



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](mailto: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](mailto: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, April 23, 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 Jody Rogish*)  
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 Jody Rogish*)  
**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 Jody Rogish*)
5. **Public Comment Period** (*Chair Jody Rogish*)
6. **Consent Agenda**  
**Requested Action:** approve the following consent agenda items as presented:
  - a. **Approval of March 5, 2026, Meeting Minutes** – page 5  
**Consent Action:** approve the meeting minutes as presented
  - b. **FY27 – FY30 TIP and 2045 LRTP Conformity Report** – page 11  
**Consent Action:** approve the draft conformity report as presented
  - c. **FY24 – FY27 Transportation Improvement Program (TIP) Amendment – VDOT Request (UPC 50529)** – page 16  
**Consent Action:** approve the TIP amendment to an existing project as requested by VDOT

- d. **Meeting Dates for FY27**  
(Martha Shickle) – page 21

**7. DRPT Spotlight and Introduction** (DRPT Director Mariia Zimmerman)

**B. REGIONAL PLANNING (15 Minutes)**

**1. Pathways to the Future: Transportation 2050 – Constrained Plan Project Approval & Conformity Initiation**

(Dorian Allen) – page 22

**Requested action:** approve the draft constrained list of projects for the 2050 LRTP and authorize the TAC to review and open public review of the draft regional conformity assessment (voice vote).

**C. REGIONAL FUNDING (25 Minutes)**

**1. FY24 – FY27 Transportation Improvement Program (TIP) Amendment – DRPT Request (PCSS002, GRTC060, LGS001, LGS002, HCS0002, CCSB002, CCH0003, SPAN001, SPAN002)**

(Will Heller) – page 29

**Requested action:** approve the TIP amendment as requested by DRPT (voice vote).

**2. FY27 – FY30 Transportation Improvement Program (TIP) Adoption**

(Will Heller) – page 35

**Requested action:** adopt the FY27 – FY30 Transportation Improvement Program (voice vote).

**3. FY27 – FY32 Flexible Regional Funding Project Selections**

(Will Heller) – page 39

**Requested action:** approve the award of RRTPO sub-allocated funding to existing and new projects as recommended by the TAC (voice vote).

**4. Transportation Alternatives Project Selections**

(Phil Riggan) – page 50

**Requested action:** approve the ranking of projects as presented and authorize staff to coordinate the final allocations with VDOT and report back at a future meeting on the final outcomes (voice vote).

**5. FY27 Regional Public Transportation Plan**

(GRTC) – page 55

**Requested Action:** endorse the GRTC spending plan for FY27 CVTA funds

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

**1. RRTPO Self-Certification**

(Martha Shickle) – page 58

**Requested action:** approve a resolution certifying the RRTPO complies with metropolitan planning, air quality conformity, and non-discrimination laws and regulations as required for TIP adoption.

**2. FY27 Unified Planning Work Program**

*(Martha Shickle) – page 62*

**Requested action:** approve the FY27 Unified Planning Work Program (voice vote).

**3. Election of Officers**

*(Martha Shickle)*

**Requested action:** vote to elect the chair and vice-chair for FY27 (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 Jody Rogish)*

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION  
POLICY BOARD MEETING MINUTES  
PlanRVA James River Boardroom and via Zoom  
Thursday, March 5, 2025 - 9:30 a.m.**

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

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

*The technology used for the RRTPO Policy Board 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](#).*

**A. CALL TO ORDER AND GENERAL ADMINISTRATION**

Chair Rogish called the meeting to order at 9:32 and lead the pledge of allegiance. He then gave Mark Miller the floor, who said a few words on behalf of Herbert Richwine. Mr. Richwine was a long-standing CTAC member who

recently passed away. The group also held a moment of silence for the loss. Afterwards, Sarah-Keel Crews, PlanRVA, called roll and certified a physical quorum of 15 votes.

Chair Rogish noted that there were four individuals, Dr. Cynthia Newbille, Mr. Kevin Carroll, Mr. John Moyer, and Ms. Jessica Schneider, who requested to participate online. On a motion by Jonathan Lyle, seconded by Mark Miller, all voted in favor to approve remote participation.

There were no considerations for amendments to the agenda or public comment, so Chair Rogish moved to the consent agenda. The Policy Board had previously reviewed the February 5<sup>th</sup> meeting minutes and the FY24 – FY27 TIP Amendment on existing projects. On a motion by Byron Adkins, seconded by Anita Barnhart, the board voted unanimously to approve these items. Dr. Miller abstained from voting, as he was not present at February's meeting.

## **B. REGIONAL FUNDING**

Chair Rogish then moved on to the regional funding portion of the agenda. Will Heller, PlanRVA, presented a VDOT-requested TIP amendment to add two already-funded, authorized-phase projects and asked the Policy Board to approve it, consistent with the Technical Advisory Committee's recommendation. The first project, Route 288 Southbound Hard Shoulder Running Lane, would reconstruct the southbound shoulder between the West Creek Parkway on-ramp and the Route 711 off-ramp to reduce peak congestion, with added ITS upgrades, gantries/signage, and emergency pull-offs; it includes preliminary engineering in FY26 and right-of-way in FY27 and totals just under \$77 million. The second, the Port of Virginia Interchange Commerce Road Streetscapes project, would deliver sidewalk, turning lane, pedestrian/transit access, crossing, interchange, and access management improvements—plus a multi-lane roundabout—along a 0.4-mile segment of Commerce Road and at the Commerce Road/Walmsley Boulevard/I-95 interchange; it includes preliminary engineering in FY26 and right-of-way in FY27 and totals just over \$25.5 million. On a motion by Jonathan Lyle, seconded by Anita Barnhart, the Policy Board voted to approve the TIP.

Rev. Roscoe Cooper entered the meeting at approximately 9:45 a.m.

Kerry Wagenhauser then presented the FY27–FY30 TIP project list, explaining that the TIP was the federally required, multimodal list of regionally significant and federally funded projects and served as the final review step before agreements were executed and projects were authorized, after review by TAC, VDOT, and DRPT. She noted that FHWA/FTA reimbursed eligible costs once phases were authorized, that each listing identified scope, cost, federal funds, and a project administrator, and that all MPO TIPs were incorporated into the statewide STIP, with updates entered there before FHWA/FTA acceptance. She added that listed projects were already selected and funded, that project lists in the packet were vetted by localities, state agencies, and PlanRVA staff, and that some investments appeared as grouped funding categories for flexibility. Ms. Wagenhauser also described the required air quality conformity

review under the Clean Air Act—still applicable due to the region’s prior nonattainment status—to ensure projects aligned with the State Implementation Plan and supported continued attainment. She closed by requesting approval of the project list and delegation to TAC to begin public review of the draft TIP and conformity documents. Rev. Roscoe Cooper made a motion to approve, and it was seconded by Jessica Schneider. All voted in favor.

After Ms. Wagenhauser finished, Myles Busching, PlanRVA, briefed the board on Smart Scale Round 7 regional candidates, explaining that this step fell in the funding phase of project development—after solutions had been identified and as the region sought funding to begin implementation. He described Smart Scale as Virginia’s primary competitive transportation funding program, with two components: the District Grant Program (open only to local governments within the Richmond Construction District) and the High Priority Projects Program (a statewide competition open to local governments, MPOs, transit operators, and planning district commissions), noting that the MPO could submit only to the High Priority program and that eligible project types were more limited and generally focused on capacity improvements on major corridors.

He reported that PlanRVA had up to 12 pre-application slots and 10 full application slots, received 16 candidate projects through the December call for projects plus two additional submissions through the TAC process, and screened the list to 14 projects eligible for the High Priority program based on consistency with the long-range plan, Smart Scale eligibility, readiness/documentation, local leverage, and demonstrated statewide (VTrans) need. The TAC recommended advancing 10 projects through the RRTPO’s slots and forwarding four additional projects to the Commission for consideration under the PDC’s slots; he also presented a last-minute adjustment to swap out the City of Richmond’s Layover Facility project—recently funded through the CBTA—for Hull Street Improvements Phase 2, a long-standing, multi-phase corridor effort (Hay Road to the interchange) that included pedestrian crossing enhancements, streetscape upgrades, shared-use path/sidewalks, and signal modernization, and which staff supported due to eligibility and leverage. He closed by requesting board approval of the 10-project list with the Hull Street swap and endorsement of the four additional projects for Commission consideration, then offered to take questions.

Daniel Wagner offered the correction that it was actually Henrico County that sponsored the project for the Richmond Layover Facility. Otherwise, there were no questions, so Chair Rogish brought it to a vote. On a motion by Andrew Breton, seconded by LeQuan Hylton, all voted in favor and the motion carried.

### **C. MPO ADMINISTRATIVE RESPONSIBILITIES & RRTPO SECRETARY’S REPORT**

After the regional funding presentations were completed, Chair Rogish then moved to the next agenda item and turned the meeting over to Martha Shickle, PlanRVA. Ms. Shickle brought the proposed bylaw amendments back to the Policy Board for a second reading, referencing the materials in the

packet and noting that the changes had been reviewed previously and required a two-thirds affirmative vote for adoption. She summarized the revisions in three main categories aimed at aligning the bylaws with current, practical governance needs: first, updates to CTAC vote allocation to mirror the Policy Board's structure, which would allow certain citizen members to be designated as vote-carrying members in specified circumstances and otherwise adjust vote counts to maintain parity; second, clearer guidance for assigning alternate voting authority when it was not immediately clear, including allowing that authority to be delegated to an executive committee member present in the meeting to support quorum, orderly governance, and compliance with Virginia Code and FOIA in an environment with varied participation methods; and third, administrative improvements to meeting notice and packet production, including reducing the packet publication timeframe from 10 days to 8 days to improve staff turnaround while preserving sufficient time for locality review and helping reduce last-minute slip sheets. She stated that, if approved, staff would implement and circulate the revised bylaws, notify CTAC members, and complete follow-up updates to related guidance documents, including housekeeping changes associated with removing PlanRVA from a voting seat on the TAC. Board leadership confirmed nothing substantive had changed since the February review and, with no questions raised, Chair Rogish asked for a motion to approve the second reading of the bylaw changes. Jessica Schneider made the motion, and it was seconded by Anita Barnhart. All Policy Board members voted in favor to approve the bylaws.

