



Photo: Rt. 288 from River Road,
Goochland County



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

[WEBINAR LINK](#)

NOTES

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

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

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

Members of the public are invited to submit public comments either verbally or in writing. Written comments can be submitted through the Q&A/Chat function on Teams by email to RRTPO@PlanRVA.org.

Richmond Regional Transportation Planning Organization (RRTPO) Policy Board

Powered By:



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, September 10, 2026 – 9:30 a.m.

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

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

1. **Pledge of Allegiance** (*Chair John P. Moyer*)
Chair to welcome any new members
2. **Roll Call & Certification of a Quorum** (*Sarah-Keel Crews*)
3. **Confirmation of Member Participation from a Remote Location**
(*Chair John P. Moyer*)

Requested action (if there are member requests to participate remotely): confirm that the Chair's decision to approve or disapprove the member(s) request to participate from a remote location was in conformance with the RRTPO Policy for Meetings Held Through Electronic Communication Means; and, the voice of the remotely participating member(s) can be heard by all persons at the primary or central meeting location (by voice vote).

4. **Consideration of Amendments to the Agenda** (*Chair John P. Moyer*)
5. **Public Comment Period** (*Chair John P. Moyer*)
6. **Consent Agenda**

Requested Action: approve the following consent agenda items as presented:

- a. **Approval of July 2, 2026, Meeting Minutes** – page 5
Consent Action: approve the meeting minutes as presented
- b. **FY24 – FY27 Transportation Improvement Program Amendment – Existing Projects** – page 14
Consent Action: approve amendments to three (3) existing projects in the TIP (UPCs GRTC034, 111716, 124341)

- c. **FY27 Unified Planning Work Program Amendment – GRTC North-South BRT Transit Oriented Development Study** - page 25
Consent Action: adopt the UPWP amendment to list the GRTC study as requested by GRTC and FTA
- d. **Community Transportation Advisory Committee (CTAC) Member Honorarium Policy Readoption** - page 30
Consent Action: retroactively readopt the CTAC honorarium policy beginning July 1, 2026
- e. **Community Transportation Advisory Committee (CTAC) Attendance Policy Readoption** - page 33
Consent Action: readopt the CTAC attendance policy with updated language

B. REGIONAL PLANNING (15 Minutes)

1. Pathways to the Future: Transportation 2050

(Dorian Allen) – page 35

Requested action: adopt the 2050 Long-Range Transportation Plan (voice vote).

C. REGIONAL FUNDING (15 Minutes)

1. Flexible Regional Funding – Existing Project Request – Deepwater Terminal Rd - Extend Existing Roadway (UPC 104281)

(Myles Busching) – page 41

Requested action: approve \$1,060,682 in additional Surface Transportation Block Grant (STBG) funds for the Deepwater Terminal Rd extension project (UPC 104281). (roll call vote)

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

(Myles Busching) – page 50

Requested action: approve the TIP amendments to add two Richmond signal projects (UPCs 130057 and 130058) and one Chesterfield preliminary engineering only project (UPC 130101) to the TIP (voice vote)

D. MPO ADMINISTRATIVE RESPONSIBILITIES & RRTPO SECRETARY'S REPORT (15 Minutes)

1. Federal Certification Report Overview

(FTA/FHWA)

Discussion Item

E. COMMITTEE & PARTNER AGENCY REPORTS (5 Minutes)

1. Committee Updates (as needed)

a. **Community Transportation Advisory Committee** *(Chair Erin Phelan)*

b. **Technical Advisory Committee** *(Chair Austin Goyne)*

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. OTHER BUSINESS (5 Minutes)

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

G. ADJOURNMENT

Next Meeting – The next meeting will be on **November 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 Teams
Thursday, July 2, 2026 - 9:30 a.m.

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

27 votes // 14 for quorum

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

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

A. CALL TO ORDER AND GENERAL ADMINISTRATION

Chair Moyer called the meeting to order at 9:30 and lead the pledge of allegiance. Afterwards, Sarah-Keel Crews, PlanRVA, called roll and certified a physical quorum.

