



Photo: Rt. 288 from River Road,
Goochland County



If you wish to participate in this meeting virtually, please register through this

[WEBINAR LINK](#)

NOTES

This meeting is open to the public. Members of the public are invited to attend virtually. Please alert RRTPO staff 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 Meeting 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 Teams by email to RRTPO@PlanRVA.org.

Richmond Regional Transportation Planning Organization (RRTPO) Policy Board

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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.

Richmond Regional Transportation Planning Organization

Policy Board

Meeting Agenda

Thursday, July 2, 2026 – 9:30 a.m.

PlanRVA James River Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224
and via Teams (webinar link located on agenda cover page)
[PlanRVA Newsletter: The Better Together Connector \(linked\)](#)

A. CALL TO ORDER AND GENERAL ADMINISTRATION (35 Minutes)

1. **Pledge of Allegiance** (*Chair John P. Moyer*)
Chair to welcome any new members
2. **Roll Call & Certification of a Quorum** (*Sarah-Keel Crews*)
3. **Confirmation of Member Participation from a Remote Location** (*Chair John P. Moyer*)
Requested action (if there are member requests to participate remotely): confirm that the Chair's decision to approve or disapprove the member(s) request to participate from a remote location was in conformance with the RRTPO Policy for Meetings Held Through Electronic Communication Means; and, the voice of the remotely participating member(s) can be heard by all persons at the primary or central meeting location (by voice vote).
4. **Consideration of Amendments to the Agenda** (*Chair John P. Moyer*)
5. **Public Comment Period** (*Chair John P. Moyer*)
6. **Consent Agenda**
Requested Action: approve the following consent agenda items as presented:
 - a. **Approval of June 11, 2026, Meeting Minutes** – page 5
Consent Action: approve the meeting minutes as presented
 - b. **FY27 – FY30 TIP and 2050 L RTP Conformity Report** – page 14
Consent Action: approve the draft conformity report as presented
 - c. **Remote Participation & Meeting Policies** - page 18
Consent Action: adopt the policies as presented

B. REGIONAL PLANNING (15 Minutes)

1. Draft Safety Action Plan

(Dan Motta) – page 19

Requested action: adopt the updated safety action plan (voice vote).

C. REGIONAL FUNDING (20 Minutes)

1. SMART SCALE Round 7 Endorsements

(Myles Busching) – page 22

Requested action: endorse the locality and regional agency SMART SCALE Round 7 applications for submission (voice vote).

2. Critical Urban Freight Corridor (CUFC) Designation

(Dorian Allen) – page 28

Requested action: approve the expanded designation of Critical Urban Freight Corridors in the region including an extension along I-295 (voice vote).

3. FY27 – FY30 TIP Amendment – Upper Magnolia West Area Arterial Collector (UPC 129759) – Conformity Initiation

(Will Heller) – page 32

Requested action: approve the addition of the Upper Magnolia West Area Arterial Collector (UPC 129759) to the regional conformity project list and authorize TAC to review and open public comment on an updated conformity report (voice vote).

D. MPO ADMINISTRATIVE RESPONSIBILITIES & RRTPO SECRETARY'S REPORT (30 Minutes)

1. Resolutions for Recognition

(Martha Shickle) – page 35

Requested action: approve the resolutions as presented (voice vote).

E. COMMITTEE & PARTNER AGENCY REPORTS (5 Minutes)

1. Committee Updates (as needed)

a. Community Transportation Advisory Committee *(Chair Gordon Dixon)*

2. Agency Updates

a. FHWA – *Ivan Rucker*

b. VDOT – *Dale Totten*

c. DRPT – *Wood Hudson*

d. GRTC – *Adrienne Torres*

e. RMTA – *Joi Taylor Dean*

f. CVTA – *Chet Parsons*

g. PlanRVA – *Martha Shickle*

F. OTHER BUSINESS (5 Minutes)

- 1. RRTPO Chair & Member Comments** *(Chair John P. Moyer)*

G. ADJOURNMENT

Next Meeting – The next meeting will be on **September 10, 2026, at 9:30 a.m.** at PlanRVA, James River Boardroom, 424 Hull Street, Richmond, VA 23224.



**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
POLICY BOARD MEETING MINUTES
via Teams
Thursday, June 11, 2026 - 10:30 a.m.**

MEMBERS and ALTERNATES (A) PRESENT (X), VIRTUAL (V):

27 votes // 14 for quorum

VOTING MEMBERS					
Town of Ashland	1	Hanover County	3	City of Richmond	4
Anita Barnhart		Sean M. Davis		Andrew Breton	
Drew Molloy (A)		Faye O. Prichard		Dr. Cynthia I. Newbille	V
Charles City County	1	Ryan Hudson (A)		CRAC	1
Ryan Patterson	V	Henrico County	4	John B. Rutledge	
Byron M. Adkins, Sr. (A)	V	Rev. Roscoe Cooper			
Chesterfield County	4	Jody Rogish, Chair	V	GRTC Transit System	1
Kevin P. Carroll	V	Dan Schmitt (A)		Adrienne Torres	V
Jessica Schneider	V	New Kent County	2	Sheryl Adams (A)	
Dr. Mark S. Miller (A)		John Moyer	V		
Dr. LeQuan Hylton		Jordan Stewart (A)		RIC Metropolitan Transp. Authority (RMTA)	1
Goochland County	2	Powhatan County	2	Joi Taylor Dean	
Jonathan Lyle	V	Mark Kinney		*Shannon Marshall	V
Charlie Vaughters (A)		Denise Morissette		Secretary of Trans. Des.	1
		Steve McClung (A)		VDOT, Dale Totten	V
		Robert Powers (A)		VDOT, Mark E. Riblett (A)	V
NON-VOTING MEMBERS					
CTAC		Dept. of Rail & Public Transportation (DRPT)		Federal Highway Administration (FHWA)	
Gordon Dixon	V	Wood Hudson	V	Edward Ofori	
Bill Walton (A)		Tiffany Dubinsky (A)		Ivan Rucker (A)	
Dept. of Aviation (DOAV)		Federal Transit Administration (FTA)		RideFinders	
Stephen Smiley		Daniel Koenig (Liaison)		Cherika Ruffin	V
Virginia Port Authority		CVTA		John O'Keefe (A)	
VACANT		Chet Parsons	V		

The technology used for the RRTPO Policy Board meeting was a web-hosted service created by Teams 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](#).

A. CALL TO ORDER AND GENERAL ADMINISTRATION

This meeting was held via electronic communication means. Teams was the platform used to conduct the meeting. Members and the public were notified via email and the PlanRVA website. Before the meeting formally began, staff and participants worked through several routine setup and attendance issues. Sarah-Keel Crews, PlanRVA, opened by letting everyone know that the team was making sure participants had camera and microphone access and told Chair Jody Rogish she would signal when the group appeared ready to proceed.

Chair Rogish virtually called the meeting to order at 10:35 am and lead the pledge of allegiance. Afterwards, Ms. Crews called roll, but took a pause, as it became apparent that there were other members who had not joined from the previous meeting.

Once it appeared enough attendees might be present to move forward, Martha Shickle, PlanRVA, asked Ms. Crews to begin roll call again to determine whether a quorum had been reached. Ms. Crews called the full roll and then certified a quorum had been met.

Chair Rogish thanked the members for making time to attend what had been scheduled as a needed meeting, noting that the group had not been certain it would ultimately take place. After confirming that members had the meeting packet, he asked whether there were any proposed amendments to the agenda. Jessica Schneider raised a request to amend the agenda to include additional funding for a project that had been approved by the TAC earlier in the week. After a brief clarification, Chair Rogish agreed to add the item, and Ms. Shickle recommended placing it on the agenda as Item C4. Myles Busching confirmed that placement was appropriate, and Ms. Shickle noted that members should already have received an email the previous day describing the matter. Chair Rogish then formally acknowledged that the amendment proposed by Ms. Schneider would be added as Item C4, and the meeting proceeded from there.