After the bylaws update, Ms. Shickle introduced the Unified Planning Work Program (UPWP) amendment by noting that the week marked an unusually heavy convergence of major, infrequent deliverables, including work tied to the long-range transportation plan update, approval of the TIP, the federal quadrennial certification review, and other recurring funding cycles such as Smart Scale and CVTA. She explained that the UPWP amendment was coming later than usual because staff had been reconciling figures and tracking deliverables to ensure the agency closed the fiscal year on time and on budget, and she pointed the board to the memo table showing increases and decreases by work activity. She described three primary changes: a \$12,000 transfer from outreach and engagement (Work Code 7210) to the housing and economy work code to support completing and submitting the USED Economic Development District designation application; a reconciliation to transit and passenger rail (Work Code 7320) that reflected the finalized DRPT 5303 carryover balance, which reduced the previously estimated revenue by about \$51,000 (noting this annual reconciliation was specific to 5303 carryover and did not apply the same way to PL funds); and the addition of a new task line for the Prioritization Process Pilot Program, reflecting the projected current-year expenditure of the new \$1.5 million, three-year federal grant and including it in the UPWP for transparency. She stated that the overall UPWP budget increased by \$528,000, driven largely by the new grant line, and emphasized that it required no local match and created no additional financial obligation for member jurisdictions or the Commission. After she answered a question about the spending profile over the next three years—saying it would vary and likely be higher next year as

work fully ramped up—the chair noted there were no further questions and called for a motion to approve the UPWP amendment.

Andrew Breton made the initial motion, and Anita Barnhart seconded it. All voted in favor and the motion carried.

#### **D. COMMITTEE & PARTNER AGENCY REPORTS (20 Minutes)**

##### **Community Transportation Advisory Committee**

Ernest Moore provided updates on behalf of CTAC and the City's transportation function, explaining that the Department of Transportation had recently been formed and appointed by Mayor Avula within the prior 30 days, replacing what had previously been the Office of Equitable Transit and Mobility when he first joined CTAC. Staff and board leadership acknowledged the update and publicly thanked CTAC members for their strong participation in the federal certification review activities, including a dedicated CTAC session and the public meeting later that same evening, with additional CTAC members planning to attend the symposium the following Friday. The chair reiterated that CTAC was an integral part of the process and expressed appreciation for the committee's work supporting the Policy Board.

##### **Agency Updates**

**FHWA** - Ivan Rucker congratulated the TPO on successfully completing the federal certification review, emphasized that FHWA staff were also community members who were proud of PlanRVA's work, and thanked CTAC members for their participation. Chair Rogish echoed appreciation for the group's collaboration, and Mr. Rucker noted that FTA would brief the board at the next meeting.

**VDOT** – Dale Totten said crews were actively addressing frost heave and potholes after a difficult winter while managing maintenance spending to finish the fiscal year under budget. He urged use of the 24-hour hotline (1-800-367-ROAD) for VDOT-managed roads (excluding Henrico's secondary system; Richmond residents generally used 311 except for interstates), and he flagged upcoming program milestones for TAP/Revenue Sharing, Smart Scale Round 7 dates, and a March 12 local assistance training; he also offered to share VDOT's road conditions/resurfacing map and noted the tort-claim process for vehicle damage.

**DRPT** – Wood Hudson announced the FY27 MPO 5303 application portal was open through May 1 and said DRPT was awaiting FTA apportionment tables before sharing MPO distributions. He added that the statewide rail plan was moving into kickoff with a stakeholder survey expected later in the month, and that DRPT was finalizing its grant reviews and six-year plan work with VDOT, thanking regional partners; the new director, Zimmerman, was expected to appear in April.

**GRTC** – Adrienne Torres thanked DRPT and reported GRTC had applied across grant categories, including a major Western Extension effort, and highlighted recent transit-related CVTA awards (downtown Transfer

Station support, BRT Western Extension funding, and Belt Boulevard-area improvements) with a state match decision expected later in the summer. She also promoted Transit Access Partnership fundraising to support zero fare, including events on March 11 and March 27 (both 4–8 p.m.) and noted the region was approaching six years of zero fare.

**RMTA** – Joi Taylor Dean reported RMTA’s modernization project had gone live over the weekend, converting to all-electronic tolling with a safe, incident-free rollout and smooth customer travel. She said remaining aesthetic elements and toll-plaza demolition were forthcoming, and she noted E-ZPass usage was about 77%–79% depending on time of day.

**CVTA** – Chet Parsons reported CVTA had awarded \$147.9 million in its fourth regional funding round for transit, bike/ped, highway, bridge, and other projects, and he noted several TPO-sponsored and locally sponsored Smart Scale applications used CVTA funds as leverage. He credited Reverend Nelson and Mr. Carroll for leadership and highlighted the awards as a regional partnership success.

**PlanRVA** – Martha Shickle announced PlanRVA would transition meetings from Zoom to Microsoft Teams beginning with the April 23 meeting packet, with similar registration and no change to virtual accessibility or YouTube livestreaming, while improving Microsoft 365 integration and recordkeeping. She promoted the Friday the 13th regional symposium in Mechanicsville (market value analysis and housing-data discussion in the morning; transportation/LRTP input and safety survey in the afternoon), noted parking garage access issues were improving, and reminded members the next Policy Board meeting was rescheduled to April 23 with no May meeting and a full agenda.

## **E. ADJOURNMENT**

With no further business to discuss, Chair Rogish reiterated his gratitude in working with the regional body. He also reminded folks that a few board members would be presenting action items at the next meeting. He adjourned the meeting at 10:45a.m., noting that the next meeting will be on **April 23, 2026, at 9:30 a.m.** at PlanRVA, James River Boardroom, 424 Hull Street, Richmond, VA 23224.

**ACTION ITEM**

April 23, 2026

**TO**

Policy Board

**SUBJECT**FY27 – FY30 Transportation Improvement Program (TIP) &  
Regional Conformity Assessment Report**BRIEF:**

The draft FY27–FY30 Transportation Improvement Program (TIP) is a federally required four-year plan identifying all transportation projects seeking federal funding in the metropolitan planning area, developed in coordination with regional and state partners and aligned with long-range and statewide transportation plans. Organized by jurisdiction and project code, the TIP emphasizes a searchable, web-based project database to improve public access, was released for public comment on March 12, 2026, and is supported by outreach and online engagement, including a staff recommendation and required self-certification for federal compliance. As part of the TIP development, the Richmond–Petersburg region must conduct a Clean Air Act conformity analysis due to its former ozone nonattainment status, incorporating projects from the ConnectRVA 2045 plan and the draft FY27–30 TIP, with the draft conformity report advanced for public comment following interagency consultation and TAC approval in March 2026.

**RECOMMENDED ACTION:** Review the draft FY27 – FY30 Transportation Improvement Program (TIP) and Regional Conformity Assessment (RCA) Report and approve both documents.

**DISCUSSION:**

The Transportation Improvement Program (TIP) is a federally mandated planning document required under 49 U.S.C. § 5303(j) for all metropolitan planning organizations (MPOs). The TIP is a four-year, short-range plan that identifies all transportation projects within the metropolitan planning area that seek federal transportation funding. It is developed in coordination with the long-range transportation plan, which covers a minimum 20-year horizon, and must be updated to align with the Statewide Transportation Improvement Program (STIP). Preparation of the TIP involves close coordination with federal, state, regional, and local partners,



including VDOT, DRPT, GRTC, and human services providers, to establish project listings and planned funding obligations.

The draft FY27–FY30 TIP generally follows the organization of the current FY24–FY27 TIP. Projects are assigned a Universal Project Code (UPC) by VDOT for tracking purposes, while non-federal highway or transit projects are assigned a STIP code. Projects are categorized as either ungrouped or grouped. Ungrouped projects are organized by roadway system, such as Interstate, Primary, Secondary, Urban, and Public Transportation, while grouped projects are organized by functional categories including bridge rehabilitation, maintenance and preservation, safety, rail, and transit programs. To enhance transparency and meet federal public participation requirements, a dedicated online TIP engagement website has been developed to improve accessibility, public review, and administration of future amendments.

In addition, as required by the Clean Air Act (CAA) and federal transportation planning regulations, the Richmond–Petersburg area must demonstrate air quality conformity for both the TIP and the long-range transportation plan. While the region is currently in attainment for all applicable air quality standards, it was previously designated as a nonattainment and later a maintenance area for the 1997 8-hour ozone standard. A 2018 federal court decision requires continued conformity determinations for areas with this history, even if they meet newer standards. The conformity analysis includes projects from the constrained ConnectRVA 2045 plan and the ungrouped projects in the draft FY27–FY30 TIP within the former maintenance area, which were approved by the policy board on March 5, 2026. Following required interagency consultation, the draft conformity report was advanced to the Technical Advisory Committee, which approved release of the document for public comment.

**PUBLIC PARTICIPATION:** The Richmond Regional Transportation Planning Organization (RRTPO) conducted a public comment period for the draft FY27–FY30 Transportation Improvement Program (TIP) from March 12 through April 13, 2026. Notice of the public comment period was advertised in the Richmond Free Press and the Richmond Times-Dispatch during the weeks of March 12, 2026 and April 13, 2026. The draft TIP was posted on the new TIP Engagement website, which also included additional web-based tools and resources allowing users to view, search, and review individual projects.

Public outreach also included participation in PlanRVA's Pathways to the Future Regional Symposium: Housing and Transportation Futures, held on March 13, 2026, at the Richmond Times-Dispatch office in Hanover. The symposium provided an in-person opportunity for attendees to view the updated TIP and ask questions. As of March 31, 2026, the TIP Engagement website recorded 147 unique visitors, and seven



(7) public comments were received. All comments will be discussed and addressed at the Policy Board meeting on April 23, 2026.

For more information, please contact Kerry Wagenhauser at [KWagenhauser@planrva.org](mailto:KWagenhauser@planrva.org) or +1 804-924-9616

### Attachments

- A. [FY27-30 Finalized TIP Draft](#)
- B. [Draft Regional Conformity Assessment](#)
- C. [Engagement Overview](#)
- D. [Comments](#)
- E. [Draft Resolution](#)





## **POLICY BOARD AGENDA 4/23/2026; 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:

**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 **ConnectRVA 2045** Long-Range Transportation Plan and the **draft FY27-FY30 Transportation Improvement Program** that are located within the former 1997 8-hour ozone maintenance area, as approved by the Policy Board on **March 5, 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 **March 10, 2026**; and

**WHEREAS**, 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 federal requirements, and all comments received have been documented and presented to the Policy Board for consideration; and

**WHEREAS**, the Technical Advisory Committee recommends approval of the Regional



Conformity Assessment Report;

**NOW, THEREFORE, BE IT RESOLVED**, that the Richmond Regional Transportation Planning Organization Policy Board approves the **Regional Conformity Assessment Report** for the 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 **April 23, 2026**.

