



Photo: Rt. 288 from River Road,
Goochland County



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

NOTES

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

Check out our complete [Public 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.

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, February 5, 2026 – 10:00 a.m.

PlanRVA James River Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224
and via Zoom (webinar link located on agenda cover page)

A. CALL TO ORDER AND GENERAL ADMINISTRATION (20 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. **Approval of Meeting Minutes –** (*Chair Jody Rogish*)
 - a. **October 2, 2025** – page 5
 - b. **December 4, 2025** – page 11**Requested Action:** approve the meeting minutes as presented.

B. REGIONAL FUNDING (20 Minutes)

1. **FY24 – FY27 Transportation Improvement Program (TIP) Amendment – VDOT Request – I-64 at N. Gayton Road Interchange (UPC 128623)**
(*Will Heller*) – page 14
Requested action: approve the TIP amendment as requested by VDOT (voice vote).

2. FY24 – FY27 Transportation Improvement Program (TIP) Amendment – GRTC Projects

- a. **GRTC056** Renovation of Admin Maintenance Facility
- b. **GRTC069** New Project Engineering & Design of Transit Infrastructure (NS BRT)
- c. **GRTC070** New Project Engineering & Design of Transit Infrastructure (W. Pulse BRT Ext)
(Will Heller) – page 18
Requested action: approve the TIP amendments as requested by GRTC (voice vote).

C. Performance Measurement (20 Minutes)

1. 2026 Roadway Safety Targets - Transportation Overview

(Dan Motta) – page 25

Requested action: approve the 2026 safety targets (voice vote).

D. MPO ADMINISTRATIVE RESPONSIBILITIES & RRTPO SECRETARY’S REPORT (20 Minutes)

1. Proposed Amendment to Bylaws - Richmond Area Metropolitan Planning Organization *(Eric Gregory/Martha Shickle)* – page 29

Note: this item requires affirmative vote of approval at two consecutive meetings. If the first approval occurs at the February 5, 2026, RRTPO Policy Board meeting, the second will be scheduled for March 5, 2026.

Requested action: motion to approve the bylaws amendments as presented (voice vote).

2. Work Status Report Second Quarter Update *(Martha Shickle)* – page 30

E. COMMITTEE & PARTNER AGENCY REPORTS (20 Minutes)

1. Committee Updates

- a. **Community Transportation Advisory Committee** *(Chair Gordon Dixon)*
- b. **Technical Advisory Committee** *(Chair Sheri Adams)*

2. Agency Updates

- a. **FHWA** – *Ivan Rucker*
- b. **VDOT** – *Dale Totten*
- c. **DRPT** – *Tiffany Dubinsky*
- d. **GRTC** – *Adrienne Torres*
- e. **RMTA** – *Joi Taylor Dean*
- f. **CVTA** – *Chet Parsons*
- g. **PlanRVA** – *Martha Shickle*

F. OTHER BUSINESS (10 Minutes)

- 1. RRTPO Chair & Member Comments** *(Chair Jody Rogish)*

G. ADJOURNMENT

Next Meeting – The next meeting will be on March 5, 2026, at 9:30 a.m. at PlanRVA, James River Boardroom, 424 Hull Street, Richmond, VA 23224.

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
POLICY BOARD MEETING MINUTES
PlanRVA James River Boardroom and via Zoom
Thursday, October 2, 2025 - 9:30 a.m.**

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

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

Call to Order

The Richmond Regional Transportation Planning Organization (RRTPO) Policy Board Chair, Jody Rogish, called the RRTPO Policy Board meeting to order at 9:30 a.m.

Following the pledge of allegiance, Janice Scott called roll for attendance and certified that an in-person quorum was achieved. No members requested to participate remotely.

On motion by Jessica Schneider, seconded by Roscoe Cooper, the members of the RRTPO Policy Board voted to approve the agenda with an amendment to defer full review and action on Item D. -1. - Proposed Amendments to the RRTPO Bylaws, until the February 5, 2026, meeting to allow for discussion about a concern that has been raised by Chesterfield County staff.

Ms. Schneider shared a concern from the County regarding the process for members to cast votes for other members in the absence of that member. Ms. Shickle committed to review that section with Chesterfield County staff and legal counsel and provided a revised version for consideration at the February 5, 2026, meeting.

There were no requests to offer public comment either in-person or online so Chair Rogish requested Policy Board action on the consent agenda items.

On motion by Cynthia Newbille, seconded by Jonathan Lyle, the members of the RRTPO Policy Board voted TO approve the following consent agenda item as presented (voice vote):

1. Approval of Meeting Minutes – August 7, 2025
2. Title VI Plan Update
3. FY24 – FY27 Transportation Improvement Program (TIP) Amendment – UPC 123919 - #SMART24 I-64 at Ashland Rd Interchange
4. FY24 – FY27 Transportation Improvement Program (TIP) Amendment – UPC 122147 - #ITTF23 – 288 NB Hard Shoulder Running

A. REGIONAL PLANNING

1. Holly Gordon, PlanRVA, presented [this engagement overview](#). She reported on engagement efforts and statistics throughout the Transportation 2050 process.
2. Dorian Allen, PlanRVA, presented this item and reported that the issues inventory was divided into 2 sections: transportation issues and transportation needs. Transportation issues are defined as overarching deficiencies facing the current regional multimodal transportation network. These issues include deficiencies in safety, congestion, accessibility, predictability, infrastructure condition, and resiliency. Additionally, the transportation needs are defined as

the potential solutions to the overarching issues, including road capacity changes, interchange modifications, grade separations, new transit routes, road realignments, road extensions, new roads, new roads, active transportation improvements, multimodal solutions, port capital improvements, and additional park and rides. The issues and needs were identified through PlanRVA's existing conditions analysis, various regional studies and plans, and public engagement feedback. These issues serve as a foundational criterion for identifying, prioritizing, and developing relevant projects that address the needs outlined.

The locations of these issues were mapped to the LRTP network which consists of over 30,000 links and consists only of roads classified as principal arterials and above. The Needs, or solutions to the issues, were derived from corridor level analysis and came from the aforementioned studies and plans.

Following the presentation, board members had questions and Mr. Allen clarified that the updates were made during meetings with the localities and then added into the document. Mr. Allen also answered board member questions about the Story Map.

It was clarified that the rural transportation projects will be included under set-asides and how that will be done was explained.