Chair Rogish then opened the meeting for public comment. After seeing no requests to speak, he closed the public comment period and moved to the consent agenda. He stated that the consent agenda contained one item, approval of the April 23 meeting minutes, which were included in the board packet, and then asked for a motion. A motion to approve was made by Dr. Cynthia Newbille, and Jessica Schneider provided the second. Chair Rogish then called for the vote of all those in favor and the consent agenda passed unanimously.

B. REGIONAL FUNDING

1. FY24 – FY27 Transportation Improvement Program (TIP) Amendment (UPC GRTC008)

Chair Jody Rogish moved the meeting into the regional funding agenda and turned the floor over to Will Heller, PlanRVA, for Item C1. Mr. Heller explained that this was the first of two TIP amendments being presented that day and that the first request came from GRTC. He said the amendment concerned an existing project that falls within the authorized project phase of the regional transportation planning process. He then reminded the board that the Transportation Improvement Program, or TIP, is the document used to plan investments and federal obligations over the next four years.

Mr. Heller stated that GRTC had requested an amendment to the FY24–27 TIP to update funding for existing project GRTC 008 by adding FTA Section 5339 funds. He explained that Section 5339 funds are available to transit providers operating fixed-route bus service and are used for capital purposes such as replacing, rehabilitating, or purchasing buses, vans, and related equipment, as well as for constructing bus-related facilities and making technological improvements, including modifications related to low- or no-emission vehicles and facilities. In this case, he said, the added 5339 funding would support the purchase of paratransit vehicles for GRTC’s CARE service, which operates within GRTC’s fixed-route service area and extends up to three-quarters of a mile beyond those bus lines. He noted that the amendment would update funding for Project GRTC 008 in fiscal years 2026 and 2027 and that the project includes a mix of state, local, federal Section 5307, and Section 5339 funds. Mr. Heller concluded by asking the Policy Board to accept the Technical Advisory Committee’s recommendation and approve the proposed TIP amendment, noting that a draft resolution was included in the meeting packet, and then opened the floor for questions. On a motion by Jessica Schneider, seconded by Dr. Cynthia Newbille, all voted in favor to approve the motion.

2. FY24 – FY27 Transportation Improvement Program (TIP) Amendment (UPC T31811)

Mr. Heller then gave a presentation on the second TIP amendment. The amendment involved an existing transportation project whose funding needed to be administratively restructured by splitting the work into two components—roadway construction and ITS construction—while keeping the overall funding package unchanged. During the discussion, Kevin Carroll and Chet Parsons clarified that the project included an \$8 million commitment from the CVTA and noted that, if those funds were being reassigned under a new project number,

coordination with VDOT would be needed so the allocation plan could reflect that correctly.

Jonathan Lyle then asked whether dividing the project into two parts would increase the budget or create duplicate VDOT administrative and project management costs. In response, Dale Totten of VDOT explained that the amendment was purely administrative and did not change the total amount of project funding, the technology funding already committed, or the construction engineering and inspection costs associated with project delivery. He said the project had been advertised twice previously but had received unsuccessful or non-responsive bids, and that splitting the work into separate roadway and ITS contracts was intended to improve the likelihood of attracting qualified bidders. Mr. Totten added that both segments were expected to be advertised again on the 23rd of the month. After this explanation, Mr. Lyle confirmed that his concern had been addressed, and Chair Rogish then asked whether there were any additional questions before seeking a motion to approve the second TIP amendment. Mr. Lyle made a motion that was seconded by Kevin Carroll, and all voted in favor.

3. FY27 – FY32 Flexible Regional Funding Project Selections – Western Pulse Extension

The next item concerned a request for regional funding through the RRTPO's Regional Surface Transportation and CMAQ programs for a separate project: the western extension of the Pulse along West Broad Street from Willow Lawn to Parham Road. Myles Busching explained that, at the board's previous meeting, members had approved allocations for the upcoming fiscal year and fully funded several new projects, but one project could not be fully funded at that time. The board was therefore being asked to consider whether to provide partial funding for this remaining project. He said the specific component under consideration was signal priority improvements, which would help buses move more efficiently along the corridor by improving signal timing, while also supporting the broader Pulse western extension project as a whole.

Mr. Busching said TAC had reviewed the full project rather than only the signal priority component. He reported that the total estimated cost of the western extension project was just over \$67 million, of which GRTC and Henrico had already secured approximately \$44.6 million, leaving a remaining balance of just under \$22.7 million. The request associated with this component was \$16.9 million, which would cover most of that gap, but only about \$12.9 million was currently available through the MPO's funding framework. He explained that the board's normal practice allows leveraging funds to be committed to projects seeking outside funding, but those funds typically remain attached to a project for only two rounds of Smart Scale or another funding

competition before reverting back to the MPO if the application is unsuccessful. In this case, TAC recommended deviating from the usual limitation of funding only the preliminary engineering phase and instead awarding the full \$12.9 million to strengthen the project's competitiveness for the next Smart Scale round, leaving roughly \$10 million still to be secured through the state process. Chair Rogish then asked where the project had ranked during the prior scoring process, and Mr. Busching replied that it had been around 10th or 11th and would need to confirm the exact position, noting that this action would effectively add the project to the board's leveraging funds category. Chair Rogish then opened the floor for board questions on the proposed action. There were no questions, so Dr. Cynthia Newbille made a motion. Mr. Jonathan Lyle seconded the motion, and all voted in favor to approve the funding request.

4. Amended item: Funding request through STBG & CMAQ

The additional agenda item was a request for additional flexible regional funding through the STBG and CMAQ programs for an existing sidewalk project on Midlothian Turnpike in the Stonebridge area, near the old Cloverleaf area. Myles Busching explained that, unlike the prior project discussed through the recent scoring and ranking process, this request came forward off cycle under the MPO's established framework because the project had already been advertised for bids and needed a timely funding decision in order to move toward contract award. He said the project would construct about seven-tenths of a mile of sidewalk on both sides of the road, along with dedicated pedestrian crossings, connecting newer developments to Ruthers Road in an area identified as a high-priority pedestrian safety corridor under the state's Pedestrian Safety Action Plan.

Mr. Busching provided background that the project had originally been two separate RRTPO-funded projects that were later merged to improve contracting efficiency. The original cost estimate was about \$5.5 million, but the current estimate had risen to \$7.2 million, representing roughly a 30 percent increase over the life of the project. He stated that the project currently had \$5.663 million in MPO funding, leaving a shortfall of \$1.542 million, which Chesterfield had requested from the Policy Board. Mr. Busching said TAC had reviewed the request and supported providing the full additional amount, noting that similar cost escalations had affected many projects initiated before COVID and also recognizing that Chesterfield was funding other nearby sidewalk improvements that would help create a more complete pedestrian network in that section of the Midlothian Turnpike corridor. In response to a question from Chair Rogish, Mr. Busching explained that the project had already been advertised twice: after the first round of bids came in too high, the county worked with VDOT to remove elements that could be funded elsewhere, but

the second bid round still exceeded expectations. Chair Rogish then summarized that the project would provide sidewalks on both sides of the roadway and pedestrian crossings for nearly a mile and, hearing no further questions from the board, asked for a motion to award the additional \$1.542 million in accordance with TAC's recommendation. Jessica Schneider made a motion that was seconded by Kevin Carroll, and all members of the Policy Board voted to approved the request.

C. COMMITTEE & PARTNER AGENCY REPORTS (20 Minutes)

Community Transportation Advisory Committee

Gordon Dixon, chair of the CTAC, reported on the committee's May 21 meeting and said the group had a robust discussion about the Unified Planning Work Program and CTAC's role in helping shape transportation conversations over the remainder of the year. He explained that members were focused on identifying the key areas where they could continue to provide feedback and serve as a resource to the Policy Board, particularly on issues involving CVTA, Smart Scale, and the broader work of the TPO. Mr. Dixon noted that CTAC was especially interested in receiving regular updates on the committee's activities so members could offer more informed input as projects and policy matters moved forward.