There were no board members participating remotely, or considerations of amendments to the agenda, although it was noted that Mr. Huber was filling in for Wood Hudson at DRPT. Because DRPT is a non-voting member, this did not impact the physical quorum or require certification for remote participation. Chair Moyer then opened the meeting up for public comment, but there were no members of the public online or in-person. No public comment had been received in advance either, so Chair Moyer moved on to the consent agenda.

There were no comments regarding the consent agenda, so Chair Moyer called for a motion. Kevin Carroll made a motion that was seconded by Jody Rogish, and all voted in favor of approving the consent agenda.

B. REGIONAL PLANNING

Draft Safety Action Plan

Dan Motta presented Safe by Design, the final draft of the region's transportation safety action plan and asked the Policy Board to adopt it as the region's guiding safety document. He explained that the plan sits at the front of the regional planning cycle and is intended to guide future safety investments, project development, and funding efforts.

He emphasized that the plan was shaped by substantial public engagement, including more than 30 events, over 1,000 in-person participants, and strong online activity. He also underscored the urgency of the work, noting that since the last plan was adopted in March 2022, 501 people have been killed and more than 3,700 seriously injured on the region's roads. Preliminary 2026 data through June showed 39 deaths and 316 serious injuries.

A key finding in the plan is that just 1% of regional roads account for 70% of fatal and serious injury crashes, mostly on arterials. Based on that analysis, the plan identifies priority safety corridors where focused action could have the greatest near-term impact.

Mr. Motta outlined six actions in the plan: create a regional street design manual, launch a road safety assessment program, develop a quick-build library of proven safety treatments, implement quick-build projects on priority corridors, connect the plan to related safety efforts like speed management and lighting, and build a public safety dashboard to track outcomes and accountability.

He also described Safer Together, a companion messaging strategy meant to support the infrastructure work with consistent regional communication focused on awareness, empathy, and action.

During board discussion, members asked about the crash maps, terminology, and whether fatalities and serious injuries should be shown separately for clarity. There was also discussion about pedestrians, cyclists, train-related incidents on public roadways, speed cameras, roundabouts, and the value of quick-build improvements. Overall, the discussion was robust. When it concluded, Chair Moyer asked for a motion to approve. Jessica Schneider made the motion, and it was seconded by Ryan Patterson. All voted in favor via a voice vote, and the motion carried.

C. REGIONAL FUNDING

SMART SCALE Round 7 Endorsements

Myles Busching presented the item on regional funding endorsements for Smart Scale Round 7, explaining that this step represents the funding phase of the transportation planning cycle. In his framing, the region has already identified problems and prioritized solutions, and now the focus is on securing funding to implement those projects. He described Smart Scale as the Commonwealth's main competitive transportation funding program and noted that it operates as two related competitions under one call for projects: the District Grant Program, where localities compete within the Richmond construction district, and the High Priority Projects Program, a statewide competition for eligible corridor-based projects that can include submissions from MPOs, PDCs, transit operators, and qualifying localities.

Mr. Busching explained that each cycle requires projects to be screened for consistency with the region's long-range transportation plan. If a project is not already listed in the constrained plan or is not clearly consistent with the regional plan, the MPO must provide a formal resolution of endorsement. To avoid any project being excluded on a technicality, he said the region has historically endorsed all submitted applications, and that the action before the board was to continue that practice by approving a resolution endorsing all pre-applications submitted by localities, transit operators, the MPO, and the PDC. He added that the board was also being asked to authorize PlanRVA staff to submit the region's own final applications for the projects that had already been reviewed and approved during the pre-application stage.

He noted one update to the draft resolution in the agenda packet: three projects had revised names between the pre-application and full-application stages to better reflect their actual scopes. One was a GRTC north-south BRT project whose title was being clarified to show that the route extends beyond downtown farther north. The other two were Chesterfield County Route 10 projects being submitted by PlanRVA, originally labeled simply as phase one and phase two, and now being renamed to more clearly define the split between those phases. Mr. Busching asked the board to approve the resolution subject to those three naming changes and reiterated that doing so would allow staff to move forward with the final Smart Scale applications. A board member responded positively, describing it as a strong regional list and expressing hope that the projects would be competitive in this round. After discussion concluded, Kevin Carroll made a

motion to approve, and it was seconded by Dr. Cynthia Newbille. All members voted in favor and the motion passed.