On motion by Ryan Patterson, seconded by John Moyer, the members of the RRTPO Policy Board voted to approve the following resolution (voice vote):

WHEREAS, PlanRVA staff has conducted a multimodal existing conditions analysis in accordance with Task 4 of the Pathways to the Future: Transportation 2050 Plan using an exhaustive list of local and regional plans, studies, and public engagement period,

WHEREAS, PlanRVA staff has created the Multimodal Issues Inventory Spreadsheet and Story Map from the existing conditions analysis,

WHEREAS, PlanRVA staff met with LRTP Advisory Work Group Project Champions to finalize the inventory of transportation issues,

WHEREAS, the LRTP Advisory Work Group approved the Transportation Issues Inventory and Spreadsheet on August 27, 2025,

WHEREAS, the issues outlined in the inventory serve as foundational criterion for identifying, prioritizing, and developing relevant projects that address the needs outlined,

NOW, THEREFORE BE IT RESOLVED that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board approves the Multimodal Transportation Issues Inventory Spreadsheet and Story Map.

B. REGIONAL FUNDING

1. FY24 – FY27 Transportation Improvement Program (TIP) Amendment – UPC 127838 - #SMART26 I-64 Exit 211 Interchange Improvement Project

Will Heller, PlanRVA, presented this item and reported that the I-64 Exit 211 Interchange Improvement Project at the intersection of I-64 and Rt. 106 comes as a result of a successful FY26 Smart Scale bid. The project seeks to construct an additional two-lane bridge to carry Rt. 106 traffic over I-64 to facilitate the construction of a proposed Diverging Diamond Interchange. In addition to the interchange construction, improvements will also include new signals placed along Rt. 106 and the I-64 ramp intersections, construction of a shared use path along the west side of Rt. 106, and additional capacity added along Rt. 106.

On motion by John Moyer, seconded by Ryan Patterson, the members of the RRTPO Policy Board voted to approve the following resolution (voice vote):

WHEREAS, the Virginia Department of Transportation (VDOT) has requested a revision to the FY24 – FY27 Transportation Improvement Program (TIP) to add the #SMART26 – I-64 Exit 211 Interchange Improvement Project (UPC 127838); and

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

WHEREAS, this project is outside of the orphan 8-hour ozone maintenance area and does not require a new conformity determination; 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 include UPC 127838 as requested by VDOT.

2. FY24 – FY27 Transportation Improvement Program (TIP) Amendment – UPC 127888 - #SMART26 I-95/Route 10 Interchange Improvement, Phase II

Will Heller, PlanRVA, presented this item and reported that The I-95/Rt.10 Interchange Improvement project is modifying the existing interchange to a partial cloverleaf interchange. Specific improvements from phase II of the project include removing both the NB I-95 to westbound Rt. 10 loop ramp and the SB I-95 to EB Rt. 10 loop ramp, signaling the SB and NB I-95 Rt. 10 off-ramp intersection and widening the NB and SB off-ramps at their respective Rt. 10 intersection to create 3 left turn lanes for both the EB and WB. Additional improvements in phase II of the project include adding a 600' single

lane driveway to the facility in the SW loop, adding a NB and SB acceleration lane onto I-95, adding 3400' of sidewalk on the southside of Rt. 10 from the western interchange through the interchange to Old Stage Rd, 750' sidewalk on the north side of Rt. 10 from Chestnut Hill Rd to Old Stage Rd, 600' of sidewalk on the north side of Rt. 10 from Redwater Creek Rd to SB I-95 off Ramp, and modifying the signal at Rt. 10 and Old Stage Rd. to provide a pedestrian crossing.

On motion by Jessica Schneider, seconded by Cynthia Newbille, the members of the RRTPO Policy Board voted to approve the following resolution (voice vote):

WHEREAS, the Virginia Department of Transportation (VDOT) has requested a revision to the FY24 – FY27 Transportation Improvement Program (TIP) to add the new #SMART26 – I-95/Rt. 10 Interchange Improvement Project, Phase II (UPC 127888); and

WHEREAS, this project is fully funded by local and federal dollars and,

WHEREAS, this project is considered regionally significant and has already been included in the regional conformity analysis; 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 127888 as requested by VDOT.

Roscoe Cooper left the meeting at approximately 10:15 a.m., but a quorum was still present

C. COMMITTEE & PARTNER AGENCY REPORTS

1. Committee Updates

a. Community Transportation Advisory Committee

Gordon Dixon, CTAC Chair, reported on the presentations and items that were on the committee's recent meeting. He noted that the newly instituted honorarium policy is going well and members are enrolling now, but it is too soon to tell if it will impact attendance.

John Moyer reported that the New Kent representative on CTAC, along with PlanRVA staff, put together a recent event in the county to share information about the CVTA, PlanRVA and the RRTPO.

2. Agency Updates

- a.** Those in attendance from RRTPO partners provided brief updates.

Prior to adjourning, Chair Rogish reminded members that approval to participate in a meeting remotely must be requested prior to the meeting. Anyone wishing to participate remotely should notify him or staff prior to the meeting according to the remote participation policy adopted by the board at the August meeting.

The meeting was adjourned at approximately 10:43 a.m.

Next Meeting – The next meeting is scheduled for February 5, 2026.

Note: The CVTA, PlanRVA Commission and RRTPO Policy Board will have their Joint Annual Meeting on December 4, 2025, at 8:00 a.m.

JOINT ANNUAL MEETING MINUTES

**Central Virginia Transportation Authority (CVTA)
PlanRVA Commission**

Richmond Regional Transportation Planning Organization (RRTPO) Policy Board

Thursday, December 4, 2025, 8:45 a.m.