He also shared that Kerry Wagenhauser presented information on transportation plan enhancements and related survey results, which prompted significant discussion, particularly around mode shift and how residents view funding priorities and investment decisions. In addition, Martha Shickle updated the committee on the public engagement plan, which Mr. Dixon said generated strong interest among CTAC members, with several expressing a willingness to volunteer and provide input on how the public perceives transportation funding and project delivery before and after implementation. He concluded by noting that, as part of the engagement strategy, the group was looking at participating in roughly 30 to 40 community events to help communicate transportation activities and priorities across the region, and he characterized the overall feedback from CTAC as constructive and engaged.

Agency Updates

FHWA – There was no update, as a member of FHWA was not present

VDOT – Dale Totten highlighted several items from the monthly report for the board. He said the Smart Scale application cycle was winding down, with full applications having opened on June 1 and a final submission deadline of August 3, and noted that VDOT district staff would continue working with localities and applicants to finalize any outstanding items before the scoring phase begins. He added that draft results were expected around January, followed by consideration alongside the spring 2027 update to the Six-Year Improvement Program. Mr. Totten also reported that active construction on

the southern Design Build 2 segment of the Fall Line Trail was expected to begin in October, with a groundbreaking ceremony anticipated in September pending final confirmation from the Secretary and Governor's offices.

Mr. Totten then shared a significant regional update regarding the Powhite Parkway, stating that toll collection on the VDOT-operated Chesterfield County portion—from near Chippenham Parkway at the city line west to the existing terminus at Brandermill Parkway—is projected to end in the first week of January 2027, with an estimated date of January 8, 2027. He explained that the tolls had been established solely to repay the original construction debt and that, consistent with the commitment made when the facility was built, tolling would end once that debt service obligation was retired. He noted that VDOT expected to advertise a construction project to decommission the tolling facilities and make minor roadway modifications needed for the transition to toll-free operations. Finally, Mr. Totten announced that longtime VDOT staff member Mark Riblett would retire from public service on August 1 after approximately 26 years with VDOT and about 15 years with Chesterfield County, and he recognized Mr. Riblett's longstanding contributions as a transportation partner in the region and to PlanRVA's work. Chair Rogish thanked Mr. Totten for the updates and offered special appreciation to Mr. Riblett for his service, noting both the loss to the region and best wishes for his retirement.

DRPT – Wood Hudson provided two brief transit-related updates. He first reported that DRPT's rail team continues to work on the statewide rail plan and that a second round of public engagement is scheduled for July, with additional engagement activities already underway in June. He encouraged anyone interested in staying involved to visit DRPT's website and sign up for alerts and notifications from the communications team related to the rail planning process.

Mr. Hudson also shared that DRPT had completed the first full month of service on the new Virginia Breeze route known as the Tidewater Current, which generally runs along the Interstate 64 corridor. He said the agency was still compiling ridership and performance data, but that the launch had been successful so far, with continued public interest and trip bookings. He added that, as summer travel increases, DRPT expects additional interest in the route, particularly for beach travel, and noted that introductory fares and seasonal promotions were being offered. He concluded by directing interested riders to the Virginia Breeze website for more information about the service and current summer offerings.

GRTC – Adrienne Torres invited board members and the public to support GRTC's upcoming Tap Into Transit event on July 14th, describing it as both a celebration of the region's transit accomplishments and a major fundraiser connected to zero-fare efforts. She encouraged members to help promote the event through their constituent communications and partner organizations in order to broaden attendance. Ms. Torres noted that last year's event drew

more than 400 attendees and said GRTC hoped for an even stronger turnout this year at Main Street Station. She closed by thanking the board for its support of the Pulse western extension funding request, saying that getting the project that close to full funding would provide significant leverage in pursuing Smart Scale or other state funding opportunities.

RMATA – Shannon Marshall of RMTA reported that, during the week of June 22, the agency would observe Global Road Safety Week with a campaign focused on distracted driving under the theme “Put Your Mind to Drive.” She said RMTA planned to support the effort through a news release, social media outreach, and a public pledge campaign, and she encouraged board members and others to help amplify the message by liking and sharing RMTA’s materials.

In response to a follow-up question from Chair Jody Rogish about the transition to license-plate-based tolling, Ms. Marshall said RMTA had launched all-electronic tolling on February 28. She explained that motorists now pay tolls either through E-ZPass or Pay by Plate and that the agency was still working through the transition to the new system. She emphasized that RMTA continues to encourage drivers to use E-ZPass because it is the most seamless and cost-effective option, while also reminding motorists without E-ZPass to watch for Pay by Plate statements in the mail and pay them promptly.

CVTA – Chet Parsons reported that the CVTA had met the previous Friday and that its next scheduled meeting would be at the end of July, which he believed would be July 24. He said the authority was actively working with its member localities to schedule presentations before local governing bodies in order to provide an annual update on CVTA activities and the impacts of its work at the local level.

Mr. Parsons also pointed to two of the TIP amendments discussed earlier in the meeting as strong examples of the region’s collaborative approach among the TPO, CVTA, VDOT, and local governments. He said that the ability to coordinate and combine multiple funding sources was helping move projects forward more effectively and at a more advanced pace than is often seen elsewhere. He added that he, Myles Busching, and Martha Shickle were continuing to discuss ways to refine the approval process and make funding as flexible as possible so projects could advance more quickly. He closed by thanking the TPO for its ongoing partnership, and Chair Rogish responded by thanking Mr. Parsons and the region’s partner organizations for their work in moving the region forward.

PlanRVA – Ms. Shickle reported that the commission had just approved its budget and said Lauren Shephard, PlanRVA’s CFAO, had provided a strong financial outlook for the current fiscal year. Shickle said the organization was entering the next fiscal year on time and on track to meet its fund balance objectives while continuing to maintain a high level of service for member

localities. She thanked the board and regional partners for their support and said she looked forward to the new fiscal year.

Chair Rogish thanked MS. Shickle for her work and echoed his appreciation for the broader regional team, saying the region's progress was due to the efforts of staff and partner organizations. He then asked whether there were any member comments before adjournment. John Moyer responded by thanking Chair Rogish for his service as chair and expressing appreciation for what he hoped would be Rogish's continued support for the TPO and for Mr. Moyer moving forward. Martha Shickle then added a final note of thanks for Rogish's leadership on behalf of the group.

D. ADJOURNMENT

Mr. Moyer took a final moment to share gratitude to Chair Rogish and his service as chair this past fiscal year. With no further business to discuss, Chair Rogish adjourned the meeting at 11:29 a.m. The next meeting would be July 2nd at 9:30 a.m. in the James River Boardroom.

**ACTION ITEM**

July 2, 2026

TO Policy Board

SUBJECT Regional Conformity Assessment Report

BRIEF:

The Richmond region previously did not meet national air quality standards and is required to undertake a conformity review for the previous non-conforming area whenever adopting or revising the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). The region has finalized the project selection process for the 2050 LRTP and has conducted the required air quality conformity review. Approval of the draft conformity report is required prior to submission to FHWA and FTA for approval.

RECOMMENDED ACTION:

The Policy Board should approve the draft Regional Conformity Assessment report as presented. A draft resolution of approval is included under Attachment C for consideration.

DISCUSSION:

As part of the 2050 Long-Range Transportation Plan (LRTP) development, the Richmond-Petersburg Area is required to demonstrate conformity under the Clean Air Act (CAA). While in attainment for all current emissions standards, the region was previously a nonattainment area, and later a maintenance area, for the 1997 8-hour ozone standard. In 2018, the D.C. Circuit Court issued a decision in *South Coast Air Quality Management District v. EPA* which requires all nonattainment or maintenance areas under the 1997 standards to demonstrate conformity for the LRTP and the TIP, even when in attainment under the more stringent 2015 standards. The constrained list of projects in the draft Pathways to the Future: Transportation 2050 plan along with the ungrouped projects in the FY27 – FY30 Transportation Improvement Program (TIP) that are located within the former 8-hour ozone maintenance area constitute the RRTPO set of projects for this analysis. The policy board acted at the April 23, 2026, meeting to approve this project list and authorize TAC to review the draft report and open a public review.