Critical Urban Freight Corridor (CUFC) Designation

Dorian Allen then presented a request related to the designation of critical urban and rural freight corridors, focusing specifically on a proposed extension along Interstate 295 in the Richmond region. He began by explaining that the FAST Act created the National Highway Freight Network, including the primary highway freight system and other interstate freight routes that are considered essential to national goods movement and supply chains. He noted that responsibility for designating critical rural freight corridors rests with the state in consultation with MPOs, while critical urban freight corridors follow a shared governance structure in which larger MPOs lead their own selections and the state works collaboratively on the remaining urban corridors. In his framing, this structure is intended to ensure that local freight infrastructure decisions align with broader national freight priorities.

Mr. Allen emphasized that designation as a critical urban or rural freight corridor is voluntary and does not directly affect project eligibility for Virginia's freight funding programs, including those funded through the National Highway Freight Program and selected through Smart Scale and other established processes. Instead, he said the value of these designations lies in the additional programmatic flexibility they provide, allowing the state and region to preserve more strategic options without changing the existing project prioritization process. He explained that Virginia last formally updated and expanded these designations during the 2022 VTrans State Freight Plan update, with the Office of Intermodal Planning and Investments coordinating with major regions including Richmond, Hampton Roads, and Northern Virginia to ensure a connected and logical freight network across urban areas, while also identifying a cohesive statewide rural network.

He then described how the Bipartisan Infrastructure Law increased the mileage caps available to states for these designations, raising Virginia's maximum allowance to 300 miles for critical rural freight corridors and 150 miles for critical urban freight corridors. According to Mr. Allen, Virginia still has significant unused designation capacity remaining, including about 98 urban miles and 146 rural miles available for future use. Using some of that available capacity, OIPI has proposed extending the existing freight corridor designation by roughly 12 miles along Interstate 295, a segment that passes through the Richmond Region Transportation Planning Organization boundary and would improve continuity with the existing freight network.

To support the proposal, Mr. Allen pointed to the corridor's high level of freight activity. He said the I-295 segment carries roughly 43,000 vehicles, with about 23% of that traffic consisting of freight trucks, and that the surrounding area includes several major freight-intensive assets such as RIC Airport, Meadowville Technology Park, the Richmond UPS Hub, and an Amazon fulfillment center. Based on those conditions, he presented the recommendation that the RRTPO

Policy Board approve and certify the proposed change to designate the I-295 extension as a critical urban freight corridor, as described in the attached agenda materials. After Mr. Allen's presentation concluded, Rev. Roscoe Cooper made a motion to approve. The motion was seconded by Jessica Schneider, and all voted in favor.

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

Myles Busching then presented a requested TIP amendment for the Upper Magnolia West Area Arterial Collector, describing it as the next step in moving the project into the authorized phase now that funding has been secured and the region is preparing to move toward implementation. He explained that the request came from VDOT and that the board's action at this stage was not yet the final TIP amendment itself, but rather the first step needed to advance the project through the required transportation conformity process before final approval.

As background, Mr. Busching reminded the board that parts of the Richmond region were previously designated under federal ozone air quality standards, which means certain TIP and long-range plan amendments in the affected localities must still go through transportation conformity review under the Clean Air Act. He noted that the region is now in what is considered an "orphan maintenance" status under the 1997 ozone standard, so the conformity process is much more limited than it once was, but it still requires the board to document and review certain projects before they can be added.

He then described the project itself. The Upper Magnolia West Area Arterial Collector is part of the broader Powhite Extension planning concept. On the larger corridor map, the full Powhite Extension is envisioned as a four-lane facility, while this project represents a two-lane first phase built within that future right-of-way. Mr. Busching characterized it primarily as an economic development access project, intended to open up and serve a major industrial and employment area. He underscored that point by reviewing the project's funding sources, which include Chesterfield County funds, Virginia Business Ready Sites Program funds, and TPOF funds awarded by the Commonwealth Transportation Board for economic development access. He said the total cost for this phase is about \$101 million and noted that the site it will serve has been identified as one of the largest available development sites in the Commonwealth and the largest within a major metropolitan area, making it a major regional and state priority.

