

- Public Engagement Plan
- Title VI/Limited English Proficiency Plan

How are we doing?

- ### events attended to get feedback and input for RRTPO plans
- #### people engaged on RRTPO plans
- #### people interacted with project pages; #### completed online surveys

Deliverables

- Work to ensure opportunities for all people to provide meaningful contributions to the work of PlanRVA and the RRTPO **(on-going)**
- Maintain the PlanRVA website including dashboards and the engagement portal **(on-going)**
- Revise the Public Engagement Plan to include best practices **(as needed)**
- Leverage agency sponsorships and memberships to gather input on pending projects from people and communities who may not otherwise participate **(on-going)**

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Data & Modeling

Task 7220

Purpose: To gather and analyze data and develop models and tools to support a data-informed planning process

Did you know...

The region has a tool to collect reports of near misses so we can proactively improve road safety?

Learn more at
nearmiss.planrva.org



Deliverables

- Maintain a dashboard of key regional indicators to inform RRTPO and other regional planning efforts **(on-going)**
- Update existing and committed project in the Travel Demand Model and use it to evaluate and prioritize long-range plan candidate projects with consultant support **(June 2026)**
- Develop an updated regional travel demand model in coordination with VDOT and the Tri-Cities area MPO **(December 2026)**
- Develop new traffic analysis zones for the region using 2020 census blocks with consultant support **(June 2026)**

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Housing & Economy

Task 7230

Purpose: To align transportation planning with regional economic development and housing plans

Guiding Plans

- Comprehensive Economic Development Strategy
- Residential Market Value Analysis
- Local Comprehensive Plans

How are we doing?

- **28 minute** median commute time
- **45% of renters** are cost burdened
- **20% of homeowners** are cost burdened

Deliverables

- Support the update to the regional Comprehensive Economic Development Strategy (CEDS) with focus on transportation infrastructure required to meet economic growth objectives **(December 2025)**
- Coordinate with GRTC and City of Richmond on a Transit-Oriented Development plan for North-South Bus Rapid Transit corridor **(June 2026)**
- Support an update of the regional housing Market Value Analysis (MVA) for the entire region to to better align housing and transportation investments **(December 2026)**
- Coordinate with localities on local housing planning efforts **(on-going)**

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System Readiness

Task 7240

Purpose: To coordinate planning for a transportation system that avoids and recovers from manmade and natural disasters

Guiding Plans

- Hazard Mitigation Plan
- Climate Pollution Reduction Plan
- Natural Resources Plan

How are we doing?

- **525 miles** of roadway vulnerable to future floods and storms
- **49 bridges and culverts** vulnerable to future floods and storms

Deliverables

- Maintain and update digital flood tool that will provide current information on potential impacts and priority infrastructure needs **(as needed)**
- Building on regional extreme heat data and sidewalk gap analysis, complete an analysis of the walkshed of transit stops to assess each stop and walkshed for heat mitigation measures **(June 2026)**
- Support transportation analysis for regional resilience hubs to provide critical services during manmade and natural disasters **(on-going)**

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Environmental Linkages

Task 7250

Purpose: To avoid, minimize, and mitigate impacts to communities and the natural environment from transportation plans and projects

Guiding Plans

- Natural Resources Plan
- Climate Pollution Reduction Plan

How are we doing?

- **1 ozone exceedance day** last year
- **0%** of current RRTPO plans incorporate the regional ecological framework (REF) for environmental screening

Deliverables

- Support implementation of regional greenways in alignment with the regional spines and spurs in BikePedRVA 2045 **(on-going)**
- Develop procedures to consistently incorporate the Regional Ecological Framework (REF) developed in the regional Natural Resources plan into transportation planning **(June 2026)**
- Support National Environmental Policy Act (NEPA) studies needed to advance regional priority projects **(as needed)**
- Update regional mapping of criteria pollutant emissions to inform transportation planning **(June 2026)**

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Long-Range Planning

Activity 7300

Long-Range Plan

Task 7310

Purpose: To develop policies to address regional planning goals and needs and prioritize regional investments over the long-term (20+ year planning horizon)

Guiding Plans

- ConnectRVA 2045
- Pathways to the Future Scenario Plan

How are we doing?

- **9.3%** of the projects in the ConnectRVA 2045 constrained plan has been funded
- **13.1%** of the projects by value have been funded

Deliverables

- Continue to develop Pathways to the Future: Transportation 2050 with the following key milestones **(October 2026)**
 - Develop Candidate Project List
 - Evaluate and Score Candidate Projects
 - Develop a Constrained Plan of Investments
 - Evaluate Impacts of Proposed Investments
- Maintain and amend the current long-range transportation plan, ConnectRVA 2045 **(as needed)**

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Transit & Passenger Rail

Task 7320

Purpose: To develop and implement a strategy for public transportation to be a convenient option for regional travel with frequent, reliable service

Guiding Plans

- Greater RVA Transit Vision Plan
- Rural Transportation Analysis
- Regional Park & Ride Strategy

How are we doing?

- **63.7 miles** of high-frequency routes (15-minute service or better)
- **7 miles** of dedicated transit lanes
- **1.0% of people** 16 and older commute by public transportation (2023 5-year ACS)

Deliverables

- Coordinate with GRTC to develop the FY27 Regional Public Transportation Plan for investment of Central Virginia Transportation Authority (CVTA) funding **(May 2026)**
- Support GRTC efforts to implement the North-South BRT, Western Pulse Extension, and Permanent Downtown Transfer Hub **(on-going)**
- Coordinate with localities and transit operators to refine and implement the recommendations from the Rural Transportation Analysis **(on-going)**
- Continue to support implementation of the Coordinated Human Services Mobility Plan **(on-going)**

Active Transportation

Task 7330

Purpose: To develop and implement a strategy for active transportation infrastructure that is safe and comfortable for users of all ages and abilities

Guiding Plans

- BikePedRVA 2045
- Ashland-to-Petersburg Study

How are we doing?

- **82.5 miles** of protected cycle tracks and shared use paths
- **109 people killed or seriously injured** while biking or walking each year
- **1.6% of people** 16 and older commute by active transportation (2023 5-year ACS)

Deliverables

- Conduct the FY27 - FY28 Transportation Alternatives Program prioritization process **(April 2026)**
- Develop framework for regional bike count and data collection program **(December 2025)**
- Continue tracking and supporting complete streets projects and initiatives across the region **(on-going)**
- Support efforts to implement remaining segments of the Fall Line trail **(on-going)**
- Study and identify preferred alignment for the western spine in coordination with VDOT, localities, and advocates **(December 2026)**
- Support efforts to implement regional bikeway spurs and last-mile-to-transit sidewalk connections **(on-going)**

Freight & Intermodal

Task 7340

Purpose: To develop and implement a strategy for the efficient and reliable movement of goods in the region

Guiding Plans

- Regional Intermodal Strategies Study
- Commerce Corridor Study

How are we doing?