PUBLIC REVIEW: The Richmond Regional Transportation Planning Organization (RRTPO) conducted a public comment period for the Draft Conformity Assessment between May 15, 2026, and June 14, 2026. The draft report was posted on the dedicated engagement page for Pathways to the Future: Transportation 2050 and shared via public events and various on-going engagement activities. Any comments received are documented with responses in the draft report.

For more information, please contact Dorian Allen at DAllen@planrva.org or 804-924-9614

Attachment

- A. [Draft Regional Conformity Assessment](#)
- B. [Constrained Plan Development Report](#)
- C. [Draft Resolution](#)





POLICY BOARD AGENDA 7/2/2026; ITEM A-6-b

Regional Conformity Assessment Report

Richmond Regional Transportation Planning Organization

On motion by _____, seconded by _____, the members of the RRTPO Policy Board voted to adopt the following resolution (voice vote):

WHEREAS, the Clean Air Act (CAA) and federal transportation planning regulations require metropolitan planning organizations to demonstrate that transportation plans and programs conform to applicable air quality standards; and

WHEREAS, the Richmond-Petersburg area is currently in attainment for all applicable air quality standards but was previously designated as a nonattainment and later a maintenance area for the 1997 8-hour ozone standard; and

WHEREAS, a 2018 decision by the U.S. Court of Appeals for the District of Columbia Circuit (*South Coast Air Quality Management District V. EPA*) requires regions with prior nonattainment or maintenance status under the 1997 ozone standard to demonstrate conformity for the Long-Range Transportation Plan and Transportation Improvement Program (TIP), even if the region meets more recent standards; and

WHEREAS, the Regional Conformity Assessment Report Evaluates the constrained project list from the **Pathways to the Future: Transportation 2050** Long-Range Transportation Plan and the **adopted FY27-FY30 Transportation Improvement Program** that are located within the former 1997 8-hour ozone maintenance area, as approved by the Policy Board on **April 23, 2026**; and

WHEREAS, the required interagency consultation process was completed, and a draft Regional Conformity Assessment Report was reviewed and advanced to the Technical Advisory Committee (TAC) prior to its meeting on **May 12, 2026**; and

WHEREAS, the Technical Advisory Committee has reviewed the draft report and approved initiation of a public comment period; and

WHEREAS, the Richmond Regional Transportation Planning Organization (RRTPO) conducted a public outreach and a public comment period consistent with the public engagement plan and federal requirements;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization Policy Board approves the **Regional Conformity Assessment Report** for the 2050 Long-Range Transportation Plan and FY27-FY30 Transportation Improvement Program; and

BE IT FURTHER RESOLVED, that the Policy Board finds that the transportation projects evaluated in the Regional Conformity Assessment conform with the applicable requirements of the Clean Air Act; and

BE IT FURTHER RESOLVED, that the RRTPO Policy Board authorizes submittal of the approved Regional Conformity Assessment Report to the **Virginia Department of Transportation**, the **Department of Rail and Public Transportation**, and the **Federal Highway Administration** and the **Federal Transit Administration**, as required.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held July 2, 2026.

WITNESS:

BY:

Sarah-Keel Crews
Manager of Board Operations
PlanRVA

Martha Shickle
Secretary
Richmond Regional Transportation
Planning Organization

ACTION ITEM

July 2, 2026

TO Policy Board

SUBJECT RRTPO Remote Participation and Meeting Policies

BRIEF:

The RRTPO Policy Board must adopt the remote participation and meeting policies each year to maintain compliance with Virginia FOIA. These policies are provided using the links below.

RECOMMENDED ACTION: motion to adopt the RRTPO Remote Participating and Meeting Policies as presented to be effective July 2, 2026.

For more information, please contact Sarah-Keel Crews at Skrews@PlanRVA.org.

Attachments:

- A. [Policy for Remote Participation of Members](#)
- B. [Policy for Meetings Held via Electronic Communication](#)



**ACTION ITEM**

July 2, 2026

TO Policy Board

SUBJECT 2026 Draft Safety Action Plan

BRIEF:

Staff have completed the draft Richmond Regional Transportation Safety Action Plan, *Safe by Design: Moving Toward a Transportation Network Built for People*. It establishes a regional action framework for eliminating traffic fatalities and serious injuries across the region through strategies grounded in the Safe System Approach.

The plan was included in the FY26 Unified Planning Work Program as a deliverable under the Safety Planning task area. The Public Engagement Report was released separately in May 2026 and is available on engage.planrva.org/safety-plan.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) recommends that the RRTPO Policy Board adopt *Safe by Design* as the Regional Transportation Safety Action Plan and a guiding planning document. A draft resolution of support is included under Attachment D for consideration.

DISCUSSION:

The RRTPO has identified roadway safety as a regional priority in the ConnectRVA 2045 Long-Range Transportation Plan and in successive Unified Planning Work Programs. The Richmond Region, like many metropolitan areas, continues to experience preventable traffic deaths and serious injuries at a rate that warrants a coordinated, data-driven regional response. *Safe by Design* fulfills the RRTPO's commitment to developing that response in a form that can guide local, regional, state, and federal investments over the coming years.

Plan Development

Plan development began in 2025 and the process included a regional crash analysis covering five years of VDOT crash data; development of a regional High Injury Network (HIN) identifying the roads where the majority of fatal and serious injury crashes occur; identification of Priority Safety Corridors at the regional scale; and assessment of existing safety conditions, policies, and programs across all member jurisdictions. Three of the region's jurisdictions (the City of Richmond, Henrico County, and Chesterfield County) have developed their own Safe Streets and Roads for All (SS4A)-aligned safety action plans in recent years, providing a strong foundation for regional coordination.



Safety Actions

The plan identifies six interconnected safety actions spanning road design standards, systematic safety assessments, quick-build demonstration projects, complementary planning for speed management and accessibility, and a regional accountability dashboard. Actions are phased across short-, mid-, and long-range timeframes, with implementation leads identified for each. A companion Regional Safety Messaging Framework, *Safer Together*, was developed concurrently to guide coordinated public communication across jurisdictions beginning in FY27.

Relationship to Regional Planning and Grant Eligibility

Adoption of the plan by the RRTPO Policy Board is a required condition of eligibility for the Safe Streets and Roads for All Implementation Grant program. The plan's strategic action framework, multimodal emphasis, and phased implementation structure are designed to meet SS4A implementation grant application requirements, positioning the region competitively for future federal investment in safety infrastructure and programming.

The plan also supports alignment with the Virginia Strategic Highway Safety Plan (SHSP) goal of reducing traffic fatalities and serious injuries by 50 percent by 2045, the Highway Safety Improvement Program (HSIP), and the region's SMART SCALE project evaluation criteria.

For more information, please contact Dan Motta at 804-924-7041 or dmotta@planrva.org.

Attachments:

- A. [Safe by Design: Moving Toward a Transportation Network Built for People](#)
- B. [Engagement Report](#)
- C. [Project Engagement Page](#)
- D. [Draft Resolution](#)





POLICY BOARD AGENDA 7/2/2026; ITEM B-1

2026 Regional Safety Action Plan

Richmond Regional Transportation Planning Organization

On motion by _____, seconded by _____, the members of the RRTPO Policy Board voted to adopt the following resolution (voice vote):

WHEREAS, the Richmond Regional Transportation Planning Organization (RRTPO) desires to reduce the unacceptably high number of people killed and seriously injured in crashes across the region; and

WHEREAS, the RRTPO has developed *Safe by Design*, a comprehensive regional transportation safety action plan, to guide regional efforts to prevent roadway deaths and serious injuries; and

WHEREAS, *Safe by Design* establishes a regional framework of goals, strategies, and actions to reduce fatal and serious-injury crashes across the region and applies the Safe System Approach, recognizing roadway design as a primary factor in crash outcomes and encouraging transportation systems designed to protect all road users; and

WHEREAS, the plan was developed through extensive technical analysis, stakeholder outreach, and public engagement; and

WHEREAS, the Technical Advisory Committee (TAC) has reviewed the plan and recommends approval;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board adopts *Safe by Design: Moving Toward a Transportation Network Built for People* as the regional transportation safety action plan.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held July 2, 2026.