WITNESS:

BY:

\_\_\_\_\_  
Sarah-Keel Crews  
Manager of Board Operations  
PlanRVA

\_\_\_\_\_  
Martha Shickle  
Secretary  
Richmond Regional  
Transportation Planning  
Organization

**ACTION ITEM**

April 23, 2026

**TO** Policy Board**SUBJECT** FY24 – FY27 Transportation Improvement Program (TIP) - VDOT Project**BRIEF:**

The Virginia Department of Transportation (VDOT) submitted a request to amend the Transportation Improvement Program (TIP) to amend the funding for an existing project (UPC 50529). The project will widen Three Chopt Road to four lanes and will include drainage improvements, curb and gutter, sidewalks, and intersection improvements at Three Chopt Rd and Gaskins Rd.

**RECOMMENDED ACTION:**

The Technical Advisory Committee (TAC) recommends the Policy Board approve the proposed TIP amendment as requested by VDOT. A draft resolution of approval is included under Attachment B for consideration.

**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.

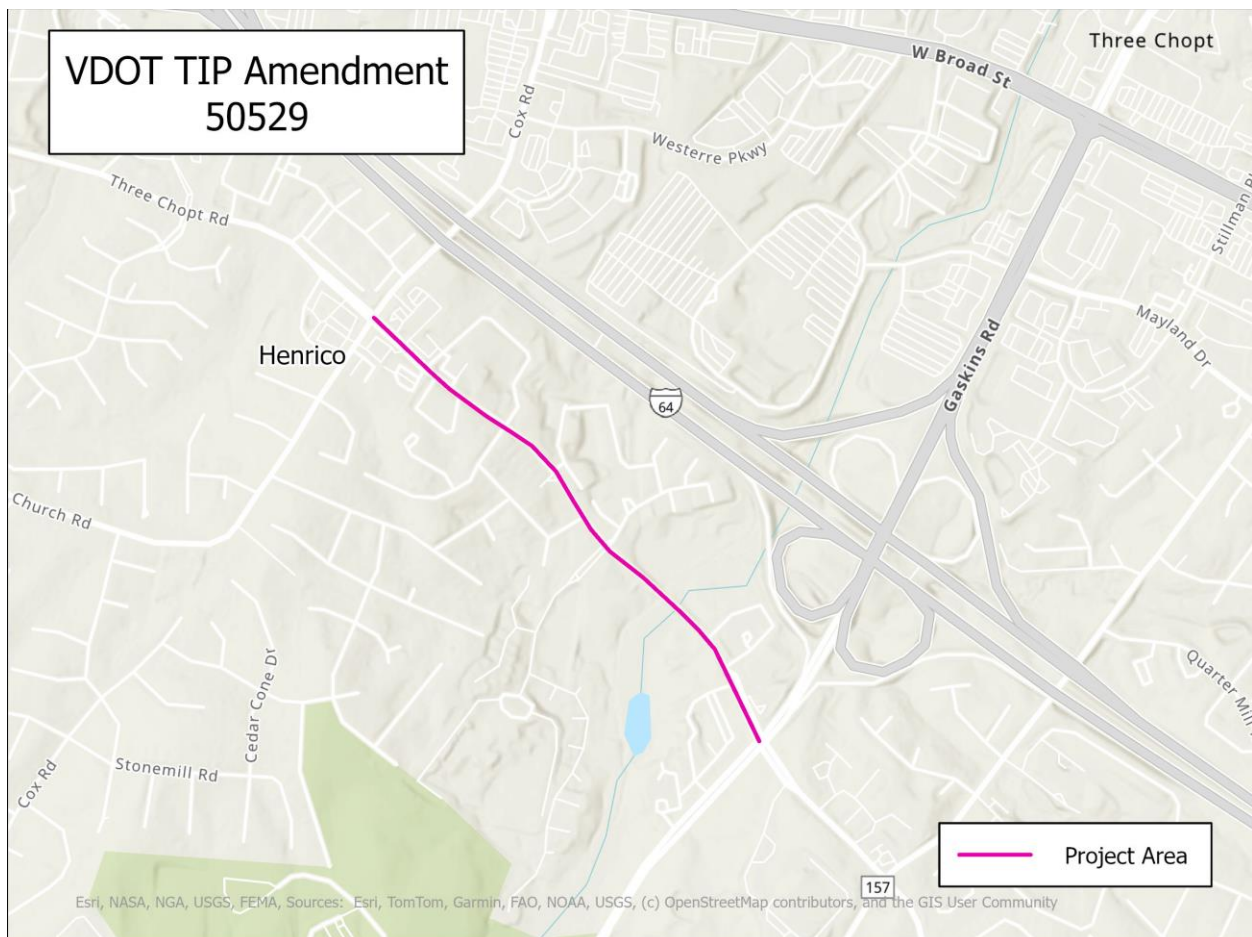
For other funding programs, the RRTPO does not have authority to select projects but is responsible for adding projects to the Transportation Improvement Program (TIP). Based on federal regulations and RRTPO policy, all projects proposed to be added to the TIP are screened for consistency with the regional long-term 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 amendments requested by VDOT have been reviewed by staff and found consistent with the requirements for RRTPO approval. Draft TIP block can be found in Attachment A. A summary of the findings for each requirement is included below.

Project Overview:



UPC 50529 project is part of a larger Three Chopt Rd Improvements project in Henrico County. The Three Chopt Rd Widening will expand the existing stretch of Three Chopt Rd between Cox Rd and Gaskins Rd. The project will widen this section of Three Chopt Rd to a four lane divided roadway and will add pedestrian improvements in the form of new sidewalks, intersection improvements at the intersection of Gaskins Rd and Three Chopt Rd, and curb and gutter, and drainage improvements.



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 the 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 is an existing VDOT project and has already been included in our TIP.



Figure 1 below graphically shows the consistency review process.

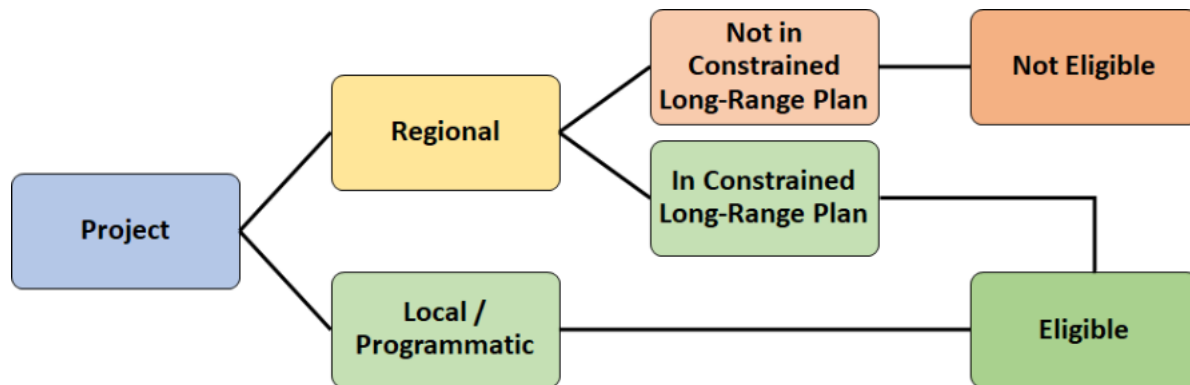


Figure 1: ConnectRVA 2045 Consistency Workflow

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 previously been approved and is already included in the regional conformity assessment.

Fiscal Constraint:

VDOT is requesting the following funding changes: move \$2,914,796 (RSTP) from FFY24 to FFY26 & add an additional \$5,999,024 RW phase; move \$10,801,994 (RSTP) from FFY25 to FY26 & add an additional \$1,788,135, move \$9,903,733 (AC-Other) from FFY25 to FFY26 & add an additional \$29,964,030 CN phase.

Federal Fund Source Description:

**RSTP** – Provides funding for a broad range of capacity, operational, and congestion mitigation related improvements. These projects are selected directly by the RRTPO consistent with the regional funding framework.

**AC Other** – An innovative financing tool permitted under FHWA rules that, with approval of the FHWA, allows the state to begin a project using state funds prior to the availability of federal funds.

For more information, please contact Will Heller at [wheller@planrva.org](mailto:wheller@planrva.org) or 804-924-9618 Ext. 153



**Attachment**

- A. [Draft TIP Project Block](#)
- B. [Draft Resolution](#)





**POLICY BOARD AGENDA 4/23/2026; ITEM A -6-c**

FY24 – FY27 Transportation Improvement Program (TIP) – Virginia Department of Transportation (VDOT) Amendment (UPC 50529)

**Richmond Regional Transportation Planning Organization**

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

**WHEREAS**, Virginia Department of Transportation (VDOT) has requested a revision to the FY24 – FY27 Transportation Improvement Program (TIP) to update funding for the Three Chopt Rd Widening project (UPC 50529); and

**WHEREAS**, this project is fully funded by federal dollars and;

**WHEREAS**, this project is already included in the Regional Conformity Assessment and does not require a new assessment; and,

**WHEREAS**, the Technical Advisory Committee (TAC) has reviewed the proposed amendment and recommends approval of the request;

**NOW, THEREFORE, BE IT RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation Improvement Program (TIP) to update funding UPC 50529 as requested by VDOT.

\*\*\*\*\*

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held April 23, 2026.

WITNESS:

BY:

\_\_\_\_\_  
Sarah-Keel Crews  
Manager of Board Operations  
PlanRVA

\_\_\_\_\_  
Martha Shickle  
Secretary  
Richmond Regional  
Transportation Planning  
Organization

## **Richmond Regional Transportation Planning Organization Executive Committee & Policy Board Meeting Dates:**

- Thursday, July 2, 2026
- Thursday, September 10, 2026
- Thursday, November 5, 2026
- Thursday, JAM – December 10, 2026
- Thursday, February 4, 2027
- Thursday, March 4, 2027
- Thursday, April 29, 2027

**ACTION ITEM**

April 23, 2026

**TO**

RRTPO Policy Board

**SUBJECT**Pathways to the Future: Transportation 2050 – Constrained Plan  
Project Approval & Conformity Initiation**BRIEF:**

A Constrained Plan was developed from the LRTP Universe of Projects to ensure that proposed projects are affordable based on realistic revenue projections. The RRTPO collaborated with state and local agencies to forecast funding while prioritizing the maintenance of existing infrastructure over new expansions. The RRTPO established four distinct investment scenarios based on projected revenue, which functioned as the primary framework for refining the project list and achieving stakeholder consensus. The consensus project list was further refined through a "readiness" filter, deferring premature proposals to focus exclusively on high-viability, "shovel-ready" projects.