PlanRVA James River Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224

Members and Alternates Present (X):

Town of Ashland		Charles City County		Chesterfield County	
Mayor Steve Trivett	x	Byron Adkins	x	Kevin Carroll	x
Anita Barnhart		Ryan Patterson	X	Jim Ingle	x
Brent Chambers	x	Bill Walton		Mark Miller	x
Goochland County		Hanover County		Frank Petroski	x
Jonathan Lyle		Sean Davis	x	Jessica Schneider	x
Neil Spoonhower		Sue Dibble		Tim Davey	x
Charlie Vaughters		Ryan Hudson	x	Henrico County	
Tom Winfree	x	Fay Prichard	x	Rev. Roscoe Cooper	x
New Kent County		Larry Leadbetter	x	William Mackey	
Milton Hathaway	x	Charlie Waddell	x	Tyrone Nelson	x
John Moyer	x	Powhatan County		Jody Rogish	x
Amy Pearson	x	Bill Donati	x	Misty Roundtree	
Jordan Stewart	x	Mark Kinney		Dan Schmitt	
Capital Region Airport Commission (CRAC)		Steve McClung	x	Chris Bast	
Perry Miller		Denise Morrissette		Gordon Dixon	
John Rutledge		Bob Powers		City of Richmond	
Commonwealth Transportation Board		Jessica Winall		Mayor Danny Avula	x
Rex Davis		Dept. Of Aviation (DOAV)		Andrew Breton	x
Federal Highway Administration (FHWA)		Rusty Harrington		Katherine Jordan	
Edward Ofori		Stephen Smiley		Dr. Cynthia Newbille	x
Ivan Rucker	x	GRTC		Priscilla Eddings	x
Federal Transit Administration (FTA)		Sheryl Adams	x	Dakia Knight	x
Daniel Koenig		Adrienne Torres		Dept. Of Rail and Public Transportation (DRPT)	
RideFinders		Senate of Virginia		Tiffany Dubinsky	
Cherika Ruffin	x	Ghazala Hashmi		Wood Hudson	
RMTA		VDOT		Tiffany Robinson	
Joi Dean	x	Stephen Brich		Zach Trogdon	
Shannon Marshall	x	Mark Riblett	x	Port of Virginia	

VA House of Delegates		Dale Totten		Thomas Cross	
Rae Cousins				Stephen Edwards	
				Barbara Nelson	

RRTPO Chair Jody Rogish called the meeting to order at approximately 9:19 am and led the Pledge of Allegiance.

Sarah-Keel Crews, PlanRVA, did the role call and certified an RRTPO quorum for the upcoming consent agenda items.

Martha Shickle and Chet Parsons, both PlanRVA staff, welcomed the group and gave brief introductions before Chair Rogish presented the TIP Amendments. On a motion by Kevin Carroll, seconded by Jessica Shneider, the motion passed unanimously by voice vote.

Regional Collaboration and Competitiveness

Martha Shickle celebrated her tenth anniversary, highlighting her pivotal role at the Richmond Regional Planning District Commission. She noted that PlanRVA was key in addressing regional issues across 21 commissions in Virginia, fostering cooperation among jurisdictions. Collaborations with the Richmond Regional Transportation Planning Organization (RRTPO) and the Central Virginia Transportation Authority (CVTA) were essential to its mission. Staff expertise spanned environmental resources, emergency management, community development, transportation, and data analysis. The recent adoption of a cohesive regional strategic vision integrated various local plans and reflected extensive community input, marking significant progress. Other achievements included a comprehensive economic development strategy and an expansive climate action plan, demonstrating commitment to regional and cross-regional collaboration.

The RRTPO played a crucial role in securing federal funding for transportation initiatives, facilitating cooperation among local, state, and federal levels. The CVTA effectively funded and implemented transportation projects, channeling over a billion dollars into infrastructure, exemplified by recent Transportation Improvement Program (TIP) amendments. PlanRVA served as a facilitator in turning strategic visions into actionable plans, emphasizing continual feedback and cooperative engagement to improve project communication. This effective model of regional planning encouraged further exploration into regional economic development, environmental strategies, and intergovernmental collaborations.

Report on Major Initiatives

Martha and Chet highlighted the excitement around project prioritization within Plan RVA and collaborations with CVTA. A year ago, Plan RVA was selected for the Prioritization Process Pilot Program, aimed at enhancing transparency in project selection and federal and local investment. This program is designed to offer comprehensive analysis of transportation investments, considering factors like environment, housing, economy, and congestion. The pilot will enhance data tools and make project outcomes publicly accessible, aligning with Pathways to the Future and promoting data-driven decisions. Additionally, Plan RVA is advancing an economic mobility initiative with regional partners to improve transit access and community engagement. Safety remains a priority, focusing on reducing traffic-related incidents. Recent successes include significant infrastructural

investments, highlighted by a \$512 million boost from the SmartScale program. This period marks significant growth in transit and active transportation projects, notably the expansion of the Fall Line Trail and the Pulse transit system. The region has benefited from \$1.05 billion in revenue through CBTA, with plans to leverage this through bonds for continued growth and development.

Collaboration Opportunities

Chet then led the audience in a participation session where local leaders and attendees were encouraged to discuss regional opportunities and challenges. Jordan Stewart from New Kent County expressed excitement about addressing housing shortages by learning from neighboring localities' best practices. The discussion highlighted the need for collaboration to manage rapid growth and attract businesses effectively. Jody Rogish from Henrico emphasized the importance of regional bike lane connectivity for tourism and integration with the Capitol and Fall Line Trails, underscoring the broader benefits of transportation planning.

Tyrone Nelson from Henrico County reflected on the transformative impact of CVTA funding, celebrating how it has accelerated infrastructure projects across the region, including the GRTC support and I-64 expansion. This collaboration aligns with public expectations and regional identity, viewing the Richmond area as a cohesive entity. Attendees engaged in a live poll to identify priorities, with housing, growth, and community safety emerging as key concerns over the next five years. This feedback will inform future planning and prioritization efforts, ensuring effective regional collaboration and development.

Special Recognitions and 2025 Chair Reflections

The program then moved on to awards to recognize exceptional contributions to the Richmond region. The Employee of the Year Award was given to Elizabeth Greenwell for her work with Plan RVA, emphasizing her impactful data initiatives, including creating a public-access data tool. The Regional Champion Award honored Joe Vidunas of Hanover County for his leadership in transportation projects, credited with advancing numerous regional initiatives without general fund dollars. Faith Walker received the Regional Partner Award for her efforts in improving transit systems and advocacy work. Moreover, Delegate Dolores McQuinn was awarded the Frank J. Thornton Chairman's Award for her legislative contributions, particularly regarding transportation funding, reflecting her long-standing impact on the region. Lastly, Martha Shickle was acknowledged for her decade of leadership, receiving a token of appreciation for her dedication and service.

After the awards concluded, Chair Rogish thanked everyone in attendance and adjourned the meeting at 10:41 a.m.

**ACTION ITEM**

February 5, 2026

TO Policy Board**SUBJECT** FY24-FY27 Transportation Improvement (TIP) – Virginia Department of Transportation (VDOT) UPC: 128623**BRIEF:**

The Virginia Department of Transportation (VDOT) submitted a request to amend the Transportation Improvement Program (TIP) to include a new interchange project, UPC 128623. The new project involves constructing a Diverging Diamond Interchange (DDI) where N. Gayton Rd. crosses I-64 and the addition of new medians and auxiliary lanes.