WITNESS:

BY:

Sarah-Keel Crews
Manager of Board Operations
PlanRVA

Martha Shickle
Secretary
Richmond Regional Transportation
Planning Organization

**ACTION ITEM**

July 2, 2026

TO

Policy Board

SUBJECT

SMART SCALE Round 7 Endorsements

BRIEF:

SMART SCALE is a funding method that utilizes available funds by using specific criteria to prioritize projects based on specific criteria to maximize the benefits of infrastructure improvements. This program requires that projects either need to be included in the constrained long-range plan (CLRP) or have a specific endorsement from the Metropolitan Planning Organization (MPO). This report summarizes the pre-applications submitted in the region which need endorsement for this round.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) recommends endorsement of the locality and agency projects for SMART SCALE Round 7. This resolution will also serve to authorize final submission of the RRTPO projects for this round of SMART SCALE. A draft resolution of support is included under Attachment B for consideration.

DISCUSSION:

SMART SCALE is a process that helps Virginia meet its most critical transportation needs using limited tax dollars. It evaluates potential transportation projects based on key factors like how they improve safety, reduce congestion, increase accessibility, contribute to economic development, promote efficient land use, and affect the environment. The anticipated benefits are calculated, and the projects are scored and ranked. This information is used by the Commonwealth Transportation Board to help guide and inform their project selection decisions.

To support local and regional planning efforts and consistency with the CLRP, a resolution of support from the MPO is needed for all projects within the MPO study area that are not included in or consistent with the adopted CLRP. This requirement applies to projects submitted by localities and transit agencies.

In addition to the consistency requirements, an MPO resolution of support is also required for all locality sponsored projects on Corridors of Statewide Significance (COSS). Table 2.2 from the Smart Scale Technical Guide, which summarizes the requirements for MPO support, is reproduced below.



Table 2.2 Eligibility to Submit Projects

Project Facility Type	Regional Entity (MPOs, PDCs)	Locality (Counties, Cities, and Towns)	Public Transit Agencies
Corridor of Statewide Significance	Yes	Yes, with a resolution of support from relevant regional entity	Yes, with resolution of support from relevant regional entity*
Regional Network	Yes	Yes, with a resolution of support from relevant MPO*	Yes, with resolution of support from relevant regional entity*
Urban Development Area	No	Yes, with a resolution of support from relevant MPO*	No
Safety	No	Yes, with a resolution of support from relevant MPO*	No

* Projects within established MPO study areas that are not identified in or consistent with the regionally adopted Constrained Long-Range Plan (CLRP) must include a resolution of support from the respective MPO Policy Board.

Projects Overview: As project screening had not been completed at the time this staff report was prepared, the draft resolution included all pre-applications submitted in the region. Staff have reviewed each project using the LRTP to determine consistency with the regional plan. In the draft resolution, each project is identified as regionally significant and in the constrained plan, Local/ Programmatic consistent with the plan, or regionally significant and not in the constrained plan. In a few cases where staff did not have sufficient detail, the project was marked as unclear with a note about the potential LRTP project identifier. The staff review is attached to this report.

Regionally significant projects that are not in the constrained plan may require an LRTP amendment if the project is selected for funding to ensure consistency between the LRTP and the TIP. Endorsing these projects is a commitment to taking these necessary steps in the future, if needed.

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. Figure 1 graphically shows the consistency review process. A summary of the consistency review is included in the tables under Attachment A.

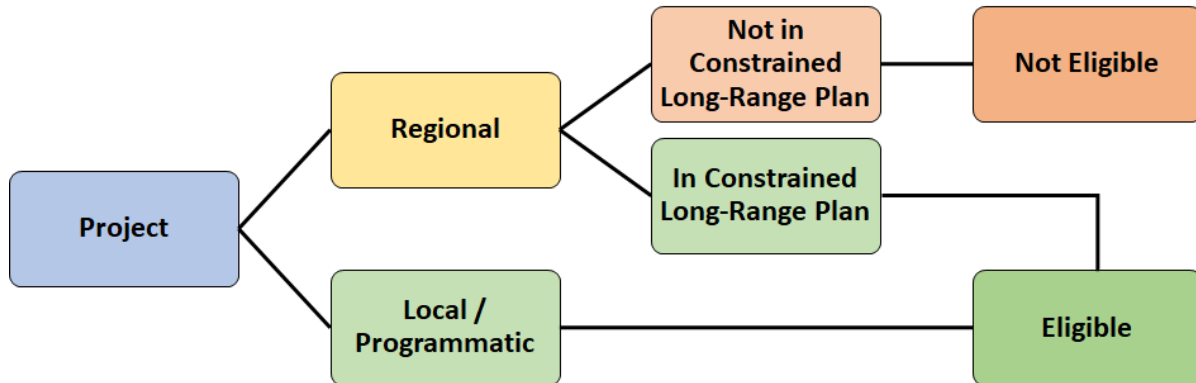


Figure 1: ConnectRVA 2045 Consistency Workflow

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

Attachments:

- A. [List of Regional Pre-Applications](#)
- B. [Draft Resolution of Support](#)



POLICY BOARD AGENDA 7/2/2026; ITEM C-1

SMART SCALE Round 7 Endorsements

Richmond Regional Transportation Planning Organization

On motion by _____, seconded by _____, the members of the RRTPO Policy Board voted to adopt the following resolution (voice vote):

WHEREAS, SMART SCALE is the process that helps Virginia meet its most critical transportation needs using limited tax dollars through a competitive funding program; and

WHEREAS, the SMART SCALE program requires the RRTPO to endorse all applications on Corridors of Statewide Significance (CoSS) or projects not included or consistent with ConnectRVA 2045, the regional long-range transportation plan; and

WHEREAS, the RRTPO has historically endorsed all locality and agency pre-applications to provide flexibility to member agencies in selecting final applications; and

WHEREAS, the Technical Advisory Committee (TAC) recommends endorsement of all pre-applications;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board supports the following projects as applications for SMART SCALE Round 7:

- 13559-Pre: Ashcake Rd/Route 1 Intersection Improvements (Ashland)
- 13597-Pre: Route 360 (Turner Road - Tacony Drive) Corridor Enhancements (Chesterfield)
- 13598-Pre: Rt 60 (Winterfield Rd - Crowder Dr) Corridor Enhancements (Chesterfield)
- 13672-Pre: Rt 60 (Coalfield Rd - Mt Pisgah Rd) Corridor Enhancements (Chesterfield)
- 13680-Pre: FLT: Rt 1 (Walmsley Blvd - Falling Creek Ave) (Chesterfield)
- 13721-Pre: Powwhite Parkway Extension (Woolridge Road - Genito Road) (Chesterfield)
- 13727-Pre: Hopkins Road at Chippenham Parkway Interchange Improvements (Chesterfield)
- 13728-Pre: Route 360 (Otterdale Road - Magnolia Market Avenue) Widening (Chesterfield)
- 13729-Pre: Otterdale Rd (Lake Summer Dr-Summer Lake Dr) Reconstruction (Chesterfield)
- 13734-Pre: Route 60/Route 150 Interchange Improvements (Chesterfield)
- 13565-Pre: Route 288 Northbound Auxiliary Lane (Goochland)