Mr. Busching explained that, although the broader Powhite Extension is already included in regional planning documents, VDOT Environmental requested that this segment be added separately to the conformity project list out of an abundance of caution. As a result, the board was being asked to approve adding the project to that list so it could be included in the next conformity review cycle, which is expected to begin in August alongside Tri-Cities' long-range plan work. He noted that this would restart the conformity process, including public review during August and September, after which the item would return to the board for final conformity approval and final approval of the TIP amendment.

He closed by outlining the two requested actions: first, for the board to approve adding the Upper Magnolia West Area Arterial Collector to the conformity project list as a statement of intent to amend the TIP; and second, to authorize the Technical Advisory Committee to review the draft conformity assessment and open it for public review, with the final action to come back to the Policy Board later. During discussion, a board member confirmed that the referenced TPOF funding had already been approved by the Commonwealth Transportation Board. Another member then spoke in support of the motion, noting that the broader Powhite Extension has been a Chesterfield County priority for decades and arguing that, while the project supports development of a technology and industrial center, it will also help relieve traffic congestion in western Hull Street. The board then moved forward with a motion by Kevin Carroll and second by Jody Rogish in support of the requested action. All voted in favor, and the motion carried.

Ryan Patterson left the meeting at 10:20am, but there was still a quorum.

D. MPO ADMINISTRATIVE RESPONSIBILITIES & RRTPO SECRETARY'S REPORT

Resolutions for Recognition

Martha Shickle read a resolution honoring Kent Lantz on his retirement from PlanRVA, recognizing his more than 40 years of public service in Virginia transportation. The resolution highlighted his education, his leadership roles with VDOT and its predecessor agencies, and his work in transportation planning, programming, traffic operations, research, and bicycle and pedestrian initiatives. It also recognized his later community-focused roles, including as Mobility Manager for Senior Connections, where he helped improve transportation access for older adults, people with disabilities, and low-income residents across the Richmond region.

The resolution further noted Lantz's more than 10 years of service to PlanRVA and his contributions to regional transportation planning through technical committees, advisory work, and professional leadership. After the board adopted the resolution unanimously, Lantz thanked the group and reflected on a career of more than 50 years in transportation. Chair Moyer then called for a motion to approve the resolution. A motion was made by Jessica Schneider and seconded by Kevin Carroll. The Policy Board voted unanimously and the motion carried.

Next, Chair Moyer read a resolution honoring Mark Ribblett on his retirement after more than 40 years of public service in transportation and public infrastructure. The resolution traced his career from his graduation from the University of Delaware in 1984 through roles with the Delaware Department of Transportation, the Virginia Department of Aviation, Chesterfield County Transportation Department, and ultimately the Virginia Department of Transportation. It highlighted his major contributions during 15 years in Chesterfield County, including work on projects such as the Powhite Parkway Extension and Route 288, and then his long tenure with VDOT, where he served in a series of

increasingly senior leadership roles in land development, district planning, investment management, and project development.

The resolution emphasized Ribblett's role in building VDOT's Richmond District planning team, strengthening collaboration with local governments and regional partners, and leading major planning and project development efforts across the district. It also recognized his reputation for a collaborative, customer-focused approach, his appointment by Governor Ralph Northam to the Virginia Motor Vehicle Dealer Board, and the professional honors he received, including two VDOT Commissioner's Awards and the Virginia Governor's Award for Teamwork. In addition, the board recognized his service as a member of the Richmond Regional Transportation Planning Organization Policy Board, where he contributed expertise and regional leadership. The resolution concluded by expressing the board's appreciation for his distinguished career and best wishes for his retirement, and it was presented as a formal recognition of his many contributions to transportation planning, project development, and public service across the Richmond region and the Commonwealth. After Mr. Ribblett concluded his words of appreciation, a motion was made by Dr. Cynthia Newbille. The motion was seconded by Kevin Carroll, and all voted in favor to approve the resolution.

C. COMMITTEE & PARTNER AGENCY REPORTS (20 Minutes)

Community Transportation Advisory Committee

There was no one from CTAC present, so no update was given.

Agency Updates

FHWA – Mr. Rucker thanked the board for approving the critical urban freight corridor designation, saying it would help speed federal review of Virginia's statewide freight plan and freight investment program, which is now under review by U.S. DOT agencies. He said his office is ready to issue a supporting letter once the signed resolution is received.