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.

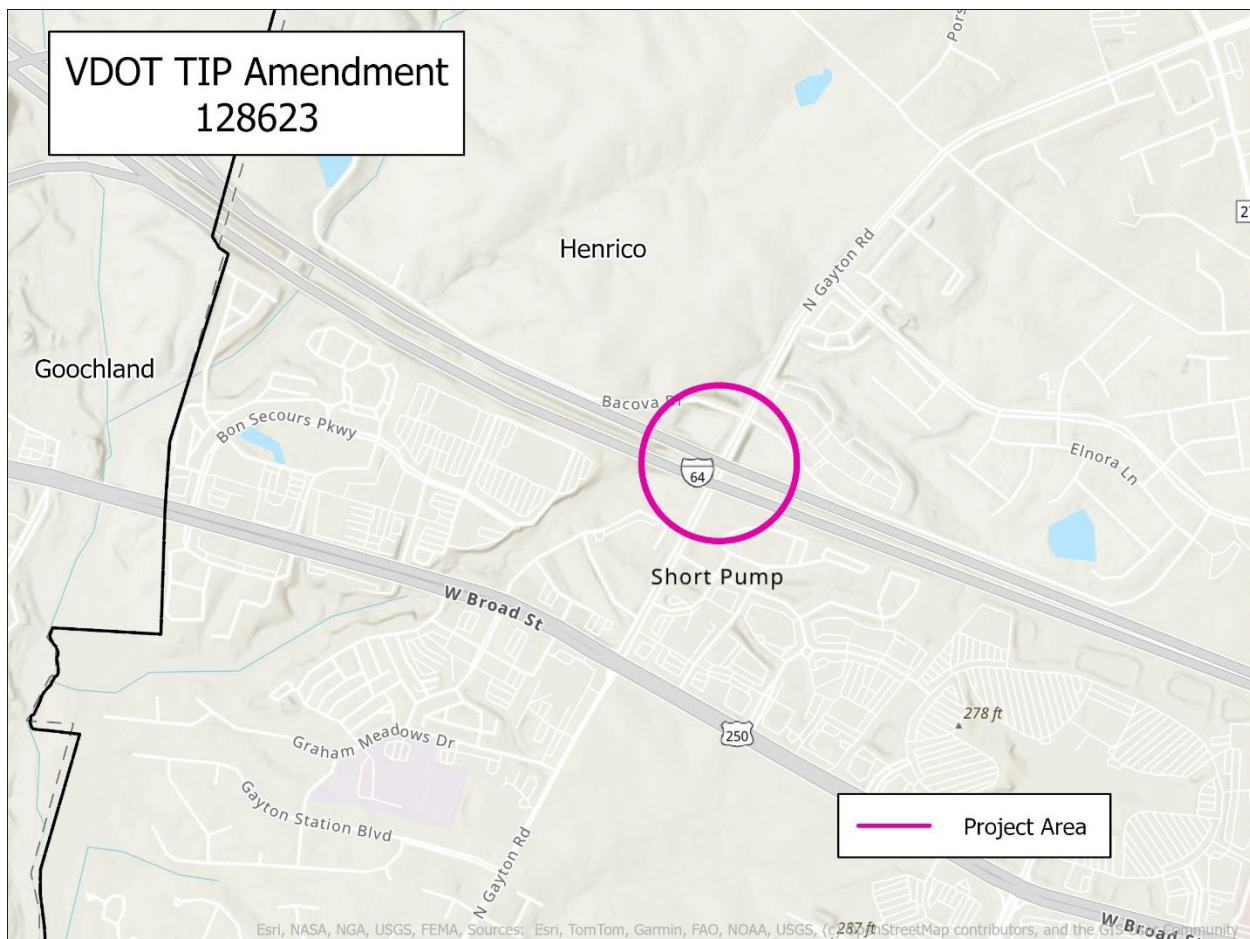
For other funding programs, the RRTPO does not have authority to select projects but is responsible for adding projects to the Transportation Improvement Program (TIP). Based on federal regulations and RRTPO policy, all projects proposed to be added to the TIP are screened for consistency with the regional 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 amendment requested by VDOT 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 Overviews:

The I-64 at N. Gayton Road Interchange project (UPC 128623) seeks to improve safety at the intersection of I-64 and N. Gayton Road. The project will construct a Diverging Diamond Interchange (DDI) at the intersection of I-64 and N. Gayton Road. In addition to the interchange improvements, the project also calls for mainline improvements along I-64 and N. Gayton Road, including the addition of new auxiliary lanes and new medians.



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. The Short Pump



Area Transportation Improvements NEPA Study is already included in the TIP. The I-64 at N. Gayton Road project is considered regionally significant and is currently included in our CLRP. Figure 1 below graphically shows the consistency review process.

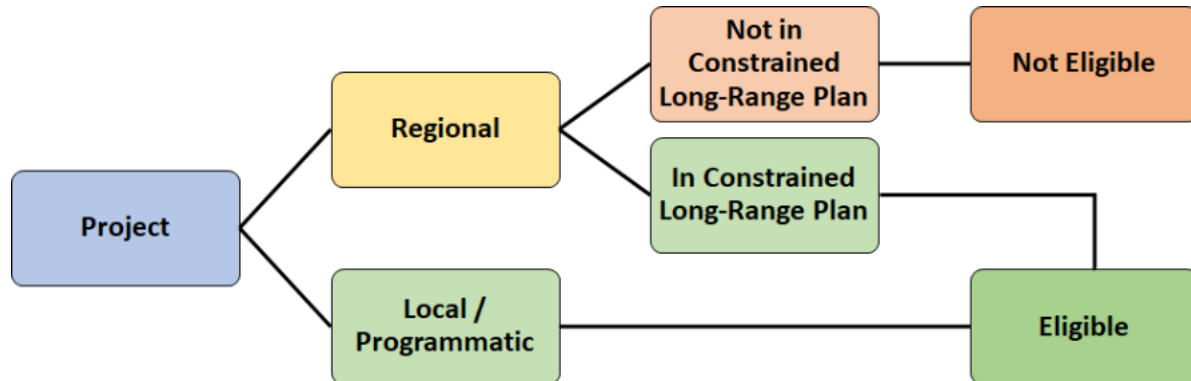


Figure 1: ConnectRVA 2045 Consistency Workflow

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. The I-64 at N. Gayton Rd project is already included in the Regional Conformity Assessment and does not require a new assessment.