**RECOMMENDED ACTION:**

RRTPO Policy Board to approve the draft constrained list of projects for the 2050 LRTP and authorize the TAC to open public review of the draft regional conformity assessment. A draft resolution of approval is included for consideration under Attachment B.

**DISCUSSION:**

Fiscal constraint is the federal requirement that a Long-Range Transportation Plan must be financially practical, demonstrating that the cost of all proposed projects does not exceed the total revenues expected to be available. This process involves forecasting long-term funding from federal, state, and local sources while accounting for the effects of inflation on project costs over 25 years. A key component of this demonstration is to ensure that the region has sufficient funds for operating and maintaining existing infrastructure before allocating resources to new expansion projects. By balancing the budget in this way, fiscal constraint transforms the previously accepted Universe of Projects into a legally binding investment and implementation strategy. Only projects with an identified funding source can move forward into the air quality conformity and implementation phases.

The RRTPO's revenue projections for the 2050 LRTP were developed cooperatively with VDOT, Virginia DRPT, and GRTC. Highway funding and most transit funding was projected by the relevant state agency at the state level and allocated to the RRTPO



based on historic regional success in obtaining funding and population-share within the region.

Fund Source	2050 Plan
Highway Funds (VDOT)	\$26.7 Billion
Transit Funds (DRPT/GRTC)	\$4.8 Billion
Total	<b>\$31.5 Billion</b>

Total budget funding over the next 25 years is approximately **\$31.5 billion**. Funding is split into programmatic (operation and maintenance of the existing system), local, and regional projects.

- Approximately 57%: for **maintaining and operating** the existing system (e.g. repaving, fixing buses)
- Approximately 13%: allocations to our **member local governments** and **transit operators** for local-level projects (e.g. sidewalks, roundabouts, bus replacements). We don't dictate what it is used for.

A total of \$9.5 billion remains for regional money. When accounting for regional projects that already have committed funds, the available regional funds for 2050 projects total approximately 7.9 \$Billion. The remaining funds are what is used to make up the 2050 Constrained Plan.

### **Project Selection and Constrained Plan Development**

For the remaining projects, each project was evaluated using the 12 performance measures shown below to assess the expected benefits of the project relative to the plan's vision and goals. All projects were given an overall score in the range of 0 – 100 for the expected benefit.



Goal	Safety		Sustainability					Reliability			Resiliency	
Weight	25%		35%					25%			15%	
PM	F+I crash reduced	F+I crash rate	Access to Jobs	Access to Services	VMT per capita	Air Quality	Impact to Resources	Person thruput	Person hours of delay	Freight Corridor thruput	Redundant Capacity	Connectivity
Weight	70%	30%	30%	30%	20%	20%	*	40%	40%	20%	50%	50%
Points	17.5	7.5	10.5	10.5	7	7		10	10	5	7.5	7.5
Benefit Score	0 – 100 value											
Cost	\$\$,###,###											
Cost Benefit Score	Benefit Score / (Cost / \$10,000,000)											

Historically, the Constrained Plan was established through a singular cost-benefit analysis scenario. However, recognizing the increasing complexity of our transportation network, 2050 Plan adopts a multi-scenario framework. Rather than evaluating projects in isolation against a fixed baseline, PlanRVA is now analyzing how differing combinations of investments interact to produce varied regional outcomes. This shift allows the Region to stress-test multiple priorities and ensure that the final selected projects collectively deliver the highest level of performance across a range of potential future conditions.

As part of the development of the 2050 Long Range Transportation Plan (LRTP), four (4) fiscally constrained investment scenarios have been developed to illustrate different approaches to allocating available transportation funding across the Richmond region.

Each scenario reflects a different balance of investments across project types and modes:

**A) Traditional Usage:** Has a hard cap on the mode (e.g. highway, transit, bicycle) of the project within the package considering all measures. Usually 70% highway, 30% transit/ rail/bike/sidewalk/park and ride. This is the usage the region has funded most recently.

**B) Mode Shift:** A break from existing investment patterns--increases potential investment in transit, rail, bike, sidewalk, and park and ride. Targets funding split of approximately 55% for highways and 45% for all other modes. However, because some transit projects require large investments and cannot be partially



funded, remaining funds that cannot fully cover those are used for highway, resulting in a final distribution closer to 60% highway and 40% other modes.

**C) Transformative Benefit:** Is the combination of solutions with the biggest impact toward meeting regional goals, regardless of mode. Is prioritized by benefit score and selected in priority order. This contains fewer projects because they are typically larger in scale and cost.

**D) Cost Effective:** Regardless of mode, the makeup is the most cost-effective combination. Is prioritized by their cost/benefit score and selected in priority order. This likely gives us the most "bang for our buck" and might contain more smaller, less costly projects, with some larger ones

All projects were evaluated in order of score. If a project could be included based on project type and remaining funds, it would be added. If not, the project was skipped. This process was completed for each scenario until remaining funds were insufficient to add additional projects.

### **Constrained Plan Review and Feedback**

The purpose of this review is to gather input from localities, partner agencies, and the public to help determine which investment approach best addresses regional transportation needs while remaining financially feasible.

The following material was provided to key stakeholders to support the decision-making process:

1. **Constrained Plan Investment Scenario Spreadsheet** - Detailed lists of projects associated with each scenario.
2. **Investment Scenario Map** - illustrating the location of projects included within each scenario package.

Stakeholders were asked to review the Four Investment Scenarios and consider the following:

- How well does the scenario addresses regional transportation need?
- The balance of investments across transportation modes?
- Geographic distribution of projects across the region?
- Whether the scenario supports goals of safety, sustainability, reliability, and resiliency?
- Whether the scenario reflects priorities identified by your locality?

After reviewing the materials, stakeholders were asked to identify which of the four scenarios you believe best addresses the region's transportation needs while remaining fiscally responsible. Once a preferred investment



scenario is selected, stakeholders were given the opportunity to amend the scenario the specific projects included in that package and provide feedback on the following:

- Projects to include
- Identify any projects you believe are particularly important to retain within the scenario.
- If you believe there should be projects added to a specific scenario, please note projects you believe should be removed from the scenario to maintain fiscal constraint.

### **Consensus Project List Development**

Developed through a cooperative session with the Advisory Work Group on April 8th, the consensus scenario builds on the initial Mode Shift and Traditional Usage scenarios while introducing several critical refinements

- The Group applied a “readiness” filter to the project proposals. By consulting directly with local project champions, any project deemed to be in the premature stages of development—or lacking the necessary local advocacy to move forward—were deferred. This process ensured that the final list consisted only of "shovel-ready" or high-viability projects.
- The group also updated the project list by removing those already funded and classified as "committed". In their place, the plan incorporates high-priority local needs—specifically essential interchange improvements—while removing highway widenings to bring the overall program back into fiscal constraint and align with available funding and priorities.

### **Constrained Plan Air Quality Conformity**

Air quality conformity is a federal requirement that requires RRTPO staff to ensure the projects from 2050 LRTP collectively contribute to the air quality improvement goals as stated in the Clean Air Act (CAA). This means that the transportation projects proposed by Plan will not cause new air quality violations or worsen existing violations.

For more information, please contact Dorian Allen at 804-924-9614 or email

[DAllen@PlanRVA.org](mailto:DAllen@PlanRVA.org).

### **Attachments**

- A. [Draft Constrained Plan Project List](#)
- B. [Draft Resolution](#)





**POLICY BOARD AGENDA 4/23/2026; ITEM B-1.**

Pathways to the Future: Transportation 2050 - Constrained Plan Project Approval & 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**, federal regulations require the RRTPO to develop and maintain a Long-Range Transportation Plan (LRTP) with a minimum 20-year planning horizon that is fiscally constrained and addresses regional mobility, safety, and infrastructure needs; and,

**WHEREAS**, the development of this Constrained Long Range Plan utilized a robust scenario planning framework, which consisted of four preliminary scenarios designed to test different investment strategies and regional priorities under fiscal constraints; and,

**WHEREAS**, these four preliminary scenarios served as the primary vehicle for public review and provided the technical foundation for the Advisory Work Group to evaluate project performance and regional impact; and

**WHEREAS**, through the evaluation of these four scenarios, a Consensus Project List was synthesized by the LRTP Advisory Work Group to represent the most effective and resilient list of projects for the Richmond region; and

**WHEREAS**, the Consensus Project List has been vetted to ensure it remains within the financial limits identified for the 2050 planning horizon; and

**WHEREAS**, the approval of this Consensus Project List is a prerequisite for the RRTPO to initiate the federally mandated Air Quality Conformity process, ensuring the plan meets all Clean Air Act requirements,

**RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board hereby approves the Draft Constrained Project List as the official project list for the Constrained Long-Range Plan

**RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board authorizes the RRTPO Transportation Advisory Committee (TAC) to proceed with the Air Quality Conformity analysis based on the approved Consensus Project List and to initiate public review at the May TAC meeting.

\*\*\*\*\*

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held April 23, 2026.

WITNESS:

BY:

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Sarah-Keel Crews  
Board Relations Manager  
PlanRVA

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Martha Shickle, Secretary  
Richmond Regional Transportation  
Planning Organization

**ACTION ITEM**

April 23, 2026

**TO** Policy Board

**SUBJECT** FY24-FY27 Transportation Improvement Program (TIP) – 5310 Projects

**BRIEF:**

The Department of Rail and Public Transportation (DRPT) submitted a request to amend the Transportation Improvement Program (TIP) to add one new project, **PCSS002**, and to update Federal Transit Administration (FTA) 5310 funding for eight existing projects, **GRTC060**, **LGS001**, **LGS002**, **HCS0002**, **CCSB002**, **CCH0003**, **SPAN001**, and **SPAN002**. These projects provide various transit improvements in the Richmond region including operating assistance, mobility management, and the purchase of ADA accessible vehicles.

**RECOMMENDED ACTION:**

The Technical Advisory Committee (TAC) recommends the Policy Board approve the proposed TIP amendment as requested by DRPT. A draft resolution of approval is included under Attachment B for consideration.