- **5.1%** of freight by volume moved by barge or rail
- Truck travel in the worst congestion is **39% longer** than median travel time in the region

Deliverables

- Conduct literature review on freight best practices to inform update of Intermodal Strategy with special focus on last-mile delivery and grade crossings **(June 2026)**
- Consolidate freight data into a regional freight database **(on-going)**
- Support freight-related analysis for the Comprehensive Economic Development Strategy **(on-going)**
- Develop a regional freight program overview and dashboard for website to facilitate data sharing **(June 2026)**
- Support freight-related efforts by VDOT and member localities **(as needed)**

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Short-Range Planning

Activity 7400

Financial Programming

Task 7410

Purpose: To prioritize regional investments in the near-term to address regional planning goals and transportation needs

Guiding Plans

- Transportation Improvement Program
- Regional Funding Framework

How are we doing?

- **134** individual projects included in the FY24 - FY27 TIP
- **\$165 million** in federal funding planned for obligation next federal fiscal year

Deliverables

- Conduct FY27 - FY32 flexible regional funding call for projects and allocation process **(March 2026)**
- Develop FY27 - FY30 Transportation Improvement Program in coordination with VDOT, DRPT, GRTC, and member localities **(May 2026)**
- Monitor and update FY24 - FY27 Transportation Improvement Program **(as needed)**
- Publish annual obligations report for federal fiscal year 2025 **(December 2025)**
- Coordinate with member localities and partner agencies to develop funding strategies for regional priority projects **(on-going)**

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Safe Streets & Roads

Task 7420

Purpose: To reduce the number of people killed and seriously injured on our roadways

Guiding Plans

- Regional Transportation Safety Plan

How are we doing?

- **116 people killed** each year while using our roadways
- **1.170** people killed per 100 million vehicle miles traveled
- **871 people seriously injured** each year while using our roadways
- **8.876** people seriously injured per 100 million vehicle miles traveled

Deliverables

- Update the Regional Transportation Safety Plan and upgrade it to a safety action plan incorporating local safety plans and analysis **(June 2026)**
- Establish roadmap for a regional safety campaign and messaging as part of Safety Plan implementation efforts **(December 2026)**
- Support locality and VDOT safety studies and initiatives including Road Safety Assessments **(as needed)**
- Monitor progress and update annual safety targets as required **(on-going)**

System Reliability

Task 7430

Purpose: To improve the reliability of regional travel through travel demand management, asset management, and operational improvements

Guiding Plans

- Congestion Management Process
- Regional ITS Architecture Implementation Plan
- Asset Management Plans

How are we doing?

- **81%** of interstate and primary lane-miles are in good condition, **12%** are poor
- **6.5%** of national highway system (NHS) bridges by deck area are in good condition, **4.2%** are in poor condition
- **7.4% of people** 16 and older carpool or vanpool to commute (2023 5-year ACS)

Deliverables

- Support regional Travel Demand Management efforts led by RideFinders and others **(as needed)**
- Support efforts to implement the Park & Ride Investment Strategy **(on-going)**
- Monitor progress and update pavement condition data and targets for the region **(on-going)**
- Monitor progress and update bridge condition data and targets for the region **(on-going)**
- Monitor progress and update roadway reliability data and targets for the region **(on-going)**

ACTION ITEM

04/8/2025

TO

Technical Advisory Committee

SUBJECTFY24 – FY27 Transportation Improvement Program
(TIP) – UPC 19035**BRIEF:**

The Virginia Department of Transportation (VDOT) submitted a request to amend the Transportation Improvement Program (TIP) to update the funding and cost estimate for the existing Jahnke Road improvement (UPC 19035) project to cover increased project costs. This project seeks to make roadway design, safety, and pedestrian improvements along Jahnke Rd from Blakemore Road to Forest Hill Avenue.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should recommend approval of the proposed TIP amendments as requested by VDOT.

DISCUSSION:

Under Federal law and agreements with state agencies, the Richmond Regional Transportation Planning Organization (RRTPO) has authority to select projects and program regional Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ), and Surface Transportation Block Grant (STBG) funds, including the Transportation Alternatives (TA) set-aside.

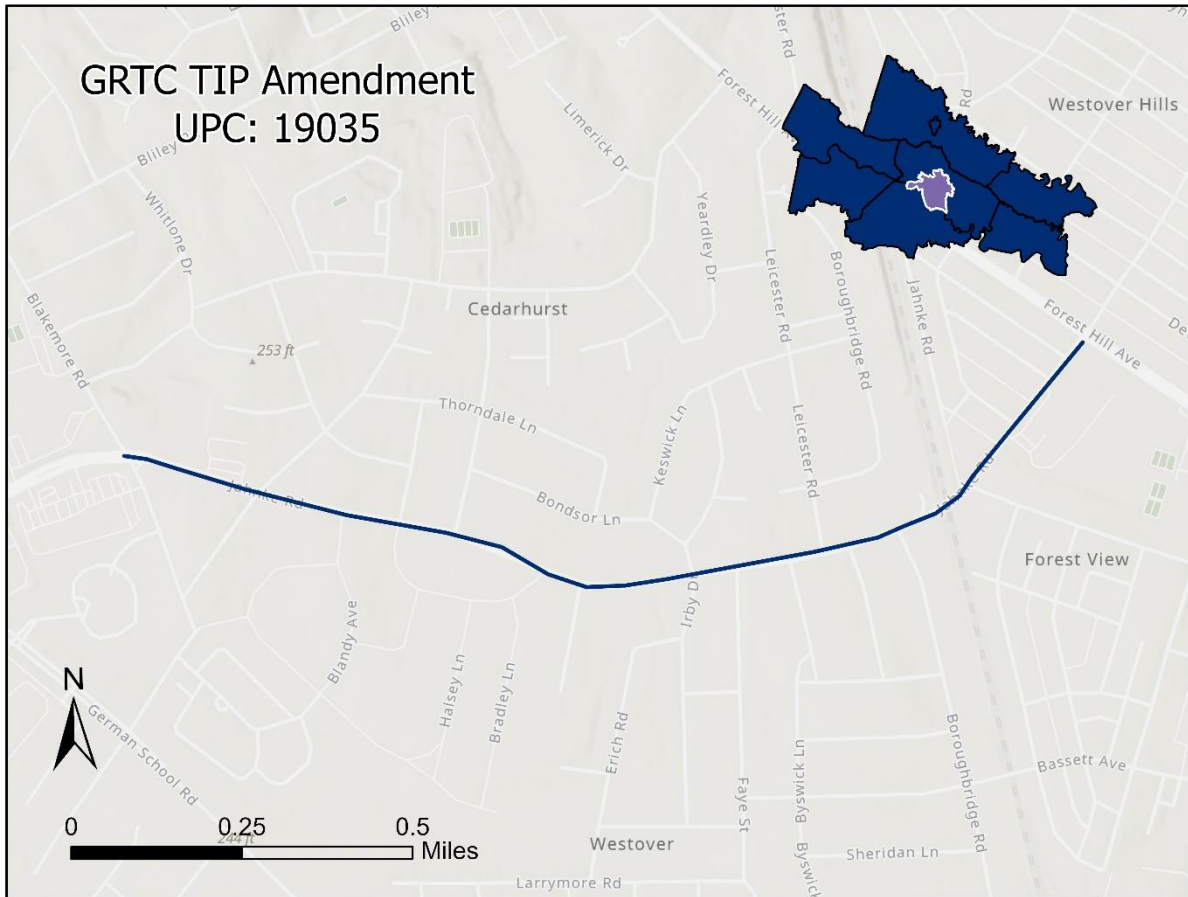
For other funding programs, the RRTPO does not have authority to select projects but is responsible for adding projects to the Transportation Improvement Program (TIP). Based on federal regulations and RRTPO policy, all projects proposed to be added to the TIP are screened for consistency with the regional long-range transportation plan, ConnectRVA 2045, and the regional conformity assessment. All proposed revisions are also evaluated for fiscal constraint, or the ability to fund the project with projected revenues.