Fiscal Constraint:

The funding changes are as follows: add \$7,350,000 (AC-Other) to FFY26, PE phase.

Federal Fund Source Description:

AC-Other – The Surface Transportation Program/Surface Transportation Block Grant Program provides flexible funding for a range of eligible projects and programs to address state and local transportation needs.

For more information, please contact Will Heller at wheller@planrva.org or 804-924-961

Attachments

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





POLICY BOARD AGENDA 2 /5/2026; ITEM B-1.

FY24 – FY27 Transportation Improvement Program (TIP) – Virginia Department of Transportation (VDOT) Amendment (UPC 128623)

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 Virginia Department of Transportation (VDOT) has requested a revision to the FY24 – FY27 Transportation Improvement Program (TIP) to add the I-64 at N. Gayton Rd. Interchange project (UPC 128623); 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 128623 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 February 5, 2026.

WITNESS:

BY:

Sarah-Keel Crews
Board Operations Manager
PlanRVA

Martha Shickle
Secretary
Richmond Regional
Transportation Planning
Organization

**ACTION ITEM**

February 5, 2026

TO

Policy Board

SUBJECT

FY24-FY27 Transportation Improvement (TIP) - Greater Richmond Transit Company (GRTC) TIP Amendments GRTC056, GRTC069, GRTC070

BRIEF:

The Greater Richmond Transit Company (GRTC) submitted a request to amend the Transportation Improvement Program (TIP) to update funding for an existing project, **GRTC056**, and to add two new projects, **GRTC069** and **GRTC070**. The existing project involves the ongoing renovation of GRTC's maintenance facilities, and the new projects include the planning phases of both the North South BRT Pulse expansion and the Western BRT Pulse expansion..

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) recommends the Policy Board approve the proposed TIP amendment as requested by GRTC. 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 GRTC have been reviewed by staff and found consistent with the requirements for RRTPO approval. Draft TIP blocks can be

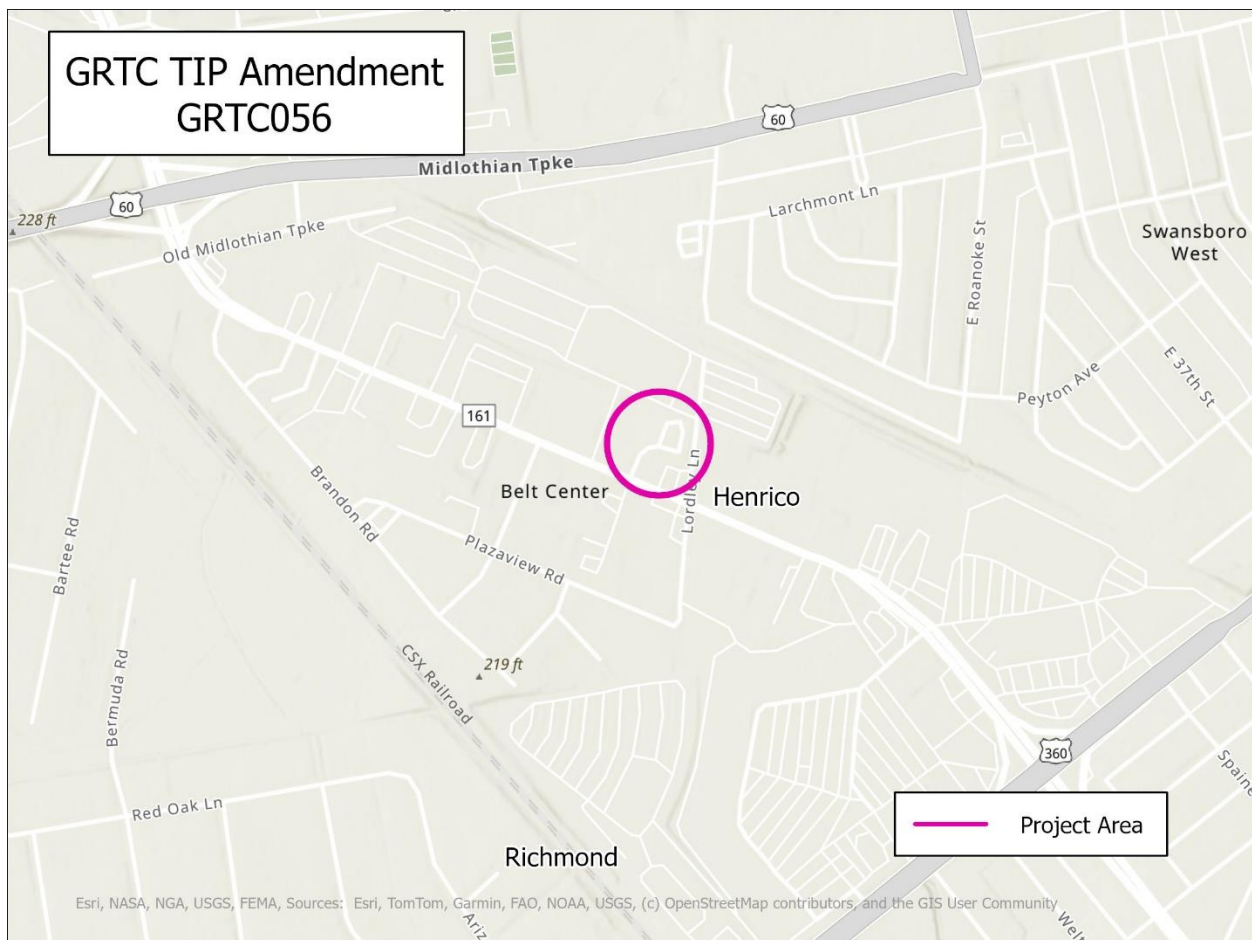


found in Attachment A. A summary of the findings for each requirement is included below.

Project Overviews:

GRTC056

The existing **GRTC056** project focuses on the renovation of GRTC’s Maintenance and Administration facility at 301 East Belt Boulevard. A 2024 condition assessment of asphalt and concrete parking surfaces at the facility found more than 200,000 square feet of parking surface in Fair or Poor condition. This TIP amendment will increase funding in FY26 to help implement critical asphalt and concrete repairs on the 15-year-old surfaces.