**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-term 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 amendments requested by DRPT have 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:

DRPT is requesting nine amendments to the TIP for the following FTA 5310 funded projects:

- **GRTC060** – GRTC060 will provide updated funding support for mobility management provided to eligible users in the Greater Richmond Transit Company’s (GRTC) service area. The total cost of the project is \$1,673,000, with 96% covered through State and Federal funding
- **LGS001** – LGS001 will provide updated funding for Let’s Go Services to acquire two ADA accessible vehicles for their paratransit service. The total cost of the project is \$231,000, with 90% covered through State and Federal funding.
- **LGS002** – LGS002 will provide updated funding for operating assistance for Let’s Go Services to assist them in providing transportation services to eligible users within their service area. The total cost of the project is \$500,000, with 90% covered through State and Federal funding.
- **CCH0003** – CCH0003 will update funding for the capital cost of contracting for Chesterfield County’s contracted transportation services. The total cost of the project is \$1,050,000, with 96% covered through State and Federal funding.
- **HCS0002** – HCS0002 will provide updated funding for the capital cost of contracting for Hanover DASH and to assist their continued service providing on demand, door-to-door, countywide transportation for eligible riders within Hanover County. The total cost of the project is \$1,821,000, with 95% covered through State and Federal funding.
- **CCSB002** – CCSB002 will provide updated funding for the Chesterfield Community Services Board to acquire one ADA accessible vehicle for their paratransit service. The total cost of the project is \$248,000, with 88% covered through State and Federal funding.
- **PCSS002** – PCSS002 will update funding for the capital cost of contracting for Ride Assist Services through the Powhatan County Department of Social Services. This service provides free transportation for individuals aged 65+ who are unable to drive. The total cost of the project is \$9,000, with 89% covered through State and Federal funding.
- **SPAN001** – SPAN002 will update funding for Operating Assistance for The Span Center’s Ride Assist Service. This service provides volunteer transportation to residents aged 65 and older who are unable to drive. The total cost of the project is \$296,000, with 89% covered through State and



Federal funding.

- SPAN002** – SPAN002 will update funding for The Span Center for mobility management and contracted transportation of their Ride Assist Service providing volunteer transportation to residents aged 65 and older who are unable to drive. The total cost of the project is \$526,000, with 95% covered through State and Federal funding.

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 the 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. These projects are considered local/programmatic in nature due to the character of the transit improvements, and they may be advanced without being specifically listed.

Figure 1 below graphically shows the consistency review process.

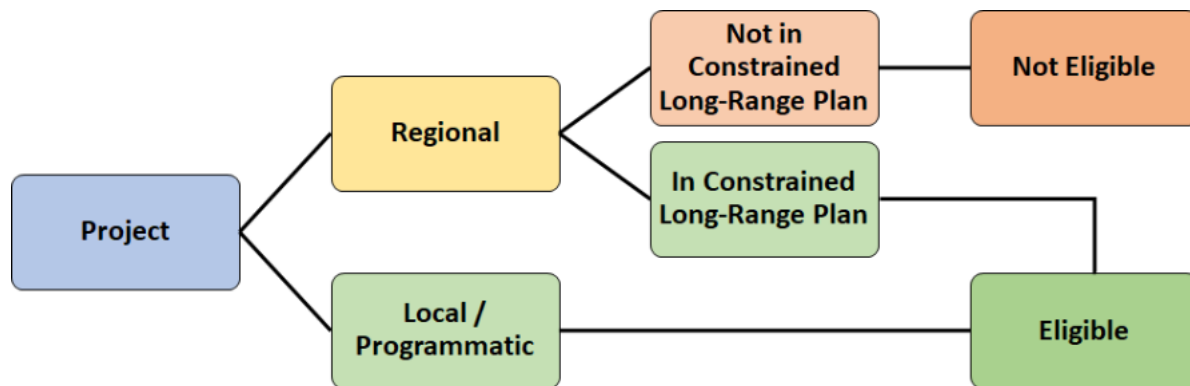


Figure 1: ConnectRVA 2045 Consistency Workflow

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. These projects have been determined to be exempt from air quality conformity analysis according to 40 CFR § 93.126. The exemptions are as follows:

- SPAN001, SPAN002, GRTC060, & LGS002**
  - Mass Transit – Operating assistance to transit agencies.*



- **LGS001, CCSB002, CCH0003, HCS0002, & PCS002**
  - *Mass Transit – Purchase of new buses and rail cars to replace existing vehicles or for minor expansions.*

Fiscal Constraint:

These projects have most of their funding through the FTA 5310 program and state funding. Each project also has a match component represented by the Local funds on the TIP blocks below. In addition to FTA 5310 funding, **GRTC060** also has a small amount of FTA 5307 funding.

Federal Fund Source Description:

**FTA 5307** – Section 5307 funding, managed by the Federal Transit Administration, provides funding to states and local recipients for transit capital and operating assistance and transportation related planning in urbanized areas.

**FTA 5310** – Section 5310 funding, managed by the Federal Transit Administration, provides funding to local transit agencies, governments, and nonprofit groups to meet the transportation needs of seniors and people with disabilities.

For more information, please contact Will Heller at [wheller@planrva.org](mailto:wheller@planrva.org) or 804-924-9618 Ext. 153

**Attachments**

- A. [Draft TIP Project Blocks](#)
- B. [Draft Resolution](#)





**POLICY BOARD AGENDA 4/23/2026; ITEM C-1**

FY24 – FY27 Transportation Improvement Program (TIP) – Department of Rail and Public Transportation (DRPT) Amendment (GRTC060, LGS001, LGS002, HCS0002, CCSB002, CCH0003, SPAN001, SPAN002, & PCSS002)

**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 Department of Rail and Public Transportation (DRPT) has requested a revision to the FY24 – FY27 Transportation Improvement Program (TIP) to update funding for multiple existing projects (GRTC060, LGS001, LGS002, HCS0002, CCSB002, CCH0003, SPAN001, & SPAN002) and to add one new project (PCSS002); and

**WHEREAS**, these projects are fully funded by the local sponsors, DRPT, and the FTA 5310 program; and,

**WHEREAS**, these projects have been determined to be exempt from regional airquality conformity assessment under UPC 120374, UPC 127888, and UPC 128623 are already included in the Regional Conformity Assessment and do not require a new assessment; and,

**WHEREAS**, T203 has been determined to be exempt from regional air quality conformity under 40 CFR § 93.126 under the “Mass Transit” category; and,

**WHEREAS**, the Technical Advisory Committee (TAC) has reviewed the proposed amendment and recommends approval of the request;

**NOW, THEREFORE, BE IT RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation Improvement Program (TIP) to update funding for the following projects, PCSS002, GRTC060, LGS001, LGS002, HCS0002, CCSB002, CCH0003, SPAN001, & SPAN002, as requested by DRPT.

\*\*\*\*\*

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held April 23, 2026.



WITNESS:

BY:

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Sarah-Keel Crews  
Manager of Board Operations  
PlanRVA

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Martha Shickle  
Secretary  
Richmond Regional  
Transportation Planning  
Organization

**ACTION ITEM**

April 23, 2026

**TO**

Policy Board

**SUBJECT**

FY27 – FY30 Transportation Improvement Program (TIP)

**BRIEF:**

The draft FY27–FY30 Transportation Improvement Program (TIP) is a federally required, four-year planning document that identifies all transportation projects seeking federal funding within the metropolitan planning area. The TIP is coordinated with the long-range transportation plan and the Statewide Transportation Improvement Program. Developed in collaboration with state, regional, and local partners, the TIP is organized by jurisdiction and project code and emphasizes a web-based, searchable project database to simplify the paper document and improve public access and review. The draft FY27-FY30 TIP was made available for public comment on March 12<sup>th</sup> 2026. The draft TIP is supported by outreach activities and an online engagement platform.

**RECOMMENDED ACTION:** Review the draft FY27 – FY30 Transportation Improvement Program (TIP) and approve the draft TIP.

**DISCUSSION:**

The Transportation Improvement Program (TIP) is a federally mandated requirement (49 U.S.C. § 5303(j)) for all metropolitan planning organizations (MPOs). The TIP, also known as a short-range plan, lists all transportation projects in an MPO's metropolitan planning area that seeks federal transportation funding within a four-year planning horizon. The TIP is complementary to the long-range transportation plan (LRTP), that plans on at least a twenty-year horizon. The TIP is required to be updated to coincide with the update of the Statewide Transportation Improvement Program (STIP). Staff have worked with VDOT, DRPT, GRTC, and human services providers to develop the project list and planned obligations for the TIP.

The draft TIP largely follows the organization of the current FY24 – FY27 TIP. Projects are assigned a Universal Project Code (UPC) from VDOT to track a project from start to finish, if a project is a non-federal highway project or transit project a STIP code is developed to be used in place of the UPC. Projects in the TIP are either listed individually in the “Ungrouped Projects” section or they remain grouped together in the “Grouped Projects” section. Within the “Ungrouped Projects” category the projects are organized by their project road systems, *‘Interstate’*, *‘Primary’*,



'Secondary', 'Urban', 'Miscellaneous', or 'Public Transportation.' Projects in the "Grouped Projects" section are organized by project group categories including, 'Bridge Rehabilitation, Replacement, and Reconstruction,' 'Rail,' 'Recreational Trails,' 'Transportation Enhancement, Byway, and Other Non-Traditional Projects,' 'Preventative Maintenance and System Preservation,' 'Preventative Maintenance for Bridges,' 'Traffic and Safety Operations,' 'Transit Access,' 'Transit Ridesharing,' and 'Transit Vehicles.'

In addition to the existing [FY 24-FY27 TIP website](#) a [TIP engagement website](#) has been developed for the FY27-FY30 TIP update. The website provides a dedicated place where the public can interact with and react to the TIP. This approach was chosen to increase ease-of-use for partner agencies and members of the public, and to better facilitate public review of any subsequent amendments.

**PUBLIC PARTICIPATION:** The RRTPO conducted a public comment period for the FY27-30 TIP from March 12 through April 13, 2026. The comment period was advertised in the Richmond Free Press and Richmond Times Dispatch during the weeks of 3/12 and 4/13.

PlanRVA's Pathways to the Future Regional Symposium: Housing and Transportation Futures was held on March 13<sup>th</sup>, 2026, at the Richmond Times Dispatch office in Hanover and provided opportunity for the public to view and ask questions of the updated TIP. The draft TIP was also posted on the new [TIP Engagement website](#) as were additional web-based resources for viewing and searching projects.

As of March 31<sup>st</sup>, 2026, there were a total of 142 unique visitors with seven (7) comments received. Comments will be discussed on 4/23/2026 at the Policy Board meeting.