The proposed amendment requested by VDOT has been reviewed by staff and found consistent with the requirements for RRTPO approval. Draft TIP blocks can be found in Attachment A. A summary of the findings for each requirement is included below.

Project Overview:

The project continues to focus on enhancing safety, accessibility, drainage, multi-modal transportation, and aesthetics along the corridor. Key improvements include better access to private entrances, an upgraded traffic signal at Forestview School Drive, and installation of a center raised median with landscaping and turn lanes at high-traffic intersections. Additionally, curb and gutter will be installed on both sides of Jahnke Road west of the CSX railroad, along with an 8-foot shared-use path on the north side and a 5-foot sidewalk on the south side. Sidewalk improvements will occur between Forest Hill Ave and

Clarence Street, with new construction from Clarence Street to Blackmore Road. A two-way cycle track will also be added along westbound Jahnke Road, and speed tables will be placed at Westover Hills Elementary School.



ConnectRVA 2045 Consistency: ConnectRVA 2045 establishes categories of projects which are regional in nature and must be included in the constrained long-range plan (CLRP) prior to inclusion in the TIP. Conversely, other project types are considered either local or programmatic in nature and can advance without being specifically listed. The project types under each category can be reviewed in Chapter 5 of ConnectRVA 2045. This project is considered local/programmatic in nature due to the nature of the roadways and the character of the safety improvements. Figure 1 graphically shows the consistency review process.

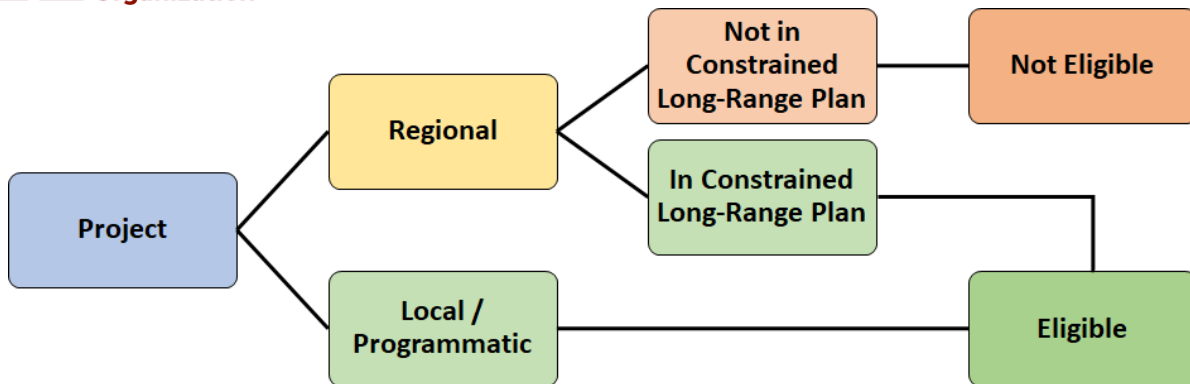


Figure 1: ConnectRVA 2045 Consistency Workflow

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. This project has already been included in the regional air quality conformity report and has previously been determined to be exempt from Air Quality Conformity under 40 CFR § 93.126.

Fiscal Constraint: The funding changes are as follows: Add \$28,000 (RSTP) to FFY25 for the preliminary engineering phase, and release \$28,000 (RSTP) and add an additional \$8,788,201 (AC – Other) in FFY25 for the construction phase.

Federal Fund Source Description:

RSTP – The Regional Surface Transportation Program, provides flexible federal funding for a variety of transportation projects, including highways, transit, and pedestrian facilities. Administered through metropolitan planning organizations (MPOs), it allows local jurisdictions to prioritize projects that meet regional needs.

CMAQ – The Congestion Mitigation and Air Quality Improvement program, provides federal funding to enhance air quality and reduce congestion in urban areas. It supports projects like transit improvements, bicycle and pedestrian facilities, and alternative fuel initiatives. Administered through metropolitan planning organizations (MPOs), CMAQ allows localities to prioritize projects that align with their air quality goals, promoting sustainable transportation.

AC (Advanced Construction) - AC is a financing tool permitted under FHWA rules that allows the state to begin a project using state funds prior to the availability of federal funds. This allows the state flexibility to use its resources to more efficiently schedule project start-up.

For more information, please contact Ansley Heller at aheller@planrva.org or 804-924-9618 Ext.153.

ATTACHMENTS: Draft TIP Project Blocks

Attachment A – Draft TIP Blocks

UPC NO	19035	SCOPE	Reconstruction w/o Added Capacity			
SYSTEM	Urban	JURISDICTION	Richmond		OVERSIGHT	NFO
PROJECT	JAHNKE ROAD – 2 LANE IMPROVEMENTS				ADMIN BY	Locally
DESCRIPTION	FROM: BLAKEMORE RD TO: FOREST HILL AVE (1.2200 MI)					
PROGRAM NOTE	TIP AMD – add an addit'l \$28,000 (RSTP) FFY25 PE phase; release \$28,000 (RSTP) & add an addit'l \$8,788,201 (AC-Other) FFY25 CN phase					
ROUTE/STREET	JAHNKE ROAD				TOTAL COST	\$36,488,634
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – RSTP	\$186,460	\$0	\$745,840	\$0	\$0
RW	Federal – RSTP	\$238,230	\$0	\$952,918	\$0	\$0
CN	Federal – CMAQ	\$216,381	\$0	\$865,522	\$0	\$0
	Federal – RSTP	\$1,901,373	\$0	\$7,605,493	\$0	\$0
CN TOTAL		\$2,117,754	\$0	\$8,471,015	\$0	\$0
CN AC	Federal – AC OTHER	\$0	\$0	\$19,776,418	\$0	\$0

ACTION ITEM

April 8, 2025

TO Technical Advisory Committee**SUBJECT** Flexible Regional Funding: RideFinders Request**BRIEF:**

The Richmond Regional Transportation Planning Organization (RRTPO) has the authority to select and award funding for certain federal funding programs. The RRTPO has adopted a framework that guides this process. Nine requests were received for existing projects. RideFinders has a unique request that is substantively different from the construction projects. This request would increase funding to RideFinders by \$2M to consolidate existing TDM programs in the region and expand efforts to shift travel from single-occupancy vehicles to transit and other modes.