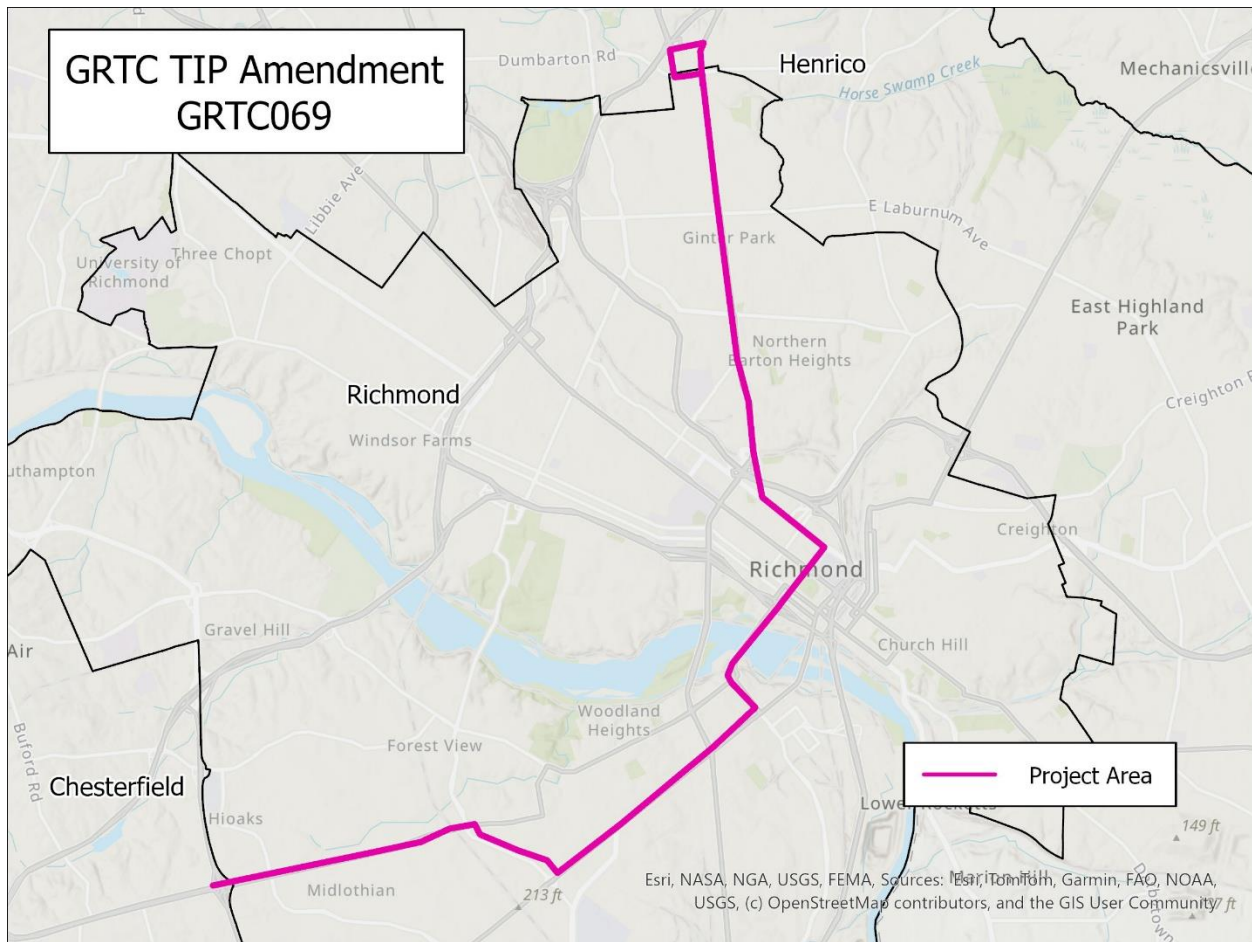


GRTC069

The new **GRTC069** project adds the North South Pulse BRT Expansion to the TIP. This project represents the next step following the N/S Phase One NEPA/Station