For more information, please contact Kerry Wagenhauser at [KWagenhauser@planrva.org](mailto:KWagenhauser@planrva.org) or +1 804-924-9616

### Attachment

- A. [FY27-30 Finalized TIP Draft](#)
- B. [Engagement Overview](#)
- C. [Comments](#)
- D. [Draft Resolution](#)





## **POLICY BOARD AGENDA 4/23/2026; ITEM C -2.**

FY27– FY30 Transportation Improvement Program (TIP)

### **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 Transportation Improvement Program (TIP) is a federally required, four-year planning document pursuant to **49 U.S.C. § 5303(j)** that identifies transportation projects seeking federal funding within the metropolitan planning area ; and

**WHEREAS**, the FY27-FY30 TIP has been developed in coordination with the Long-Range Transportation Plan and the Statewide Transportation Improvement Program (STIP), and in collaboration with state, regional, and local partners including VDOT, DRPT, GRTC, and human service providers; and

**WHEREAS**, the Richmond Regional Transportation Planning Organization (RRTPO) conducted a public comment period on the draft FY27-FY30 TIP from **March 12 through April 13, 2026**, with notice published in the *Richmond Free Press* and the *Richmond Times-Dispatch* during the weeks of March 12 and April 13, 2026; and

**WHEREAS**, additional public outreach was conducted through **PlanRVA's Pathways to the Future Regional Symposium: Housing and Transportation Futures**, held on **March 13, 2026**, and through the FY27-FY30 TIP Engagement website, providing webObased access to project information and opportunities for public comment; and,

**WHEREAS**, all public comments received during the comment period have been documented and presented to the Policy Board for consideration;and

**WHEREAS**, the Technical Advisory Committee (TAC) has reviewed the draft FY27-FY30 Transportation Improvement Program and recommends approval and adoption;

**NOW, THEREFORE, BE IT RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board hereby approves and adopts the FY27-FY30 Transportation Improvement Program (TIP); and

**BE IT FURTHER RESOLVED**, that the RRTPO Policy Board authorizes submittal of the



adopted FY27-FY30 TIP to the Virginia Department of Transportation, the Department of Rail and Public Transportation, and the Federal Highway Administration and the Federal Transit Administration, consistent with federal and state requirements.

\*\*\*\*\*

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held April 23, 2026.

WITNESS:

BY:

\_\_\_\_\_  
Sarah-Keel Crews  
Manager of Board Operations  
PlanRVA

\_\_\_\_\_  
Martha Shickle  
Secretary  
Richmond Regional  
Transportation Planning  
Organization

**ACTION ITEM**

April 23, 2026

**TO**

Policy Board

**SUBJECT**

FY27 – FY32 Flexible Regional Funding

**BRIEF:**

The committee is asked to endorse the results of RRTPO's FY27 funding solicitation and scoring process for regional transportation projects and studies using federal RSTP, CMAQ, and CRP funds. For this cycle, RRTPO received 22 new project applications and 6 existing project applications, all evaluated under the updated project selection and allocation guidelines adopted by the Policy Board in August 2025. Projects were scored and ranked using a transparent, performance-based framework that prioritizes safety, equity, accessibility, mobility, economic development, environmental outcomes, alignment with the Long-Range Transportation Plan, cost-effectiveness, and project readiness. Projects recommended for funding will be incorporated into the Six-Year Improvement Program (SYIP) for adoption by the Commonwealth Transportation Board and included in the Transportation Improvement Program (TIP), enabling obligation of federal funds. Detailed project scores and rankings are documented in Appendix A (New Projects).

**RECOMMENDED ACTION:**

TAC recommends that the Policy Board approve funding for the following projects.



Existing Projects				
UPC	Project Name	Funding Source	Request	Locality
118146	FLT: Route 1 (Holiday Lane - Willis Road)	CMAQ	\$ 1,303,151.00	Chesterfield
118153	Brook Road & Hilliard Road Trail #FL	CMAQ	\$ 1,038,879.00	Henrico
115200	Hull street phase III	RSTP	\$ 5,500,000.00	Richmond
115769	Libbie Avenue Road Diet - Bethlehem Rd to W Broad S	RSTP	\$ 1,080,169.50	Henrico
109194	N. Parham Road Traffic Signal and Sidewalk Project	RSTP	\$ 204,029.00	Henrico
118154	Old Bermuda Hundred Road at Ramblewood Drive Roundabout	CMAQ	\$ 3,453,821.00	Chesterfield
T203	Air Pollution Reduction Program	CMAQ	\$ 500,000.00	RideFinders
T203	Air Pollution Reduction Program	CMAQ	\$ 2,000,000.00	RideFinders



50529	Three Chopt Road Widening	RSTP	\$ 3,994,569.00	Henrico
113846	Early Settlers Road (Robious Rd - Hospital/Park) Sidewalk	RSTP	\$ 583,801.00	Chesterfield



<b>New Projects</b>					
<b>Project Name</b>	<b>Funding Source</b>	<b>Request</b>	<b>Locality</b>	<b>Leverage</b>	<b>UPC</b>
E. Parham Road Improvements - I-95 to Cleveland St	RSTP	\$ 1,435,000.00	Henrico	No	128638
W Broad St and Parham Rd Improvements	RSTP	\$ 1,428,000.00	Henrico	Yes	BE
Williamsburg Rd Improvements - Randall Ave to Charles City Rd	RSTP/CRP	\$ 1,488,000.00	Henrico	Yes	BE
288 NB Auxiliary Lane	RSTP	\$ 2,853,900.00	Goochland	Yes	BE
North-South BRT Pedestrian Connection - Carnation Street	CMAQ	\$ 1,497,493.00	Richmond	No	NEW
GRTC North-South Bus Rapid Transit	RSTP	\$ 14,652,000.00	GRTC	No	NEW
Nine Mile Rd Improvements - Gordon Ln to Dabbs House Rd	RSTP	\$ 2,258,750.00	Henrico	Yes	BE
North-South BRT Pedestrian Connection - Giant Drive	CMAQ	\$ 2,851,991.00	Richmond	Yes	BE
1C Traffic Signal Optimization with Transit Signal Priority	CRP	\$ 4,473,000.00	Richmond	No	NEW



and Emergency Vehicle Preemption Expansion					
2B Richmond Signal System Smart City Communication Network Upgrades	RSTP	\$ 9,236,500.00	Richmond	No	NEW

### DISCUSSION:

The Richmond Regional Transportation Planning Organization (RRTPO) is responsible for selecting and prioritizing transportation projects that advance regional mobility, safety, equity, and environmental goals. During the current funding cycle, RRTPO received 22 new project applications requesting federal funding through the Regional Surface Transportation Program (RSTP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and the Carbon Reduction Program (CRP). RSTP projects are evaluated based on regional needs, safety, mobility, and cost-effectiveness and do not require documented emissions or air-quality benefits. In addition to these requirements, CMAQ projects must clearly demonstrate emission or congestion reductions, while CRP projects must quantify long-term carbon-reduction benefits targeting greenhouse gas emissions rather than criteria pollutants.

In August 2025, the Policy Board adopted updated [project selection and allocation guidelines](#), which were applied to this evaluation cycle to ensure consistency, transparency, and alignment with regional priorities. Projects were scored and ranked using these guidelines, and those recommended for funding will be incorporated into the Six-Year Improvement Program (SYIP) for consideration by the Commonwealth Transportation Board and included in the Transportation Improvement Program (TIP), enabling the obligation of federal funds. Detailed project scores and rankings are provided in Appendix A (New Projects). RRTPO evaluates project applications using a weighted scoring framework across five policy goals: Safety, Equity & Accessibility, Mobility, Economic Development, and Environment & Land Use.

**BUDGET SUMMARY:** Prior to this meeting, the RRTPO received updated program budgets including information. The table below shows the available funding by



program for the next six (6) years.

Fund	Previous	FY27	FY28	FY29	FY30	FY31	FY32	FY27- FY32
<b>CMAQ</b>	\$ 4,877,164	\$ -	\$ 991,968	\$ 1,746,569	\$ 3,032,147	\$ 9,085,651	\$ 9,840,189	\$ 24,696,524
<b>CRP</b>	\$ 470,062	\$ 229,959	\$ 234,558	\$ 548,294	\$ 2,440,341	\$ 2,489,148	\$ 2,618,581	\$ 8,560,881
<b>STBG</b>	\$ 12,673,141	\$ 2,154,056	\$ 459,187	\$ 2,114,049	\$ 8,710,510	\$ 25,170,843	\$ 26,097,086	\$ 64,705,731

**NEW PROJECT PRIORITIZATION:** All the new project applications were screened by staff for eligibility and consistency with regional planning. The performance measures and weights are summarized below:

Goal	Goal Weight	Measure	Measure Weight
Safety	25%	Crash Frequency	17.5%
		Crash Rate	7.5%
Mobility	15%	Person Throughput	7.5%
		Person Hours of Delay	7.5%
Equity & Accessibility	25%	Access to Jobs	7.5%
		Access to Jobs (EJ)	5%
		Access to Destinations	7.5%
		Access to Destination (EJ)	5%
Economic Development	15%	Job Growth	7.5%
		Truck Intensive Areas	3.75%
		Truck Throughput	3.75%
Environment & Land Use	20%	Sensitive Features (Environment & Cultural)	5%
		Air Pollution (NOx, VOC)	5%
		VMT/capita Reduction	5%
		Activity Centers	5%

Studies are scored separately in the STBG program as the purpose is to define and refine the projects for development and/or submission for competitive funding. Study scoring is summarized below:

Criteria	LRTP Goal	Possible Points
Is the study necessary to advance a project, recommendation, or policy in the Long-Range Transportation Plan?	--	40



Do the Study Goals Address the Following?	--	--
Safety and Crash Reduction	Safety	15
Multimodal Transportation and Mode Choice	Accessibility	7.5
Access for Communities of Concern	Accessibility	7.5
Connections to and within Regional Activity Centers	Environment /Land Use	6
Resiliency and Protection of the Natural Environment	Environment /Land Use	6
Regional Economic Growth and Development	Economic Development	9
Congestion Management and Mobility	Mobility	9

**ALLOCATION APPROACH:** Consistent with the Regional Funding Framework, allocations were prioritized in the following order:

1. Unallocated balance to balance entry (UPC 70721/70719/-27907)
2. RideFinders FY27 award (\$500,000)
3. Additional funding for existing projects in FY27 – FY32
4. Next phase/balance of existing projects in FY32
5. New projects in order of priority by cost/benefit ranking with bonus points included

In cases where funding needs in a specific year exceeded the available funding, staff prioritized projects later in the development process (e.g., CN > RW > PE). Alternately, the draft allocations also generally frontload project funding to ensure federal reimbursement will be available when required by the project schedule.