REQUESTED ACTION:

The TAC should review and provide a funding recommendation on the RideFinders request for incorporation into the draft funding allocation plans.

DISCUSSION:

Under Federal law and agreements with state agencies, the Richmond Regional Transportation Planning Organization (RRTPO) has authority to select projects and program regional Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ), and Surface Transportation Block Grant (STBG) funds, including the Transportation Alternatives (TA) set-aside. In June 2021, the RRTPO Policy Board adopted updated guidelines for project selection and the allocation of regional Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds. The guidelines have subsequently been amended to include the Carbon Reduction Program (CRP).

In January 2025, as part of the funding process, the RRTPO sent out a call for applications for existing projects seeking additional funding. The RRTPO received a total of nine (9) applications asking for additional funding. These projects are currently in progress and are at different stages. Each project is seeking additional funding to cover the shortfalls.

For more information, please contact Kerry Ramos at 804-924-9616 Ext.151 or kramos@planrva.org.

NOTE:

A RideFinders summary presentation will be provided at the meeting.

Powered By:



ACTION ITEM

April 8, 2025

TO Technical Advisory Committee**SUBJECT** Flexible Regional Funding – Construction Project Requests**BRIEF:**

The Richmond Regional Transportation Planning Organization (RRTPO) has the authority to select and award funding for certain federal funding programs. The RRTPO has adopted a framework that guides this process. Nine requests were received for existing projects. Staff have prepared a summary of the requests.

REQUESTED ACTION:

The TAC should review and provide a funding recommendation on each of the submitted projects for incorporation into the draft funding allocation plans. Given the reduction in funding, staff recommendations for each project are included in Attachment A.

DISCUSSION:

Under Federal law and agreements with state agencies, the Richmond Regional Transportation Planning Organization (RRTPO) has authority to select projects and program regional Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ), and Surface Transportation Block Grant (STBG) funds, including the Transportation Alternatives (TA) set-aside. In June 2021, the RRTPO Policy Board adopted updated guidelines for project selection and the allocation of regional Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds. The guidelines have subsequently been amended to include the Carbon Reduction Program (CRP).

In January 2025, as part of the funding process, the RRTPO sent out a call for applications for existing projects seeking additional funding. The RRTPO received a total of nine (9) applications asking for additional funding. These projects are currently in progress and are at different stages. Each project is seeking additional funding to cover the shortfalls. A summary of the construction project requests is provided and can be found in Attachment A.

For more information, please contact Kerry Ramos at 804-924-9616 Ext. 151 or kramos@planrva.org.

ATTACHMENTS:

- A. Staff Summary & Recommendations

FY26 - FY31

Existing Project Requests



FY26 - FY31 Funds (update)

	STBG	CMAQ	CRP
Staff Baseline Estimate	\$159,055,497	\$56,691,216	\$15,304,134
Updated Revenue Estimate*	\$147,612,742	\$51,154,817	\$14,040,916
Change	-\$11,442,755	-\$5,536,399	-\$1,263,218

* Estimate based on FY26 - FY31 draft from VDOT (March 10, 2025) Delta calculated from FY26 - FY30 plan with conservative level assumption for FY31

Balance Entry Targets

Year	Balance Entry Target (%)
Previous	0%
Year 1	10%
Year 2	10%
Year 3	10%
Year 4	20%
Year 5	30%
Year 6	40%



STBG Funding Estimate

Year	Available to Allocate
Previous	\$6,367,231
FY26	- \$2,481,065
FY27	- \$1,161,117
FY28	\$1,406,441
FY29	\$1,568,795
FY30	\$4,064,682
FY31	\$15,658,252

Red/negative
means year is
overallocated with
reduced budget

Total:
\$25,423,219

CMAQ Funding Estimate

Year	Available to Allocate
Previous	\$2,604,471
FY26	-\$1,235,043
FY27	-\$566,031
FY28	\$342,960
FY29	\$415,253
FY30	\$889,203
FY31	\$5,451,391

Red/negative
means year is
overallocated with
reduced budget

Total:
\$7,902,204

CRP Funding Estimate

Year	Available to Allocate
Previous	\$248,469*
FY26	-\$289,044
FY27	-\$128,918
FY28	\$117,672
FY29	\$1,619,065
FY30	\$1,708,239
FY31	\$1,493,489

Red/negative
means year is
overallocated with
reduced budget

Total:
\$4,768,972

* with previously approved
transfer

UPC 113843

Chesterfield County

Estimate \$2,468,024 (+57%)

Request \$547,024 (+32%)