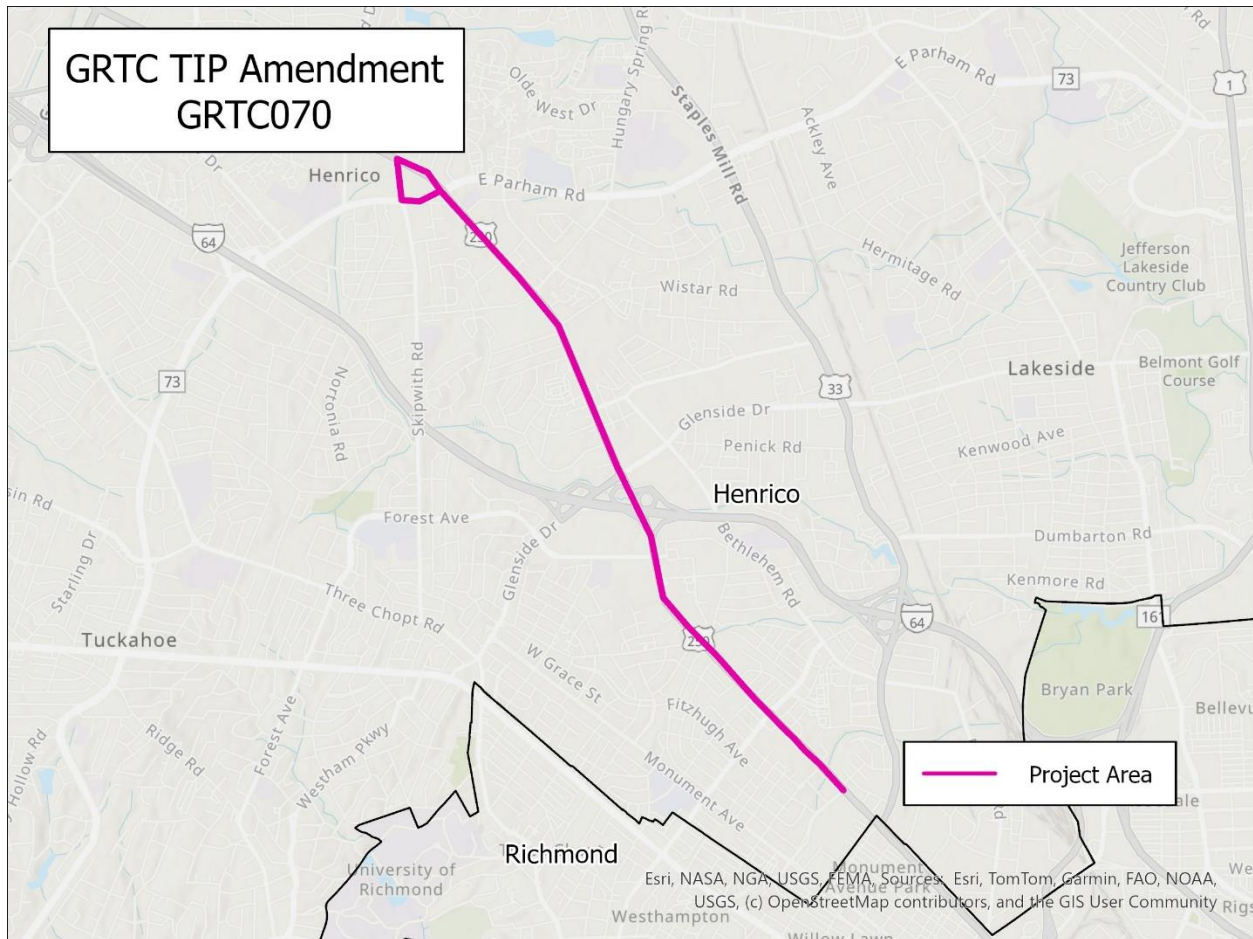


Locations/Routing Alternatives analysis. This phase of the project is critical for developing AE design plans, elevations, & specifications from conceptual to 30% Preliminary Engineering levels.



GRTC070

The new **GRTC070** project adds the Western Pulse BRT Extension to the TIP. This project represents the next step following NEPA and the Preliminary Engineering 30% design phase. The scope of the Pulse Western Extension involves a four-mile expansion of the existing Pulse service from Willow Lawn to Parham Road. The first extension will add eight new stations, additional dedicated lanes, and a dedicated park and ride location.



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. **GRTC056** is considered local in nature and is already included in our TIP. While the proposed **GRTC069** and **GRTC070** projects will ultimately be regionally significant projects, their current phases are considered local in nature and therefore they may be advanced without inclusion in our CLRP.

Figure 1 below graphically shows the consistency review process.

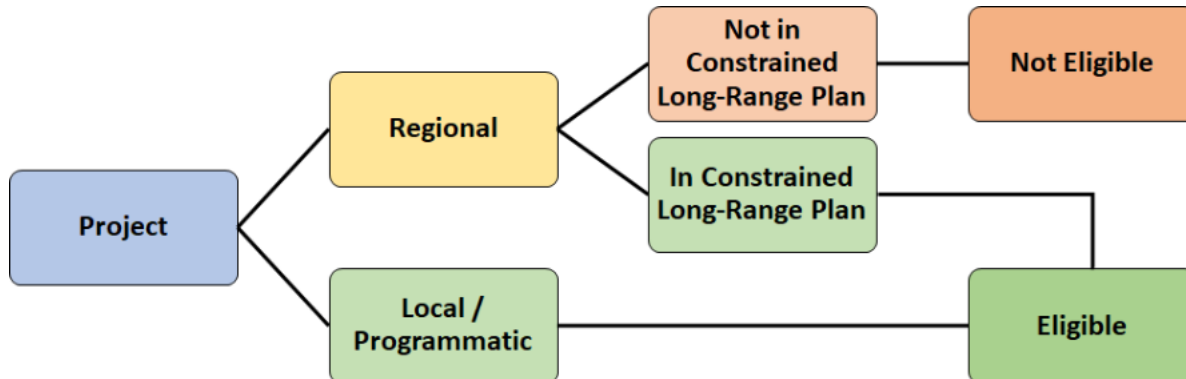


Figure 1: ConnectRVA 2045 Consistency Workflow

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 project types are exempt from air quality conformity according to 40 CFR § 93.126.

GRTC056 is exempt under the mass transit category, reconstruction or renovation of transit buildings and structures (ie: rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)

GRTC069 and **GRTC070** are both exempt under the Other category, engineering to assess social, economic, & environmental effects of the proposed action or alternatives to that action.

Fiscal Constraint:

GRTC056 – The funding changes are as follows: add \$1,101,000 (FTA 5307), \$2,675,000 (State) and \$157,000 (Local) to FY26.

GRTC069 – The funding changes are as follows: add \$502,000 (FTA 5307), \$546,000 (State), and \$43,000 (Local) to FY26.

GRTC070 – The funding changes are as follows: add \$627,000 (FTA 5307), \$3,139,000 (State), and \$156,000 (Local) to FY26.

Federal Fund Source Description:

FTA 5307 – The Urbanized Area Formula Funding program makes federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas with populations of 50,000 or more.



For more information, please contact Will Heller at wheller@planrva.org or 804-924-961

Attachment

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





POLICY BOARD AGENDA 2 /5/2026; ITEM B-2.

FY24 – FY27 Transportation Improvement Program (TIP) – Greater Richmond Transportation Company (GRTC) Amendment (GRTC056, GRTC069, GRTC070)

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 Greater Richmond Transportation Company (GRTC) has requested a revision to the FY24 – FY27 Transportation Improvement Program (TIP) to add both the North South Pulse BRT Expansion project (GRTC069) and the Western Pulse BRT Extension project (GRTC070); and to update funding for the existing maintenance and administration facility project (GRTC056); and

WHEREAS, these projects are funded by federal dollars or a combination of federal, state, and local dollars and,

WHEREAS, these projects have been determined to be exempt from regional air quality conformity under 40 CFR § 93.126; and,

- **GRTC056** – *Mass Transit* – Reconstruction or renovation of transit buildings and structures.
- **GRTC069, GRTC070** – *Other* – Engineering to assess social, economic, & environmental effects of the proposed action or alternatives to that action.

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 GRTC056 and to add GRTC069 and GRTC070 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 February 5, 2026.

WITNESS:

BY:

Sarah-Keel Crews
Board Operations Manager
PlanRVA

Martha Shickle
Secretary
Richmond Regional
Transportation Planning
Organization

**ACTION ITEM**

February 5, 2026

TO Policy Board

SUBJECT 2026 Roadway Safety Targets

BRIEF:

The Highway Safety Improvement Program (HSIP) requires a data-driven, annual process for setting roadway safety performance targets under federal regulations (23 CFR Part 490). Each year, the Commonwealth establishes statewide safety targets, and every Metropolitan Planning Organization (MPO) must either adopt those targets or set its own. The Richmond Regional Transportation Planning Organization (RRTPO) tracks five required safety measures: fatalities, fatality rate, serious injuries, serious injury rate, and combined non-motorized fatalities and serious injuries. In recent years, the RRTPO has used a hybrid target-setting approach that balances observed crash trends with long-term regional safety goals, including Vision Zero by 2050. This approach avoids adjusting targets upward in response to recent increases and instead maintains level or declining benchmarks to reinforce a sustained focus on reducing deaths and serious injuries on the region's roadways.