He also reported that EPA is expected to complete its review of the conformity assessment this week, after which his office expects to send staff a formal approval letter, likely effective July 15. Finally, he said the certification report is complete and in final FTA edits, with a draft expected to go to staff within the next week and a formal presentation of findings anticipated at the board's next meeting.

VDOT –Mr. Totten shared both positive and difficult news from VDOT. On the positive side, he reported that VDOT's statewide effort to increase projects reaching advertisement exceeded its target by June 30, and that the Richmond District significantly outperformed its own goal, delivering more than \$675 million in project advertisements against a target of about \$525 million. He credited that success to strong regional partnerships, especially

with local government staff in jurisdictions such as Henrico County and the City of Richmond.

He then reported a tragic work zone incident in Hampton Roads in which two VDOT employees were struck, and one later died from his injuries. He said the incident was a reminder that transportation safety also includes protecting roadway workers. In the discussion that followed, board members asked about law enforcement presence in work zones and whether that practice should be revisited more broadly. Totten explained that police support is not required for every work zone, but is used in some cases and can be included in project costs when planned. The discussion ended with expressions of sympathy and interest in looking more closely at additional work zone safety measures.

DRPT – Mr. Huber gave the update for DRPT. He noted that the next public meeting will take place later this month, with more details to be announced soon, and asked members to watch for those notices. He also reminded MPOs to send their UPWPs directly to FTA by email for approval. He closed by offering to answer any questions.

GRTC – Ms. Torres shared two GRTC updates. First, she announced Transit Access Partnership Day on July 14 from 4:30 to 7:30 p.m. at Main Street Station, describing it as a celebration of the region's current transit system and its future. The event will include local art, a redesigned decommissioned bus, performances, and a silent auction supported by local jurisdictions, while also showcasing ideas for the future regional transit hub.

Second, she reported on a three-day regional transit design workshop held in June with representatives from eight of nine jurisdictions. That effort produced three transit concepts based on different funding and service scenarios, including one growth-oriented option. GRTC plans to digitize those concepts, begin public engagement this summer, and return to the board in September to discuss them further, with the goal of developing one supported regional concept to guide the FY28 and future public transportation plan.

RMTA – There was no one from RMTA present, so no update was given.

CVTA – There was no one from RMTA present, so no update was given.

PlanRVA –Martha Shickle reported on the completion of a DRPT-sponsored MERIT grant project that PlanRVA carried out in partnership with GRTC and other regional transit providers to examine the financial sustainability of transit service across the region. She said the work included a fiscal analysis focused largely on GRTC as the region's largest provider, using projected revenues and expenses and reflecting recent board decisions related to the continuation of zero-fare service. Ms. Shickle also explained that the project included outreach to corporate and philanthropic organizations to gauge

their interest in supporting transit. While that outreach did not yield immediate funding commitments, she said it did show strong interest in the value of regional transit, especially as the conversation has become more regional in scope and as newer services such as microtransit have expanded.

Ms. Shickle added that philanthropic and community leaders showed particular interest in transit's importance for older adults, especially in reducing isolation and helping seniors remain connected to services and community life. She said another part of the project focused on creating materials to better explain how the region's different transit services operate and fit together. Looking ahead, she noted that PlanRVA is working to combine the findings from this effort with its earlier rural transit analysis to support continued regional discussion about future transit service. She also reminded the board that both the PlanRVA Commission and the TPO will take up transit scenario discussions in September, with meetings scheduled for September 3 and September 10, respectively.

D. ADJOURNMENT

With no further business to discuss, Chair Moyer shared that New Kent started racing at Colonial Downs. Mr. Lyle let the group know that a former board member had recently passed, sharing that she would be greatly missed. With no further member comments, Chair Moyer entertained a motion to adjourn. Rev. Roscoe Cooper made a motion that was seconded by Jessica Schneider, and the meeting was adjourned at 10:59a.m., noting that the next meeting will be on **September 10, 2026, at 9:30 a.m.** at PlanRVA, James River Boardroom, 424 Hull Street, Richmond, VA 23224.