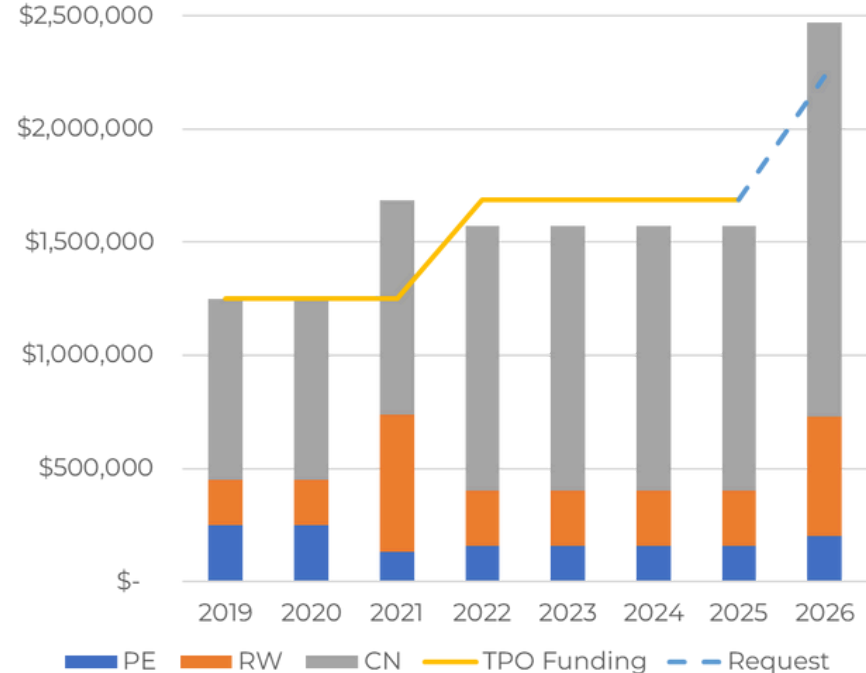
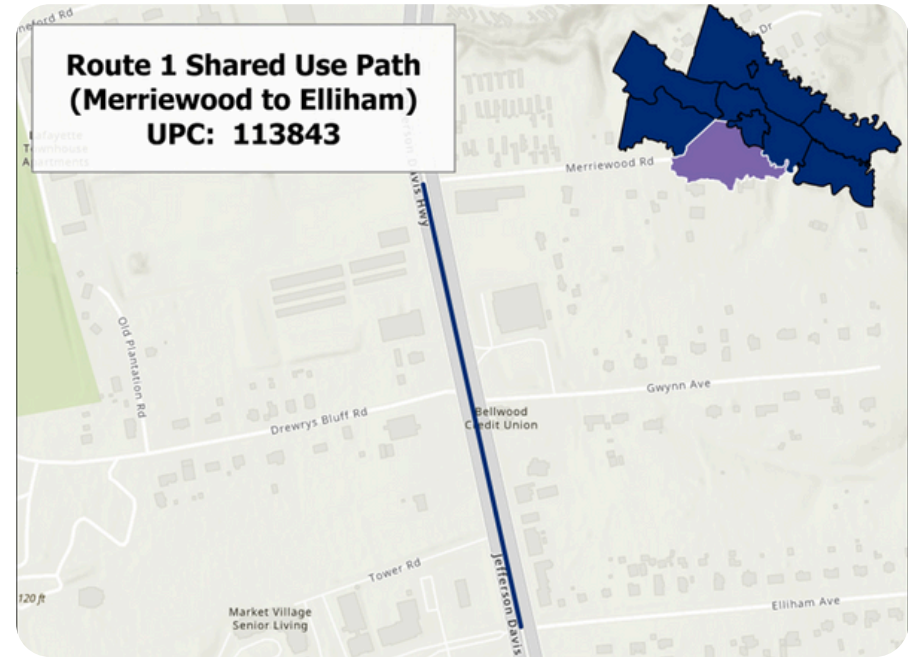
Next Phase Construction (FY25)

Program CMAQ

Recommend Full Award

Notes

Advances FLT segment to be constructed with 2 adjoining sections; \$235,000 in local funds toward deficit



UPC 19035

City of Richmond

Estimate \$36,458,632 **(+63%)**

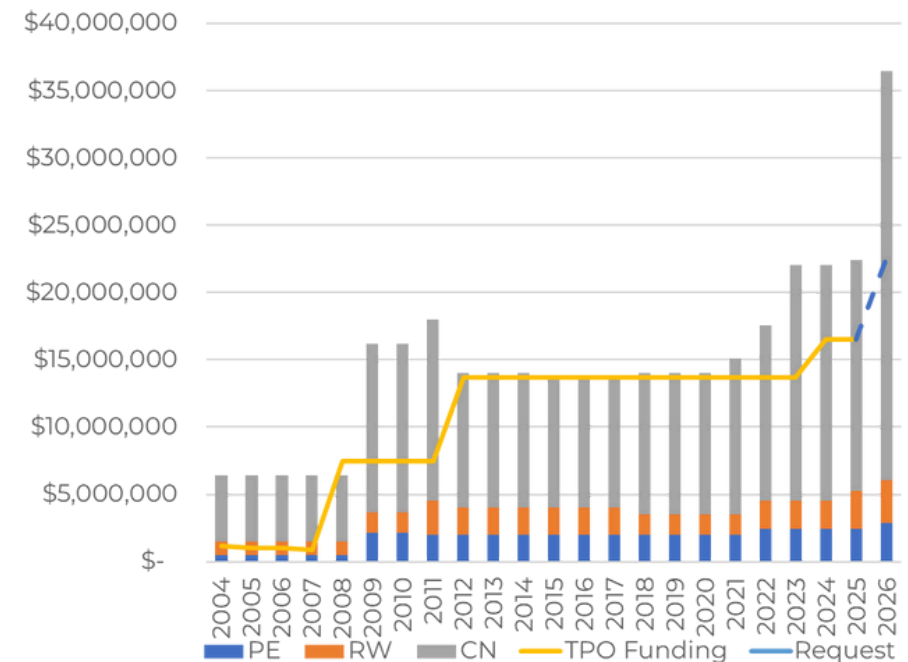
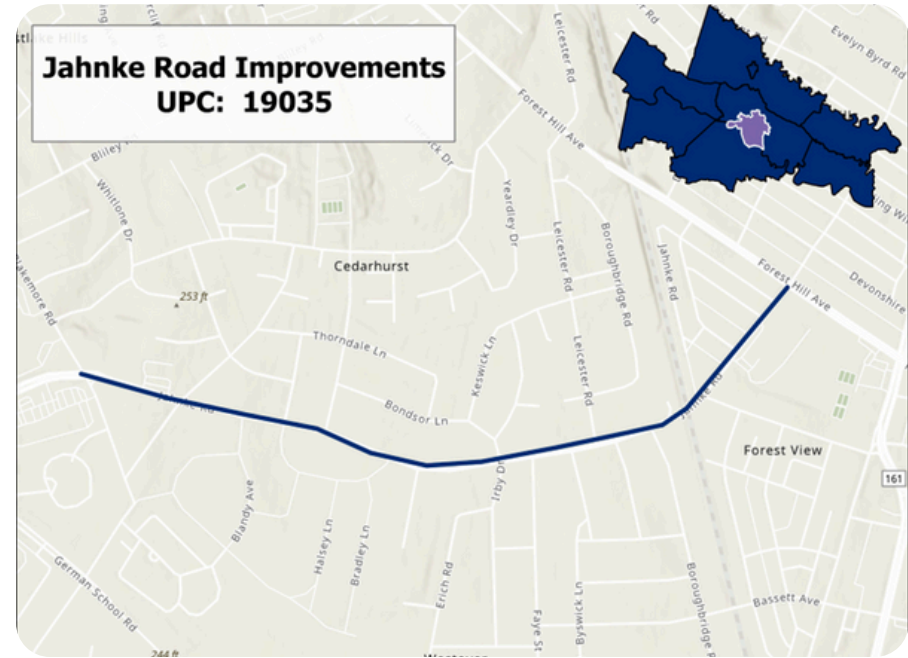
Request \$6,000,000 **(+36%)**