For more information, please contact Kerry Wagenhauser at [KWagenhaser@planrva.org](mailto:KWagenhaser@planrva.org) or +1 804-924-9616

Attachments:

- A. [New Project Ranking Summary](#)
- B. [Draft Resolution](#)





**POLICY BOARD AGENDA 4/23/2026; ITEM C-3**

FY27– FY30 Transportation Improvement Program (TIP)

**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) is responsible for selecting and prioritizing transportation projects and studies that utilize federal Regional Surface Transportation Program (RSTP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Carbon Reduction Program (CRP) funds in order to advance regional mobility, safety, equity, accessibility, and environmental goals; and

**WHEREAS**, the RRTPO conducted a FY27 funding solicitation cycle for regional transportation projects and studies and received twenty-two (22) new project applications and seven (7) existing project applications requesting RSTP, CMAQ, and CRP funding; and

**WHEREAS**, in August 2025, the Policy Board adopted updated project selection and allocation guidelines to ensure a transparent, performance-based, and equitable funding process aligned with the Long-Range Transportation Plan, *ConnectRVA 2045*; and

**WHEREAS**, all submitted projects were evaluated and ranked using this framework, which considers safety, equity and accessibility, mobility, economic development, environmental outcomes, cost effectiveness-, and project readiness; and

**WHEREAS**, TAC has reviewed the projects and scorecards and recommended funding awards

**NOW, THEREFORE, BE IT RESOLVED**, that the Richmond Regional Transportation Planning Organization Policy Board approves the FY27– FY32 Flexible Regional Funding awards as shown in the two tables below

Existing Projects				
UPC	Project Name	Funding Source	Request	Locality

118146	FLT: Route 1 (Holiday Lane - Willis Road)	CMAQ	\$ 1,303,151.00	Chesterfield
118153	Brook Road & Hilliard Road Trail #FL	CMAQ	\$ 1,038,879.00	Henrico
115200	Hull street phase III	RSTP	\$ 5,500,000.00	Richmond
115769	Libbie Avenue Road Diet - Bethlehem Rd to W Broad S	RSTP	\$ 1,080,169.50	Henrico
109194	N. Parham Road Traffic Signal and Sidewalk Project	RSTP	\$ 204,029.00	Henrico
118154	Old Bermuda Hundred Road at Ramblewood Drive Roundabout	CMAQ	\$ 3,453,821.00	Chesterfield
T203	Air Pollution Reduction Program	CMAQ	\$ 500,000.00	RideFinders
T203	Air Pollution Reduction Program	CMAQ	\$ 2,000,000.00	RideFinders
50529	Three Chopt Road Widening	RSTP	\$ 3,994,569.00	Henrico

113846	Early Settlers Road (Robious Rd - Hospital/Park) Sidewalk	RSTP	\$ 583,801.00	Chesterfield
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<b>New Projects</b>					
<b>Project Name</b>	<b>Funding Source</b>	<b>Request</b>	<b>Locality</b>	<b>Leverage</b>	<b>UPC</b>
E. Parham Road Improvements - I-95 to Cleveland St	RSTP	\$ 1,435,000.00	Henrico	No	128638
W Broad St and Parham Rd Improvements	RSTP	\$ 1,428,000.00	Henrico	Yes	BE
Williamsburg Rd Improvements - Randall Ave to Charles City Rd	RSTP/ CRP	\$ 1,488,000.00	Henrico	Yes	BE
288 NB Auxiliary Lane	RSTP	\$ 2,853,900.00	Goochland	Yes	BE
North-South BRT Pedestrian Connection - Carnation Street	CMAQ	\$ 1,497,493.00	Richmond	No	New
GRTC North-South Bus Rapid Transit	RSTP	\$ 14,652,000.00	GRTC	No	New
Nine Mile Rd Improvements - Gordon Ln to Dabbs House Rd	RSTP	\$ 2,258,750.00	Henrico	Yes	BE
North-South BRT Pedestrian Connection - Giant Drive	CMAQ	\$ 2,851,991.00	Richmond	Yes	BE
1C Traffic Signal	CRP	\$ 4,473,000.00	Richmond	No	New

Optimization with Transit Signal Priority and Emergency Vehicle Preemption Expansion					
2B Richmond Signal System Smart City Communication Network Upgrades	RSTP	\$ 9,236,500.00	Richmond	No	New

;and

**BE IT FURTHER RESOLVED**, that the RRTPO Policy Board authorizes staff to proceed with incorporating the approved projects into the SYIP and Transportation Improvement Program (TIP), consistent with federal and state requirements, to enable the obligation of RSTP, CMAQ, and CRP funds.

\*\*\*\*\*

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held April 23, 2026.

WITNESS:

BY:

\_\_\_\_\_  
 Sarah-Keel Crews  
 Manager of Board Operations  
 PlanRVA

\_\_\_\_\_  
 Martha Shickle  
 Secretary  
 Richmond Regional  
 Transportation Planning  
 Organization

**ACTION ITEM**

April 23, 2026

**TO** Policy Board

**SUBJECT** FY27 – FY28 Transportation Alternatives (TA) - Project Prioritization

**BRIEF:**

The Transportation Alternatives (TA) program is dedicated to bicycle and pedestrian projects and programs. Applications for the TA program are administered through a statewide program, and the RRTPO and the Commonwealth Transportation Board (CTB) have shared responsibility for selecting projects for funding. The RRTPO has a defined methodology for project prioritization which incorporates both the statewide merit score prepared by VDOT, location along a Pedestrian Safety Action Plan (PSAP) corridor, and region-specific factors including proximity to equity emphasis areas (EEA), inclusion in BikePedRVA 2045 (regional active transportation plan), and designation as regional spine, regional spur, or local spur in the regional plan.

**RECOMMENDED ACTION:**

The Technical Advisory Committee (TAC) recommends approval of the Transportation Alternatives (TA) Set Aside project prioritization as included in Attachment B. Project selections will be coordinated with the Commonwealth Transportation Board (CTB) to maximize funding for regional projects, and staff will report back on the final outcomes.

A draft resolution of approval is included as Attachment B for consideration.

**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) Program.

The Transportation Alternatives (TA) program provides capital grant assistance for projects defined as “transportation alternatives” in federal code. The RRTPO TA allocations are directed towards on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving bike and pedestrian access to public transportation, and trails that serve a transportation purpose.

The fiscal year 2027 – 2028 project applications were submitted in October. The RRTPO previously reviewed and endorsed all candidate projects. The statewide merit scores were released in January. The RRTPO coordinates with VDOT Richmond District, the Tri-Cities MPO, and our Commonwealth Transportation Board (CTB) member to select projects for TA funding. The RRTPO has approximately \$4.7 million to allocate in this round. The draft FY27 – FY28 TA Project Prioritization can be found in Attachment A.

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 below graphically shows the consistency of review process.

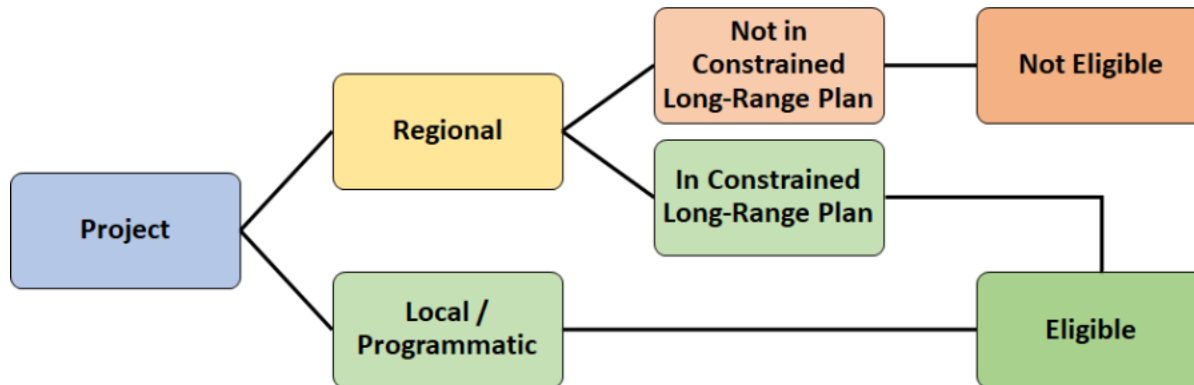


Figure 1: ConnectRVA 2045 Consistency Workflow

Most bicycle and pedestrian projects are considered local or programmatic as either safety improvements or facilities within or adjacent to the existing right-of-way. All the proposed projects were reviewed against the ConnectRVA 2045 criteria as part of the endorsement process this fall.

Statewide Merit Score Evaluation: VDOT evaluates each project to assist with the CTB review and project selection. Projects are scored based on four criteria using qualitative and quantitative measures.

1. Project Delivery and Funding
2. Readiness to Proceed
3. Project Concept & Benefit
4. Deductive Measure

RRTPO Prioritization Process: The RRTPO process uses the statewide merit score as the starting point. Statewide merit scores are normalized and worth 80% of the benefit score. The remaining 20% of the benefit is calculated based on the estimated people in equity emphasis areas (EEA) served by the project using a half mile buffer and the project's inclusion and classification in BikePedRVA 2045 or location on PSAP corridors. Project benefits are then divided based on cost in hundreds of thousands of dollars to give a cost-benefit score for prioritization.

For more information, please contact Phil Riggan at [priggan@planrva.org](mailto:priggan@planrva.org) or 804-432-3088.

**ATTACHMENTS:**

- A. [Draft FY27 – FY28 TA Project Prioritization](#)
- B. [Resolution of Approval](#)





**POLICY BOARD AGENDA 4/23/2026; ITEM C-4.**

FY27 – FY28 Transportation Alternatives (TA) – Project Prioritization

**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 Transportation Alternatives (TA) Set Aside program provides funding for programs and projects defined as transportation alternatives, including pedestrian facilities, bicycle facilities, recreational trails, safe routes to school, and infrastructure projects for improving non-driver access to public transportation; and

**WHEREAS**, the Commonwealth Transportation Board (CTB) and Richmond Regional Transportation Planning Organization (RRTPO) can select projects from this list to fund; and

**WHEREAS**, the candidates projects were prioritized consistent with the Regional Project Selection and Allocation Framework; and

**WHEREAS**, the Technical Advisory Committee (TAC) has reviewed the proposed project prioritization and recommends approval;

**NOW, THEREFORE, BE IT RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board adopts the attached prioritization for funding FY27 – FY28 Transportation Alternatives projects and directs staff to report back on the results of coordination with VDOT and the CTB.

\*\*\*\*\*

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held April 23, 2026.