RECOMMENDED ACTION:

The Technical Advisory Committee recommends the following 2026 safety targets for consideration which follow the hybrid approach adopted in 2024 and state assumptions on VMT growth. A draft resolution of approval is included as Appendix C for consideration.

Performance Measure	Baseline (Year)	2026 Target	Annual Change	Approach to Target Setting
Fatalities	120 (2023)	107	-3.90%	Keep unmet 2024 Target
Fatality Rate	1.182 (2023)	0.967	-	Adjust for ~2.51% annual growth in VMT
Serious Injuries	855 (2024)	833	-1.31%	Matching state targets
Serious Injury Rate	8.178 (2024)	7.559	-	Adjust for ~2.51% annual growth in VMT
Non-Motorized Fatalities and Serious Injuries	111 (2023)	108	-0.96%	Matching state targets



DISCUSSION:

Setting safety targets is an annual requirement for the RRTPO as part of the federal performance-based planning and programming requirements. For roadway safety, the RRTPO is required to [track and set targets for five performance measures](#):

- Fatalities
- Fatality Rate (per 100M vehicle miles traveled)
- Serious Injuries
- Serious Injury Rate (per 100M vehicle miles traveled)
- Non-Motorized Fatalities and Serious Injuries

VDOT, in coordination with DMV, sets statewide targets annually for each of these measures. State performance is assessed against these targets by FHWA and the Commonwealth is required to meet or make significant progress toward meeting these targets. The statewide performance targets are informed by an analytical model which factors in vehicle miles traveled, demographics and employment, weather, liquor sales, VDOT maintenance and operations programs spending, DMV behavioral programs spending, and the expected impacts of SMART SCALE and VHSIP investments. Beginning with the calendar year 2024, states are required to set level or declining targets for safety.

Based on current trends and federal requirements, the Commonwealth Transportation Board (CTB) has adopted the following targets for 2026.

Performance Measure	2026 Target
Fatalities	882
Fatality Rate	1.00
Serious Injuries	6,424
Serious Injury Rate	7.286
Non-Motorized Fatalities and Serious Injuries	604

MPOs are required to adopt targets no later than 180 days after the CTB each year. The RRTPO has the option to follow the statewide target (level for all measures) or set a separate target for any or all performance measures. In general, FHWA has identified three approaches used in setting performance targets.

Data-Driven Targets

This approach projects expected outcomes based on recent trends, model projections, programmed projects, and other safety efforts. This approach can be considered realistic, but depending on recent trends, can result in targets for



increased fatalities or serious injuries. Other than VDOT modeling, other examples of data-driven targets include forecasts based on the short-term trendline (last five years) or long-term trendline (last 10 or 15 years). This is the approach the Commonwealth and MPO have in the recent past.

Goal-Driven Targets

This approach focuses on the common goal of reducing fatalities and serious injuries by setting declining targets, regardless of the baseline trend. Such efforts are aligned with the vision of Towards Zero Deaths and Serious Injuries as expressed in Arrive Alive, the Virginia Strategic Highway Safety Plan (SHSP). Particularly in the face of increasing trends, this approach can be seen as aspirational. Missed targets provide an opportunity to reconsider safety investments and focus on safety in funding decisions. The Commonwealth Transportation Board (CTB) has set an aspirational target of 2% annual reduction in fatalities and serious injuries.

Hybrid Targets

This final approach is a synthesis of the two prior approaches. This approach focuses on the long-term goal of reducing fatal and serious injury crashes while considering the baseline trend to provide more grounding in the current crash experience. This is the approach used by the CTB in adopting level targets for 2025 and 2026.

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

Attachments

- A. [Historic Crash Data and Trends \(VDOT\)](#)
- B. [Preliminary Crash Data \(2024–2025\)](#)
- C. Draft Resolution of Approval

A.



B.



POLICY BOARD AGENDA 2/5/2026; ITEM C-1

2026 Safety Performance Targets

Richmond Regional Transportation Planning Organization

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

WHEREAS, the Safety Performance rulemaking requires MPOs to agree to contribute to meeting the State DOT safety targets or to establish safety targets for each of the five safety measures including number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries.; and

WHEREAS, the number of fatal crashes in the region has been increasing; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board adopts the following safety targets calendar year 2026:

Description	2025 Target
Fatalities	107
Fatality Rate	0.967
Serious Injuries	833
Serious Injury Rate	7.559
Non-Motorized Fatalities + Serious Injuries	108

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held February 5, 2026.

WITNESS:

BY:

 Sarah-Keel Crews
 Board Operations Manager
 PlanRVA

 Martha Shickle
 Secretary
 Richmond Regional Transportation
 Planning Organization



ADMINISTRATIVE ITEM

February 5, 2026

TO TPO Policy Board
SUBJECT Bylaws Amendment Proposals

BRIEF:

The RRTPO Bylaws have some proposed amendment changes that will be presented to this February 5, 2026 meeting. The highlighted language in the attached document reflects the potential changes. This item requires affirmative vote of approval at two consecutive meetings. If the first approval occurs today, February 5, 2026, at the current RRTPO Policy Board Meeting, the second vote will be scheduled for March 5, 2026.

RECOMMENDED ACTION:

Motion to approve the bylaw amendments as presented.

For more information, please contact Martha Shickle at martha@Planrva.org or 804-924-7030.

Attachment

- A. [Bylaws with highlighted amendment changes](#)





ADMINISTRATIVE ITEM

February 5, 2026

TO TPO Policy Board
SUBJECT Work Status Report Second Quarter Update

BRIEF:

The RRTPO Work Program Progress Report provides a short summary of each activity for the second quarter of FY26. This report provides insight into how planning funds are being expended and the work accomplished so far this year. The WSR serves as an update for both funding agencies and the Policy Board. Please reference the [FY 2026 UPWP](#) for details concerning the approved budget and work description for each task. At the end of the report, the budget and expenses for the quarter and year to date are summarized for each task.

For more information, please contact Martha Shickle at martha@Planrva.org or 804-924-7030.

Attachment

- A. [FY26 Q2 Work Status Report with Financials](#)