Next Phase **Construction (FY25)**

Program STBG

Recommend **Conditional Full Award**

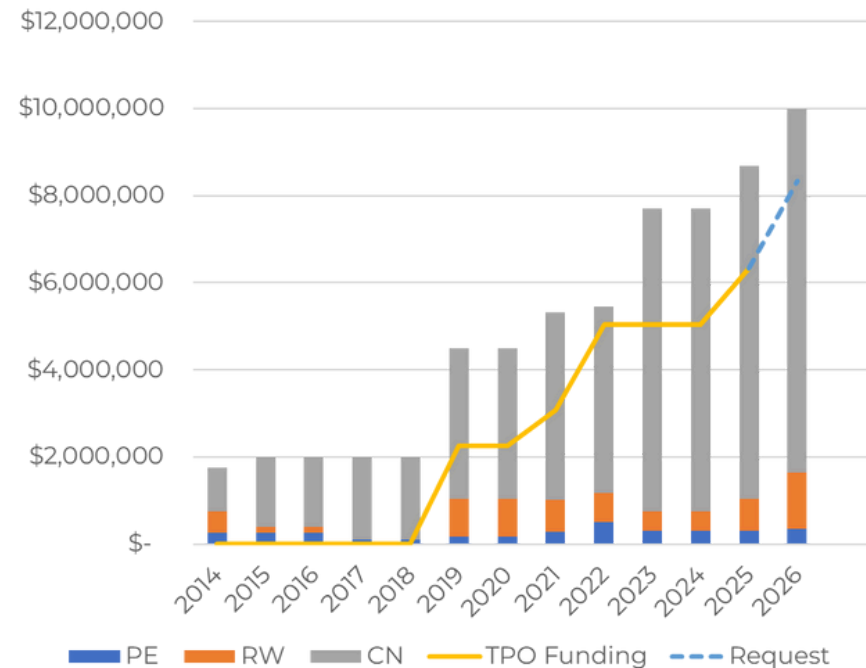
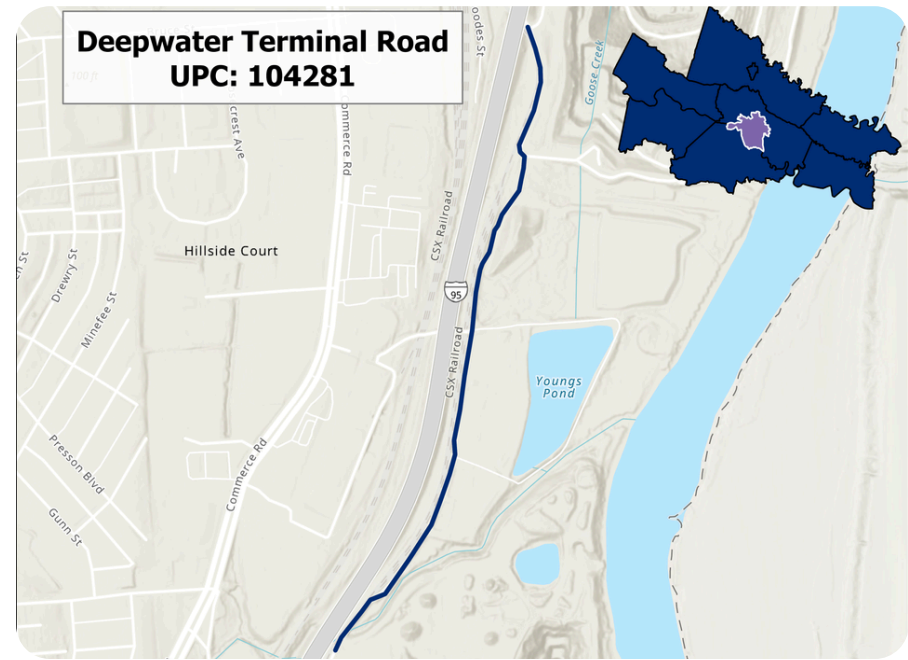
Notes Would replace local funds to cover part of increase;
condition on no further MPO funds



UPC 104281

City of Richmond

Estimate	\$10,000,000 (+15%)
Request	\$2,000,000 (+32%)
Next Phase	Construction (FY25)
Program	STBG
Recommend	Partial Award (\$951,554)
Notes	No local contribution to deficit; \$1.3M additional awarded last year; recommend maintaining current RRTPO share



UPC 115784

Chesterfield County

Estimate \$4,484,925 (+5%)

Request \$321,225 (+8%)

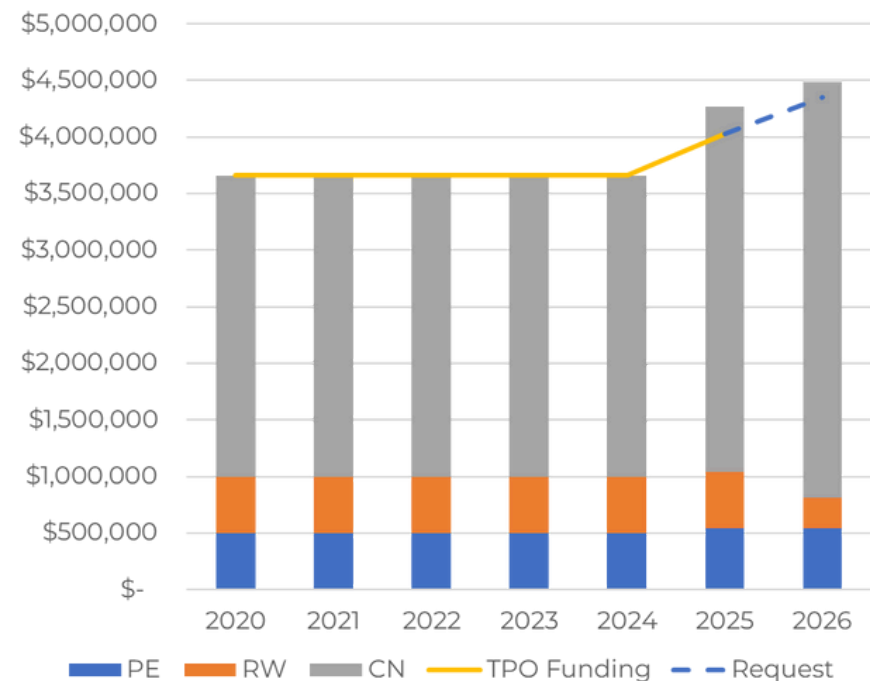
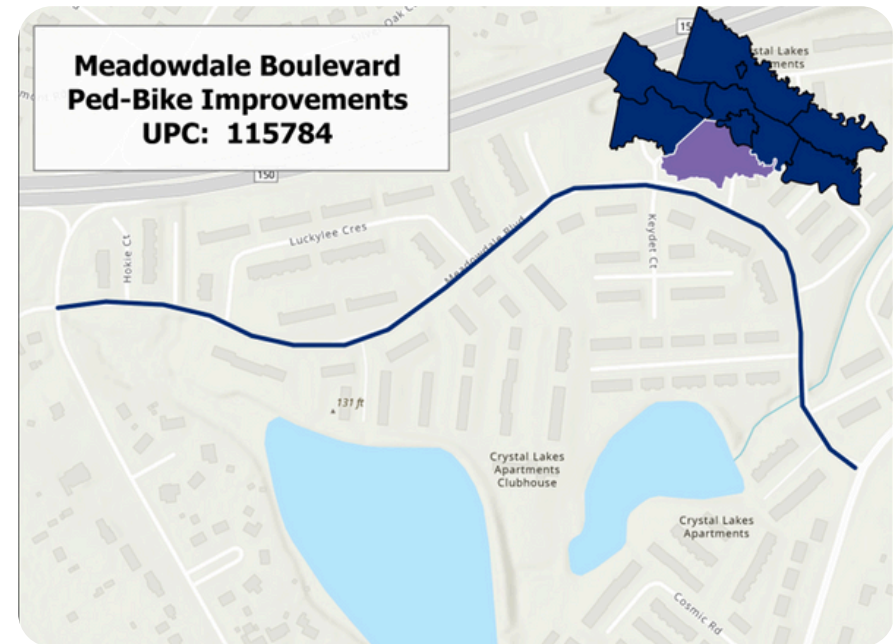
Next Phase Construction (FY26)