WITNESS:

BY:

\_\_\_\_\_  
Sarah-Keel Crews  
Manager of Board Operations  
PlanRVA

\_\_\_\_\_  
Martha Shickle  
Secretary  
Richmond Regional Transportation  
Planning Organization

**ACTION ITEM**

April 23, 2026

**TO**

Policy Board

**SUBJECT**

FY27 Regional Public Transportation Plan

**BRIEF:**

The enabling legislation for the Central Virginia Transportation Authority (CVTA) dedicates 15% of the CVTA revenues to the Greater Richmond Transit Company (GRTC) to provide transit and mobility services throughout the Planning District 15 (PlanRVA) footprint. The legislation further requires GRTC to develop a strategic plan for public transportation within the PlanRVA footprint in coordination with the Richmond Regional Transportation Planning Organization (RRTPO). Annually, GRTC submits a proposed list of investments to CVTA consistent with this strategic plan. RRTPO is requested to endorse the annual investments as being consistent with the strategic plan and regional planning.

**RECOMMENDED ACTION:**

The Technical Advisory Committee (TAC) recommends approval of a resolution to endorse the proposed GRTC annual CVTA investment plan. The draft resolution is included in Attachment A for consideration.

**DISCUSSION:**

Code of Virginia § 33.2-3701. establishes the Central Virginia Transportation Fund and lays out the following requirements for GRTC to make use of the funds:

“The GRTC shall create a separate, special fund in which all revenues received pursuant to subdivision D 2 shall be deposited. **The GRTC shall develop a plan for regional public transportation within Planning District 15 in collaboration with the Richmond Regional Transportation Planning Organization in conformance with the guidelines required by § 33.2-286.** The GRTC shall annually provide to the Authority sufficient documentation, as required by the Authority, showing that the revenues distributed under subdivision D 2 were applied in accordance with Authority approval and the guidelines required by § 33.2-286.” [emphasis added]

In developing this annual plan for using CVTA funds, GRTC consults with the RRTPO technical advisory committee (TAC) to ensure consistency across regional planning



efforts. The RRTPO policy board is then requested to endorse GRTC's planned CVTA investments as consistent with regional planning efforts.

In addition to the current fiscal year, GRTC has kicked off a more comprehensive review of the regional public transportation plan for FY28. Additional workshops and coordination with the RRTPO, CVTA, and local governments are planned over the coming months.

For more information, please contact Myles Busching at [mbusching@planrva.org](mailto:mbusching@planrva.org) or 804-924-7035.

### **Attachment**

- A. [Draft Resolution of Endorsement](#)
- B. [GRTC Summary of Proposed Investments](#)





**POLICY BOARD AGENDA 4/23/2026; ITEM C - 5.**

**GRTC FY27 Regional Public Transportation Plan**

**Richmond Regional Transportation Planning Organization**

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

**WHEREAS**, Code of Virginia § 33.2-3701 establishes the Central Virginia Transportation Fund and dedicates 15% of the CVTA revenues to the Greater Richmond Transit Company (GRTC) to provide transit and mobility services throughout the Planning District 15 (PlanRVA) footprint.; and

**WHEREAS**, requires GRTC to develop a strategic plan for public transportation within the PlanRVA footprint in coordination with the Richmond Regional Transportation Planning Organization (RRTPO); and

**WHEREAS**, GRTC has developed a plan for the investment of CVTA funds for Fiscal Year 2027 and presented it to the RRTPO for review; and

**WHEREAS**, the Technical Advisory Committee (TAC) has reviewed and recommends endorsement of the plan; and

**WHEREAS**, the RRTPO policy board finds the proposed FY27 plan consistent with ConnectRVA 2045 and other regional planning efforts;

**NOW, THEREFORE, BE IT RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board endorses the FY27 Regional Public Transportation Plan.

\*\*\*\*\*

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held April 23, 2026.

WITNESS:

BY:

\_\_\_\_\_  
Sarah-Keel Crews  
Manager of Board Operations  
PlanRVA

\_\_\_\_\_  
Martha Shickle  
Secretary  
Richmond Regional  
Transportation Planning  
Organization

**ACTION ITEM**

April 23, 2026

**TO** Policy Board  
**SUBJECT** RRTPO Self-Certification

**BRIEF:** As part of the FY27 – FY30 TIP development, the Richmond Regional Transportation Planning Organization (RRTPO) is required to prepare and submit certification that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements around metropolitan planning, air quality conformity, and non-discrimination. This self-certification is signed by the state and RRTPO and submitted along with the TIP to FHWA and FTA as part of the overall Statewide Transportation Improvement Program submittal

**RECOMMENDED ACTION:** The Technical Advisory Committee recommends approval of the self-certification resolution. A draft resolution of approval is included as Attachment B for consideration.

**DISCUSSION:** When adopting a new TIP, the RRTPO is required to certify that it is conducting planning activities in accordance with the requirements for metropolitan planning as well as various non-discrimination authorities. This self-certification is in addition to the review by FHWA and FTA every four (4) years to certify the planning program. In particular, the MPO is required under 23 CFR § 450.336 to certify that the program meets the following laws and regulations:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450.336;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;



6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

ANALYSIS: Following the example of Hampton Roads, staff have prepared a questionnaire to demonstrate compliance with the above-listed requirements. This analysis can be found in Attachment A to this staff report. The link to the most [federal certification review completed in 2022](#) is also available. The report for 2026 is still pending at the time of this report, however the MPO has received notice that the program has been recertified.

For more information, please contact Myles Busching at [mbusching@planrva.org](mailto:mbusching@planrva.org) or 804-924-7035.

## Attachment

- A. [Self-Certification Analysis](#)
- B. [Draft Resolution of Approval](#)



## **POLICY BOARD AGENDA 4/23/2026; ITEM D-1.**

FY27 Unified Planning Work Program

### **Richmond Regional Transportation Planning Organization**

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

**WHEREAS**, metropolitan planning organizations are required to review and certify compliance with metropolitan planning, air quality, and non-discrimination requirements when adopting a new TIP; and

**WHEREAS**, the Richmond Regional Transportation Planning Organization is adopting the FY27 – FY30 Transportation Improvement Program (TIP); and,

**WHEREAS**, the Richmond Regional Transportation Planning Organization was recently recertified by FHWA and FTA; and,

**WHEREAS**, the Technical Advisory Committee (TAC) has reviewed the self-certification assessment and recommends approval of the self-certification resolution; and,

**NOW, THEREFORE, BE IT RESOLVED**, that the Richmond Regional Transportation Planning Organization hereby certifies that in accordance with 23 Code of Federal Regulations (CFR) Part 450 Section 336 Self-certification and Federal certifications, the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450.336;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on



gender; and

10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

\*\*\*\*\*

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held April 23, 2026.

Attest:

Richmond Regional Transportation Planning Organization (RRTPO)

Martha Shickle  
RRTPO Secretary

Jody Rogish  
RRTPO Chair

Date:

Date:

Attest:

Secretary of Transportation Designee

Mark Riblett  
Assistant Richmond District Engineer (VDOT)

Dale Totten  
Richmond District Engineer (VDOT)

Date:

Date:

**ACTION ITEM**

April 23, 2026

**TO** Policy Board**SUBJECT** FY27 Unified Planning Work Program (UPWP)**BRIEF:**

Staff have developed a draft Unified Planning Work Program (UPWP) for Fiscal Year 2027. Based on the direction of the Executive Committee, the draft UPWP continues many of the region's work efforts to broaden public involvement in planning for a multimodal future. The attached draft includes a breakdown of ongoing activities and discrete deliverables with expected completion dates by task as well as a budget which summarizes the federal, state, and local contributions to each task.

**RECOMMENDED ACTION:**

The Technical Advisory Committee (TAC) recommends approval of the draft FY27 Unified Planning Work Program (UPWP). A draft resolution of approval is included as Attachment A for consideration.

**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 upcoming 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% from local (member dues and other non-federal PlanRVA revenues) 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. VDOT and DRPT have provided expected budgets for the PL/MPP and FTA 5303 funding programs. No carryover funds from FY26 are programmed in the UPWP budget at this time. Additionally, the UPWP reflects the



Prioritization Process Pilot Grant funds from USDOT that are expected to be available for the work next year.

Major priorities for this UPWP were discussed with the Executive Committee at the March meeting. The following regional priority areas were identified and have shaped the development of the FY27 UPWP:

- **Core Plans** – Fiscal year 2027 will see the completion and culmination of the core plan convergence from FY26. Pathways to the Future: Transportation 2050 will undergo final write up, conformity analysis, and public review with adoption targeted for September 2026. The FY27 – FY30 TIP, planned to be adopted in April 2026, will go into effect in October with rollover amendments from the current TIP processed soon after.
- **Prioritizing Safety** - This effort will continue efforts to identify the regional role in reducing the fatalities and serious injuries on our roadways. The updated regional transportation safety plan will inform selection and study of priority high-injury network corridors in the region. In addition, PlanRVA continues to seek funding to implement a coordinated regional messaging campaign, building on existing locality and statewide efforts.
- **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 completion of the proposed alignment for the western spine of the regional bike network (Three Notched Trail). The intermodal strategy (freight plan) will also be revisited with an update scoped and some additional data collection and analysis completed this fiscal year. Finally, the RRTPO will coordinate with GRTC in a major update to the Regional Public Transportation Plan (RPTP) over the course of this fiscal year to support the mandated CVTA process.
- **2026 Federal Certification** – Large MPOs like the RRTPO are reviewed every four (4) years by FHWA and FTA to ensure compliance with federal planning requirements. As of early March, the RRTPO has been certified with the report summarizing the findings, recommendations, and commendations pending. The RRTPO will prioritize addressing the findings of the certification report in this upcoming fiscal year to ensure any federal concerns are addressed before the next review in 2030.

For more information, please contact Myles Busching at 804-924-7035 or [mbusching@planrva.org](mailto:mbusching@planrva.org).



## Attachment

- A. [Draft Resolution of Approval](#)
- B. [Draft FY27 Unified Planning Work Program \(UPWP\)](#)





**POLICY BOARD AGENDA 4/23/2026; ITEM D - 2.**

FY27 Unified Planning Work Program

**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 purpose of the Unified Planning Work Program (UPWP) is to promote a unified regional approach to transportation planning to achieve regional goals and objective; and

**WHEREAS**, the FY27 UPWP has been developed in consultation with the Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, and member agencies; and,

**WHEREAS**, the Technical Advisory Committee (TAC) has reviewed and recommends approval of the proposed work and focus areas for FY27 work program; and,

**NOW, THEREFORE, BE IT RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves the Unified Planning Work Program for Fiscal Year 2027.

\*\*\*\*\*

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held April 23, 2026.

WITNESS:

BY:

\_\_\_\_\_  
Sarah-Keel Crews  
Manager of Board Operations  
PlanRVA

\_\_\_\_\_  
Martha Shickle  
Secretary  
Richmond Regional  
Transportation Planning  
Organization