- 13566-Pre: Broad Street Rd and Cardwell Rd Intersection Improvements (Goochland)
- 13567-Pre: Route 6 and Hockett Rd Intersection Improvements (Goochland)
- 13568-Pre: Route 6 and River Rd Intersection Improvements (Goochland)
- 13569-Pre: Ashland Rd Widening (Goochland)
- 13757-Pre: GRTC N-S BRT Phase 1A: Brookhill Azalea to North 8th Street (GRTC)
- 13760-Pre: GRTC N-S BRT Phase 1C: Southside Plaza to Stonebridge (GRTC)
- 13761-Pre: Willow Lawn Transfer Station and Park & Ride (GRTC)
- 13764-Pre: Pulse Western Extension (GRTC)
- 13765-Pre: Downtown Transfer Hub (GRTC)
- 13767-Pre: Richmond Layover Facility (GRTC)
- 13561-Pre: US 360 & Bell Creek Road Northern Section (Hanover)
- 13784-Pre: Atlee Rd & Meadowbridge Rd Roundabout (Hanover)
- 13827-Pre: Bell Creek Road Southern Section Improvements (Hanover)
- 13912-Pre: Meadowbridge Road Safety Improvements (Hanover)
- 13599-Pre: Route 5 & Doran Road Roundabout & Realign Buffin Road (Henrico)
- 13600-Pre: Parham Road Ped Improvements - Holly Hill to Three Chopt (Henrico)
- 13601-Pre: W Broad St and Parham Rd Intersection Improvements (Henrico)
- 13602-Pre: Williamsburg Rd Improvements - Randall Av to Charles City Rd (Henrico)
- 13659-Pre: Springfield Road Improvements (Henrico)
- 13660-Pre: Brook Road Improvements - Azalea Ave to Brook Run Shopping (Henrico)
- 13661-Pre: Nine Mile Rd Improvements - Gordons Ln to Dabbs House Rd (Henrico)
- 13748-Pre: Patterson Ave Ped Improvements - Pump Rd to Maybeury Dr (Henrico)
- 13752-Pre: Staples Mill Rd Sidewalks - Hungary Spring Rd to Sharp's Way (Henrico)
- 13796-Pre: Route 5 & Osborne Tnpk/Lovey Lane Roundabout (Henrico)
- 13797-Pre: Route 5 & Midview Rd/Herman St Roundabout (Henrico)
- 13821-Pre: I 295/Woodman Road (Henrico)
- 13740-Pre: Route 30 and Farmers Drive Roundabout (New Kent)
- 13687-Pre: Dorset Road, Batterson Road & Route 60 RCUT (Powhatan)
- 13688-Pre: U.S. Route 60 at Red Lane Road: Continuous Green-T (Powhatan)
- 13689-Pre: Anderson Highway/ Bell Road Lane Widening (Powhatan)
- 13690-Pre: Huguenot Trail / Three Bridge Road Intersection Realignment (Powhatan)
- 13691-Pre: School Sidewalk Extension (Powhatan)
- 13529-Pre: A Hull Street / Clopton Street / Midlothian Roundabout (Richmond)
- 13530-Pre: B Cowardin Avenue at Semmes Avenue Protected Intersection (Richmond)
- 13531-Pre: C US Route 360 Mechanicsville Tpk Roundabouts & Streetscape (Richmond)
- 13532-Pre: D Arthur Ashe / Hermitage / Westwood / Brookland Roundabout (Richmond)
- 13533-Pre: E Forest Hill Avenue Phase II Improvements (Richmond)
- 13534-Pre: F Commerce Road Phase II Fall Line Trail (Richmond)
- 13535-Pre: G N-S BRT Belt Boulevard Innovative Interchange (Richmond)
- 13536-Pre: H Southside BRT Phase B (Richmond)

- 13537-Pre: I Arthur Ashe Boulevard Multimodal Improvements (Richmond)
- 13538-Pre: J Mayo Bridge Replacement (Richmond)
- 13539-Pre: K Hull Street Phase IIA Improvements (RRTPO)
- 13540-Pre: L Walmsley Boulevard Bridge and Extension to VA Port (RRTPO)
- 13542-Pre: N I-95 / I-64 Overlap at Belvidere St Interchange (RRTPO)
- 13698-Pre: Bryan Park Interchange Improvements (RRTPO)
- 13699-Pre: I-95 and Parham Road Interchange Improvements (RRTPO)
- 13794-Pre: I-64 and W. Broad Street Interchange Improvements (RRTPO)
- 13795-Pre: I 64 & Gaskins Road Interchange (Southern Quad) Improvements (RRTPO)
- 13815-Pre: Meadowbridge Rd / Shady Grove Rd / I-295 Improvements (RRTPO)
- 13847-Pre: Route 150/Route 360 Interchange Improvement (RRTPO)
- 13902-Pre: I-95/Willis Road Interchange Improvements (RRTPO)
- 13700-Pre: US-301/Chamberlayne Road Improvements, Phase 1 (PlanRVA)
- 13786-Pre: Rt 10 (Jessup Rd-Addison Gate Dr) Safety & Op. Impr Phase I (PlanRVA)
- 13843-Pre: O Norfolk Street Bridge Connection (PlanRVA)
- 13929-Pre: Rt 10 (Jessup Rd-Addison Gate Dr) Safety & Op. Impr Phase II (PlanRVA)

BE IT FURTHER RESOLVED, the RRTPO approves all RRTPO-submitted pre-applications for full application and authorizes staff to submit all eligible projects.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held July 2, 2026.

WITNESS:

BY:

Sarah-Keel Crews
 Manager of Board Operations
 PlanRVA

Martha Shickle
 Secretary
 Richmond Regional Transportation
 Planning Organization

**ACTION ITEM**

July 2, 2026

TO

Policy Board

SUBJECT

Critical Urban Freight Corridor (CUFC) Expansion

BRIEF:

Critical Urban Freight Corridor (CUFC) is a voluntary designation applied by MPOs in cooperation with the state to public roadways which serve critical freight functions such as serving an important role in freight movement or connecting intermodal facilities and freight generators to the primary freight highway system or interstate system within an urbanized area. In Virginia, this designation unlocks additional programming flexibility to projects awarded through the SMART SCALE program but does not create new funding eligibility. The miles of CUFC within a state are limited based on federal law and the Bipartisan Infrastructure Law (BIL) increased the available miles in Virginia by 97.94 miles. OIPI has proposed the MPO and state designate the remainder of I-295 in eastern Henrico and Chesterfield as part of the critical freight networks within the RRTPO planning area.

RECOMMENDED ACTION:

The Richmond Regional Transportation Planning Organization Policy Board should review and recommend approval of the Critical Urban Freight Corridor (CUFC) expansion along I-295 as proposed.

DISCUSSION:

The Fixing America's Surface Transportation (FAST) Act established the National Highway Freight Network (NHFN). The NHFN includes the following subsystems of roadways:

- Primary Highway Freight System (PHFS)
- Other Interstate portions not on the PHFS (non-PHFS)
- Critical Rural Freight Corridors (CRFCs) as designated by States
- Critical Urban Freight Corridors (CUFCs) as designated by MPOs serving regions of 500,000 people or more in coordination with the State

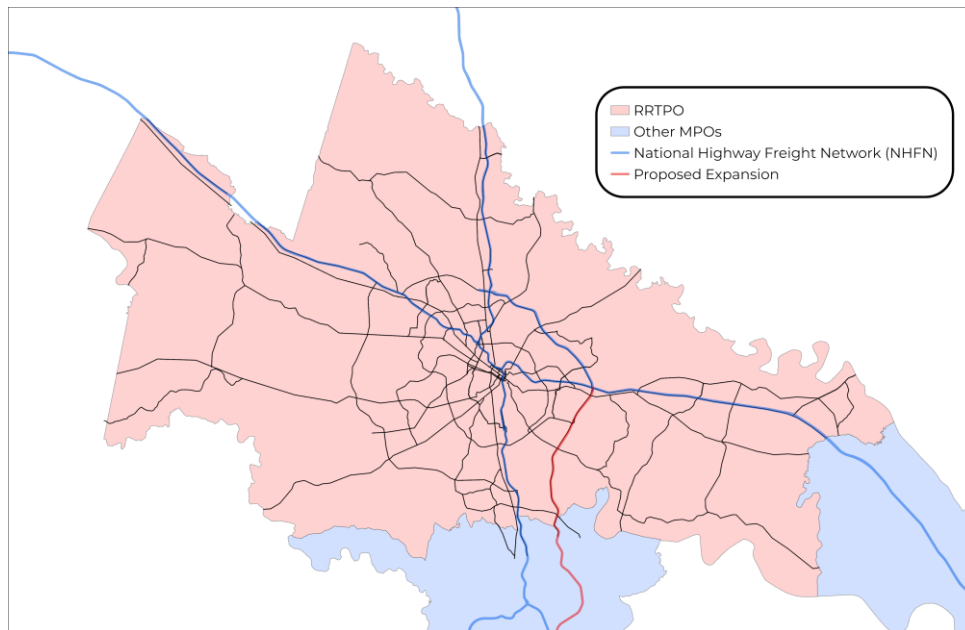
Designation of CUFCs and CRFCs are voluntary. In Virginia, NHFP funds are allocated to projects selected via SMART SCALE and other established programs; CUFC and



CRFC designations do not impact eligibility for these funding programs. The role and purpose of CUFC and CRFC designations is to gain more programming flexibility.