Program CMAQ, CRP

Recommend Full Award

Notes

\$137,700 in local contribution toward deficit; \$366,000 in additional funds awarded last year; TPO approval needed due to cumulative increase



UPC 118146

Chesterfield County

Estimate \$6,341,000 **(+45%)**

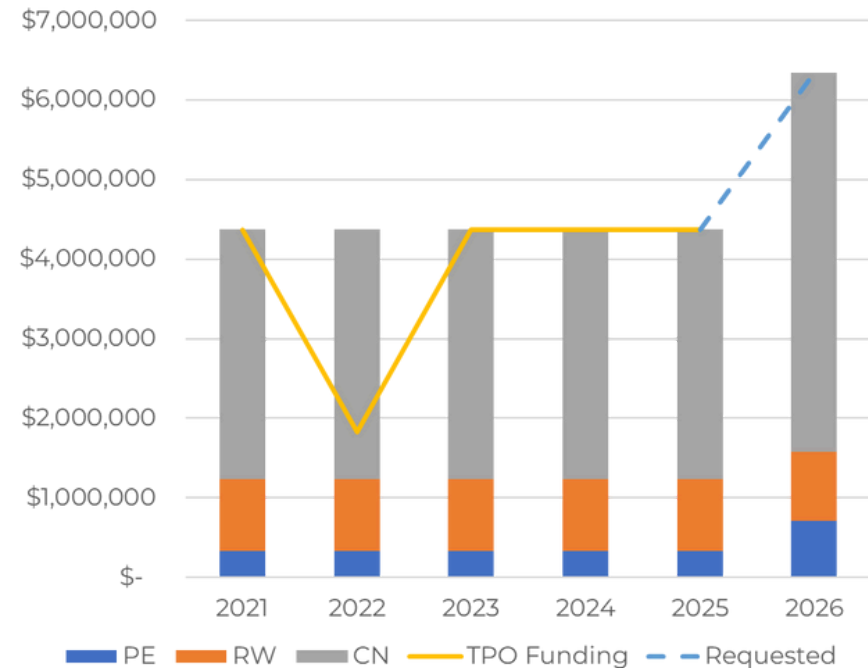
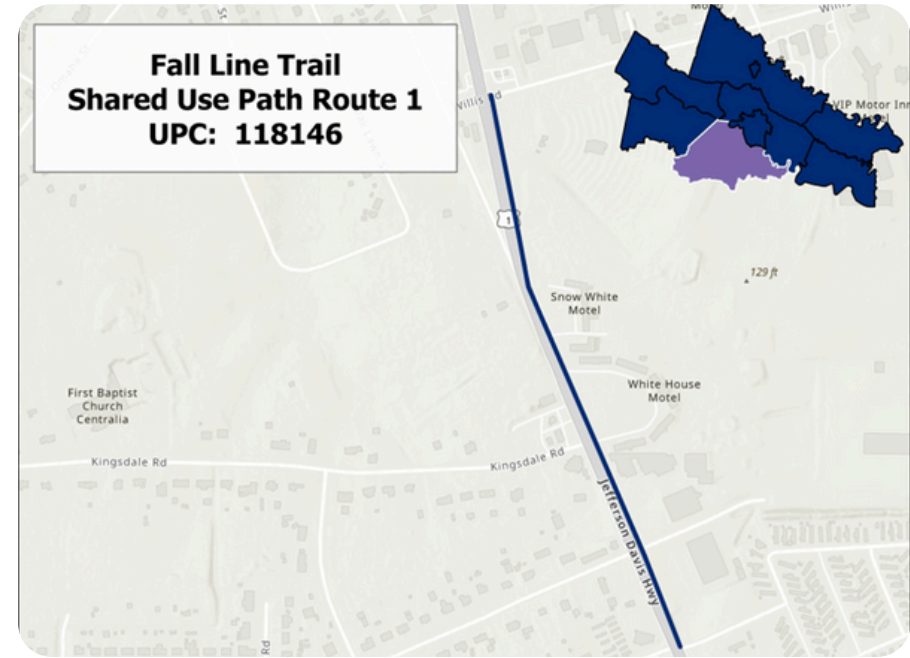
Request \$1,971,000 **(+45%)**

Next Phase Right-of-Way **(FY26)**

Program STBG

Recommend **No Award**

Notes Adds an additional ~75' of SUP and ~275' of sidewalk and accommodates a PHB to support bus access; **No local contribution**; review again as project advances



UPC 118154

Chesterfield County

Estimate \$9,525,464

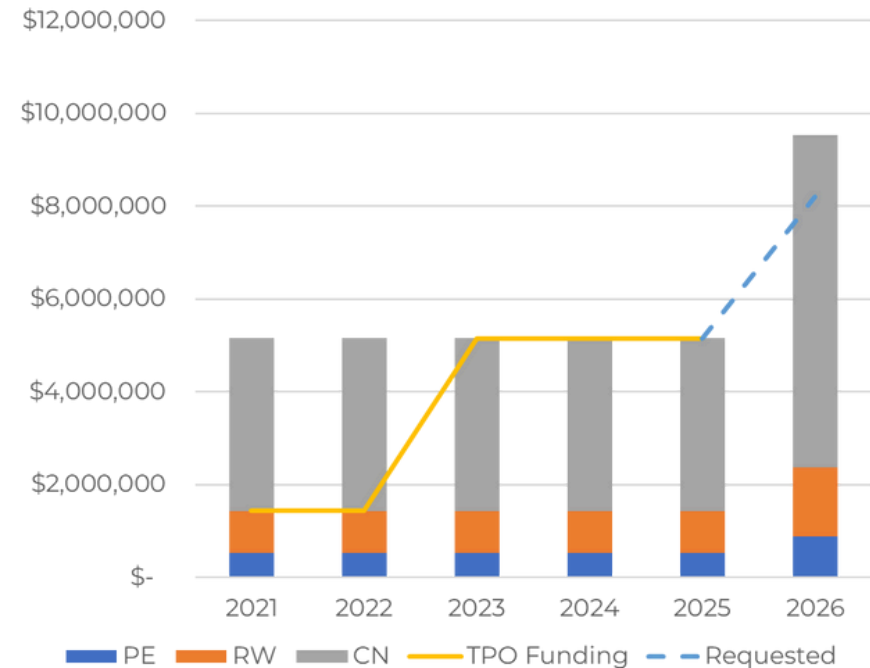
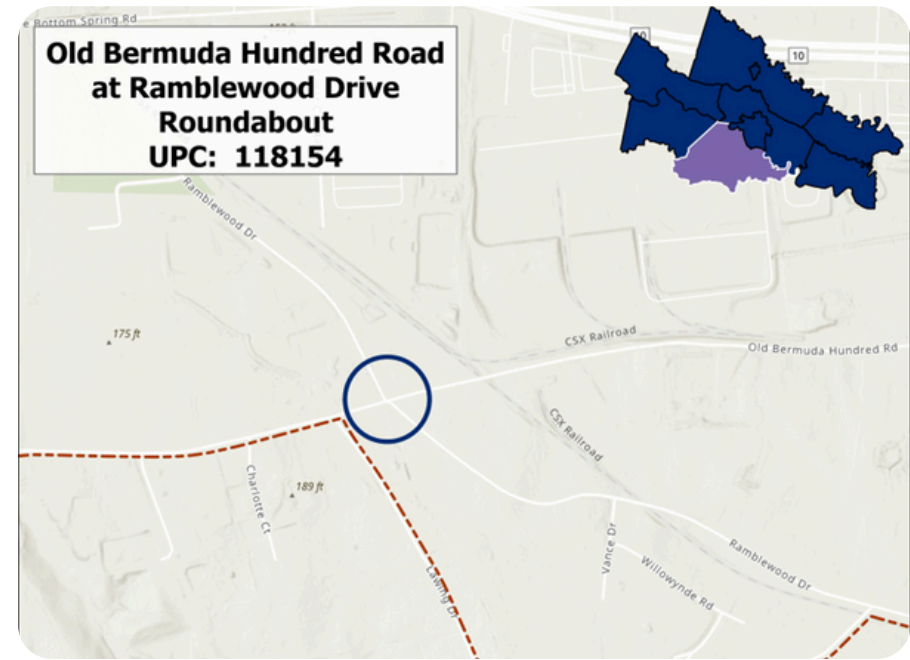
Request \$3,065,464

Next Phase Right-of-Way (FY26)

Program CMAQ, CRP

Recommend **No Award**

Notes Primarily driven by inflation, additional drainage & splitter island requirements; \$1.3M local funding toward deficit; review again as project advances



UPC 104888

City of Richmond

Estimate \$195M **(+117%)** to \$210M **(+133%)**

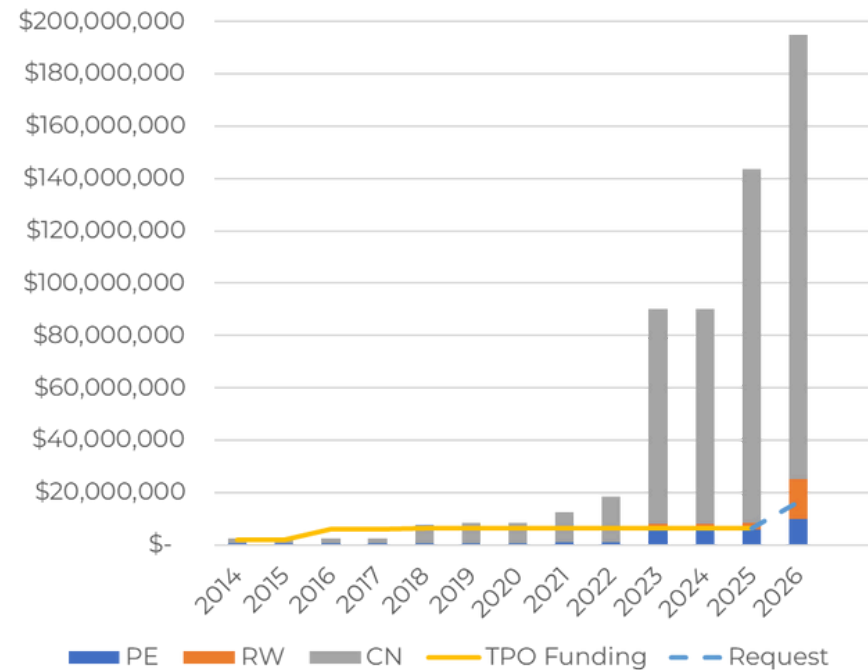
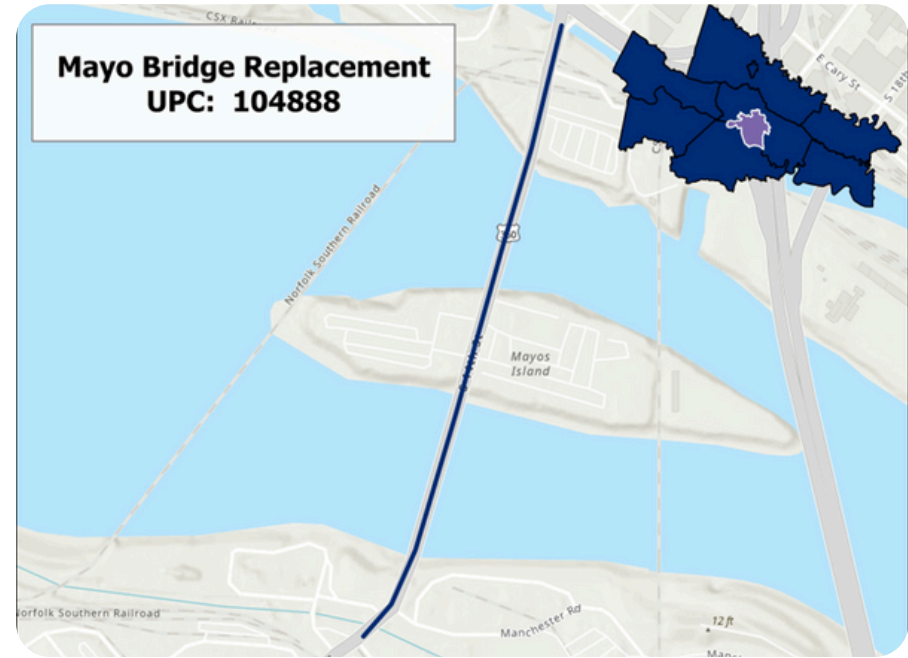
Request \$10,000,000 **(+153%)**

Next Phase Right-of-Way (FY27)

Program STBG

Recommend **No Award**

Notes At least \$105M deficit; project now full replacement; review again as project advances



UPC 115200

City of Richmond

Estimate \$27,000,000 (+59%)

Request \$6,000,000 (+25%)

Next Phase Right-of-Way (FY27)

Program STBG

Recommend No Award

Notes \$4M in local CVTA to cover part of \$10M deficit; \$5.3M in additional STBG awarded last year; Review again as project advances