Virginia designated CUFC and CRFC in 2022 as part of its submission. For CUFCs, OIPI collaborated with three MPOs (Richmond, Hampton Roads, and Northern Virginia) on the designation to ensure a continuous and logical network. For CRFCs, OIPI identified a network to ensure continuity.

The Bipartisan Infrastructure Law (BIL) increased the maximum mileage for CRFC to 300 and for CUFC to 150 for Virginia. This change means significant mileage remains unallocated (97.94 CUFC miles, 146.03 CRFC miles). OIPI has proposed extending the current designation along I-295 in eastern Henrico and Chesterfield counties. The map below shows the existing National Highway Freight Network (NHFN) roadways in blue with the proposed expansion in red. The RRTPO study area is shown in light red, and the adjoining MPOs are in blue.



.Figure 1: National Highway Freight Network (NHFN) and proposed CUFC/CRFC expansion

For more information, please contact Dorian Allen at dallen@planrva.org or 804-924-9614.

Attachment:

- A. [Draft Resolution](#)



POLICY BOARD AGENDA 7/2/2026; ITEM C-2
Critical Urban Freight Corridor (CUFC) Expansion

Richmond Regional Transportation Planning Organization

On motion by _____, seconded by _____, the members of the RRTPO Policy Board voted to adopt the following resolution (voice vote):

WHEREAS, WHEREAS, the Richmond Regional Transportation Planning Organization (RRTPO), which is the metropolitan planning organization (MPO) for the Richmond Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the provisions of the FAST Act enable the designation of Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC) as part of the National Highway Freight Network; and

WHEREAS, the provisions of the FAST Act authorize MPOs with a population greater than 500,000 (including the RRTPO) to designate public roads within its urbanized area as CUFCs in consultation with the relevant state agencies; and

WHEREAS, CUFCs are important complements to the Primary Highway Freight System (PHFS) designated in the FAST Act, to provide Federal funding eligibility for a wide range of activities that support freight infrastructure including planning, engineering, and construction; and

WHEREAS, the RRTPO Policy Board adopted a resolution in July 2021 designating CUFCs in accordance with the FAST Act requirements and constraints; and

WHEREAS, the IIJA modified requirements and constraints for CUFC designation to include an increase in the mileage of roadways eligible to be designated as CUFCs in all states; and

WHEREAS, the Office of Intermodal Planning and Investment (OIPI) has proposed the MPO and state extend the current designation along I-295 in eastern Henrico and Chesterfield counties; and

WHEREAS, the Technical Advisory Committee (TAC) recommended approval of the extended designation of CUFC miles along I-295 in eastern Henrico and Chesterfield;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board approves and certifies the changes to the designation of the I-295 Corridor Extension listed in the attached table as Critical Urban Freight Corridors, as described in the attached materials.

Table 1: Proposed Changes to Critical Urban Freight Corridors in the Richmond Region

Route	Start Point	End Point	Length	Action
I-64	Richmond Census Urbanized Area Boundary: approx I-64/SR288 Interchange Exit 175	I-95	11.70	No Change
I-295	I-64	N Airport Dr	2.16	No Change
I-295	Richmond Census Urbanized Boundary; approx Creighton Rd	Mechanicsville Tpke	3.17	No Change
I-295	Richmond Census Urbanized Boundary; approx Enon Church Rd	South Shore of James River	2.64	Resolution
I-295	Richmond Census Urbanized Boundary; approx Kingsland Rd	Richmond Census Urbanized Boundary; approx Charles City Rd	4.77	Resolution
I-295	Richmond Census Urbanized Boundary; approx CSX Railroad	Richmond Census Urbanized Boundary; approx Portugee Rd	0.14	Resolution

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held July 2, 2026.

WITNESS:

BY:

 Sarah-Keel Crews
 Manager of Board Operations
 PlanRVA

 Martha Shickle
 Secretary
 Richmond Regional Transportation
 Planning Organization

**ACTION ITEM**

July 2, 2026

TO

Policy Board

SUBJECT

FY27 – FY30 TIP Amendment – Upper Magnolia West Area Arterial Collector (UPC 129759) – Conformity Initiation

BRIEF:

The Richmond region previously did not meet national air quality standards and is required to undertake a conformity review for the previous non-conforming area whenever adopting or revising the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). The Tri-Cities Area MPO is updating the conformity report for their 2050 LRTP. The RRTPO is requested to revise the RRTPO project set to include the Upper Magnolia West Area Arterial Collector (UPC 129759) project for which a TIP amendment has been initiated to be included in this updated conformity assessment. This is a required process before approving the TIP amendment.

RECOMMENDED ACTION:

The Policy Board should approve the addition of the Upper Magnolia West Area Arterial Collector (UPC 129759) to the conformity project list and authorize the TAC to review and authorize the public review of the draft Regional Conformity Assessment report. A draft resolution of approval is included under Attachment B for consideration.

DISCUSSION:

The Richmond-Petersburg Area is required to demonstrate conformity under the Clean Air Act (CAA) when developing or revising a long-range transportation plan (LRTP) or transportation improvement program (TIP). While meeting all current emissions standards, the region was previously a nonattainment area, and later a maintenance area, for the 1997 8-hour ozone standard. In 2018, the D.C. Circuit Court issued a decision in *South Coast Air Quality Management District v. EPA* which requires all nonattainment or maintenance areas under the 1997 standards to demonstrate conformity for the LRTP and the TIP, even when in attainment under the more stringent 2015 standards. The Tri-Cities Area MPO (TCAMPO) is undertaking a new conformity assessment for their draft 2050 LRTP; the RRTPO can revise the



project list in the RRTPO planning area at this time as part of the joint regional process.

The constrained list of projects in the draft Pathways to the Future: Transportation 2050 plan along with the ungrouped projects in the FY27 – FY30 Transportation Improvement Program (TIP) that are located within the former 8-hour ozone maintenance area constitute the RRTPO set of projects for this analysis. This revised list also includes the proposed FY27 – FY30 TIP amendment for Upper Magnolia West Area Arterial Collector (UPC 129759). VDOT has submitted a TIP amendment for this project which will be presented to the Policy Board for final approval along with approval of the updated conformity assessment report.

PUBLIC REVIEW: The Richmond Regional Transportation Planning Organization (RRTPO) and Tri-Cities Area MPO (TCAMPO) will conduct a public comment period for the Draft Conformity Assessment between August 17, 2026, and September 16, 2026. The draft report will be posted on the dedicated engagement page for the FY27 – FY30 TIP and shared via public events and various on-going engagement activities. Any comments received will be documented with responses in an appendix of the report.

For more information, please contact Will Heller at wheller@planrva.org or 804-924-9618.

Attachments:

- A. [Draft RRTPO Regional Conformity Assessment Project List](#)
- B. [Draft Resolution](#)





POLICY BOARD AGENDA 7 /2/2026; ITEM C-3.

FY27 – FY30 TIP Amendment – Upper Magnolia West Area Arterial Collector (UPC 129759) – Conformity Initiation

Richmond Regional Transportation Planning Organization

On motion by _____, seconded by _____, the members of the RRTPO Policy Board voted to adopt the following resolution:

WHEREAS, the Richmond Regional Transportation Planning Organization (RRTPO) has received a TIP amendment request for the Upper Magnolia West Area Arterial Collector (UPC 129759) which is a regionally significant project for air quality; and

WHEREAS, an updated conformity process has been initiated by the Tri-Cities Area MPO (TCAMPO) for the 2050 LRTP and FY27 – FY30 TIP;

NOW, THEREFORE, BE IT RESOLVED, the Richmond Regional Transportation Planning Organization policy board approves the attached list of ungrouped projects from the FY27-FY30 Transportation Improvement Program including the proposed amendment for UPC 129759 and the projects in Pathways to the Future: Transportation 2050 as the RRTPO universe of projects for the Air Quality Conformity Analysis as required by federal regulations (23 CFR § 450.326); and,

BE IT FURTHER RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board authorizes the TAC to review and open the public comment on the draft Regional Conformity Assessment at the August 11, 2026 meeting.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held July 2, 2026.

WITNESS:

BY:

Sarah-Keel Crews
Manager of Board Operations
PlanRVA

Martha Shickle
Secretary
Richmond Regional Transportation
Planning Organization

VIRGINIA: At a regular meeting of the Richmond Regional Transportation Planning Organization held in Richmond, Virginia on the 2nd day of July 2026, at 9:30 a.m.



RESOLUTION

WHEREAS Kenneth Eugene Lantz, Jr., P.E., has devoted more than 40 years to public service in the Commonwealth of Virginia through increasingly responsible management and transportation planning positions in state government; and

WHEREAS Kenneth E. Lantz, Jr. earned a Bachelor of Science from Virginia Polytechnic Institute and State University and a Master of Science from the University of Virginia School of Engineering and Applied Science; and

WHEREAS throughout his career with the Virginia Department of Highways and Transportation and the Virginia Department of Transportation, Kenneth Lantz served in a range of leadership roles, including Associate Transportation Planning Engineer, Urban Programs Engineer, Assistant Programming and Scheduling Engineer, State Transportation Planning Engineer, and Senior Research Scientist; and

WHEREAS in those roles Kenneth Lantz contributed to long-range transportation planning, project programming, research, traffic operations, bicycle and pedestrian initiatives, and the effective stewardship of federal and state transportation resources across the Commonwealth; and

WHEREAS Kenneth Lantz has also advanced transportation policy and practice through research, technical assistance, public engagement, and published work addressing traffic operations, safety, bicycle and pedestrian improvements, and transportation services for older adults and persons with disabilities; and

WHEREAS following his state service, Kenneth Lantz continued his record of leadership in community-serving roles, including as Church Administrator for River Road Church, Baptist, and as Transportation Services Manager for Quin Rivers Community Action Agency; and

WHEREAS as Mobility Manager for Senior Connections since 2012, Kenneth Lantz has worked to improve mobility in the Richmond region by coordinating transportation resources, promoting access for older adults, persons with disabilities, and low-income residents, and helping connect travelers to the most appropriate and cost-effective transportation services; and

WHEREAS Kenneth Lantz served PlanRVA with distinction for more than 10 years, during which time he contributed his expertise, professionalism, and steadfast commitment to advancing regional transportation planning and mobility initiatives; and

WHEREAS while employed with PlanRVA, Kenneth Lantz was also a dedicated member of the Community Technical Advisory Committee, where he provided valuable technical insight, thoughtful leadership, and consistent support for regional collaboration and sound transportation decision-making; and

WHEREAS Kenneth Lantz has provided regional leadership and advocacy through service as Chair of the Elderly and Disability Advisory Committee of the Richmond Metropolitan Planning Organization and through his professional involvement with the Community Transportation Association of Virginia and the Institute of Transportation Engineers; and

WHEREAS Kenneth Lantz has demonstrated a longstanding commitment to improving coordination, accessibility, and efficiency in transportation services, thereby strengthening mobility and quality of life for residents of the Richmond region and the Commonwealth of Virginia; and

WHEREAS Kenneth Lantz's professional experience, engineering expertise, and dedication to public service reflect the values of regional collaboration and thoughtful transportation planning; and

WHEREAS the Richmond Regional Planning District Commission desires to recognize Kenneth Lantz for his distinguished career and his many contributions to transportation planning, mobility management, and public service; and

NOW, THEREFORE, BE IT RESOLVED that the members of PlanRVA do hereby express their sincere appreciation to Kenneth Eugene Lantz, Jr., P.E., for his dedicated service and many contributions to transportation planning and mobility in the Richmond region and throughout the Commonwealth of Virginia.

BE IT FURTHER RESOLVED that PlanRVA extends its best wishes to Kenneth Lantz for continued success and fulfillment in all future endeavors.

On motion duly made and seconded, the members of the TPO Policy Board voted unanimously to adopt this resolution.

Date: July 2, 2026

John P. Moyer, Chair

VIRGINIA: At a regular meeting of the Richmond Regional Transportation Planning Organization held in Richmond, Virginia on the 2nd day of July 2026, at 9:30 a.m.



RESOLUTION

WHEREAS Mark E. Riblett, P.E., is retiring after more than 40 years of distinguished public service in transportation and public infrastructure; and

WHEREAS Mark Riblett began his transportation career following his graduation from the University of Delaware in 1984 and has since served the public through positions with the Delaware Department of Transportation, the Virginia Department of Aviation, Chesterfield County Transportation Department, and the Virginia Department of Transportation; and

WHEREAS after a brief period with the Virginia Department of Aviation, Mark Riblett began a 15-year tenure with the Chesterfield County Transportation Department, where he played a critical role in a growing county transportation program and contributed to major projects including the Powhite Parkway Extension, State Route 288, and numerous other transportation improvements; and

WHEREAS in 1999 Mark Riblett joined the Virginia Department of Transportation as Assistant Residency Administrator for Land Development and Permits in the Chesterfield Residency, where he advanced coordination with the development community during a period of significant growth in Chesterfield and Powhatan Counties and pioneered the use of performance data to track timeliness and responsiveness to customer submittals; and

WHEREAS in 2002 Mark Riblett became the first District Transportation Planning Engineer in VDOT's Richmond District, where he built the district planning team, strengthened collaboration with local governments and regional planning partners, and helped implement important corridor studies, including the Route 711 corridor study in Chesterfield and Powhatan Counties following the opening of State Route 288; and

WHEREAS in 2008 Mark Riblett was promoted to Assistant District Administrator for Planning and Investment Management for VDOT's Richmond District, where he led the planning, programming, and land development functions for the district and served as Chair of the Statewide Planning and Investment Management Working Group from 2011 to 2015; and

WHEREAS in 2016 Mark Riblett assumed additional responsibilities as Assistant District Administrator for Planning, Investment Management, and Project Development, overseeing complex districtwide planning and project development functions and leading approximately 80 staff in support of transportation investments and project delivery; and

WHEREAS throughout his career Mark Riblett built and sustained strong professional relationships with local governments, community leaders, regional planning organizations, elected officials, and agency partners, and became widely recognized for his customer-focused and collaborative “Path to Yes” approach; and

WHEREAS Mark Riblett has also served the Commonwealth through additional leadership roles, including his appointment by Governor Ralph Northam to the Virginia Motor Vehicle Dealer Board in 2021 and 2022; and

WHEREAS Mark Riblett’s service and excellence have been recognized through numerous honors, including two VDOT Commissioner’s Awards and the Virginia Governor’s Award for Teamwork, and he has been a duly licensed Professional Engineer in the Commonwealth of Virginia since 1995; and

WHEREAS Mark Riblett has been a dedicated member of the Richmond Regional Transportation Planning Organization Policy Board, contributing his expertise, judgment, and commitment to regional collaboration in support of transportation planning and decision-making for the Richmond region; and

WHEREAS the Richmond Regional Transportation Planning Organization desires to recognize Mark Riblett for his distinguished career and his many contributions to transportation planning, project development, public service, and regional leadership; and

NOW, THEREFORE, BE IT RESOLVED that the members of the Richmond Regional Transportation Planning Organization do hereby express their sincere appreciation to Mark E. Riblett, P.E., for his dedicated service and many contributions to transportation planning, project development, and public service in the Richmond region and throughout the Commonwealth of Virginia.

BE IT FURTHER RESOLVED that the Richmond Regional Transportation Planning Organization extends its best wishes to Mark Riblett for continued success and fulfillment in all future endeavors.

On motion duly made and seconded, the members of the TPO Policy Board voted unanimously to adopt this resolution.

Date: July 2, 2026

John P. Moyer, Chair