**ACTION ITEM**

September 10, 2026

TO

Policy Board

SUBJECT

FY24 – FY27 Transportation Improvement Program (TIP)
Amendment – Existing Projects

BRIEF:

The Greater Richmond Transit Company (GRTC) and the Virginia Department of Transportation (VDOT) have submitted requests to amend the FY24 - FY27 Transportation Improvement Program (TIP) to update three existing projects, **GRTC034, Busy St. Extended (UPC 124341), & Richmond-Henrico Turnpike – South Segment (UPC 111716)**. The **GRTC034** amendment updates funding for the implementation of enterprise resource planning software across the GRTC, the **Busy St. Extended** amendment adds a right-of-way phasing in FFY 2026 for the existing Busy Street Extended project, and the **Richmond-Henrico Turnpike – South Segment** amendment will update funding for this existing project.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) recommends approval of the proposed TIP amendments as requested by GRTC and 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.

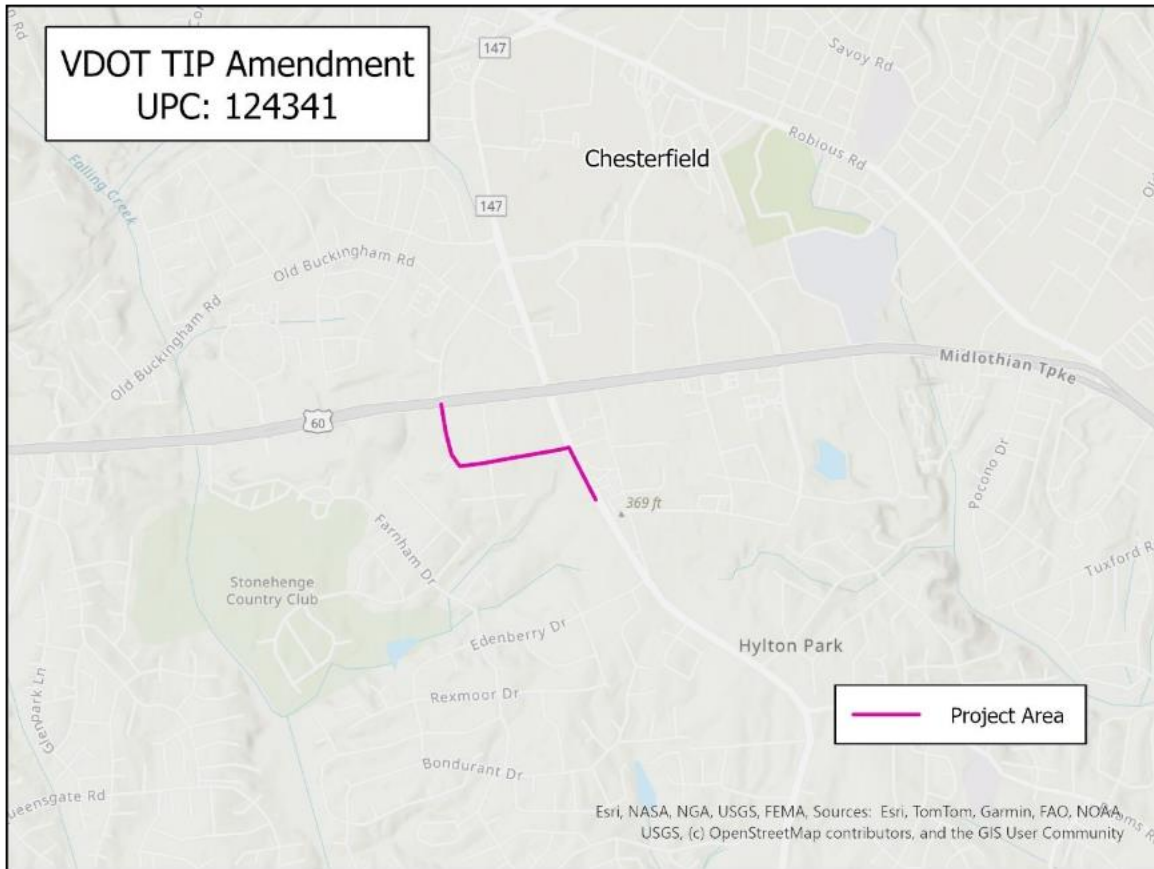


The proposed amendments requested by GRTC and VDOT have been reviewed by staff and found consistent with the requirements for RRTPO approval. Draft TIP blocks can be found in Attachment A. A summary of the findings for each requirement is included below.

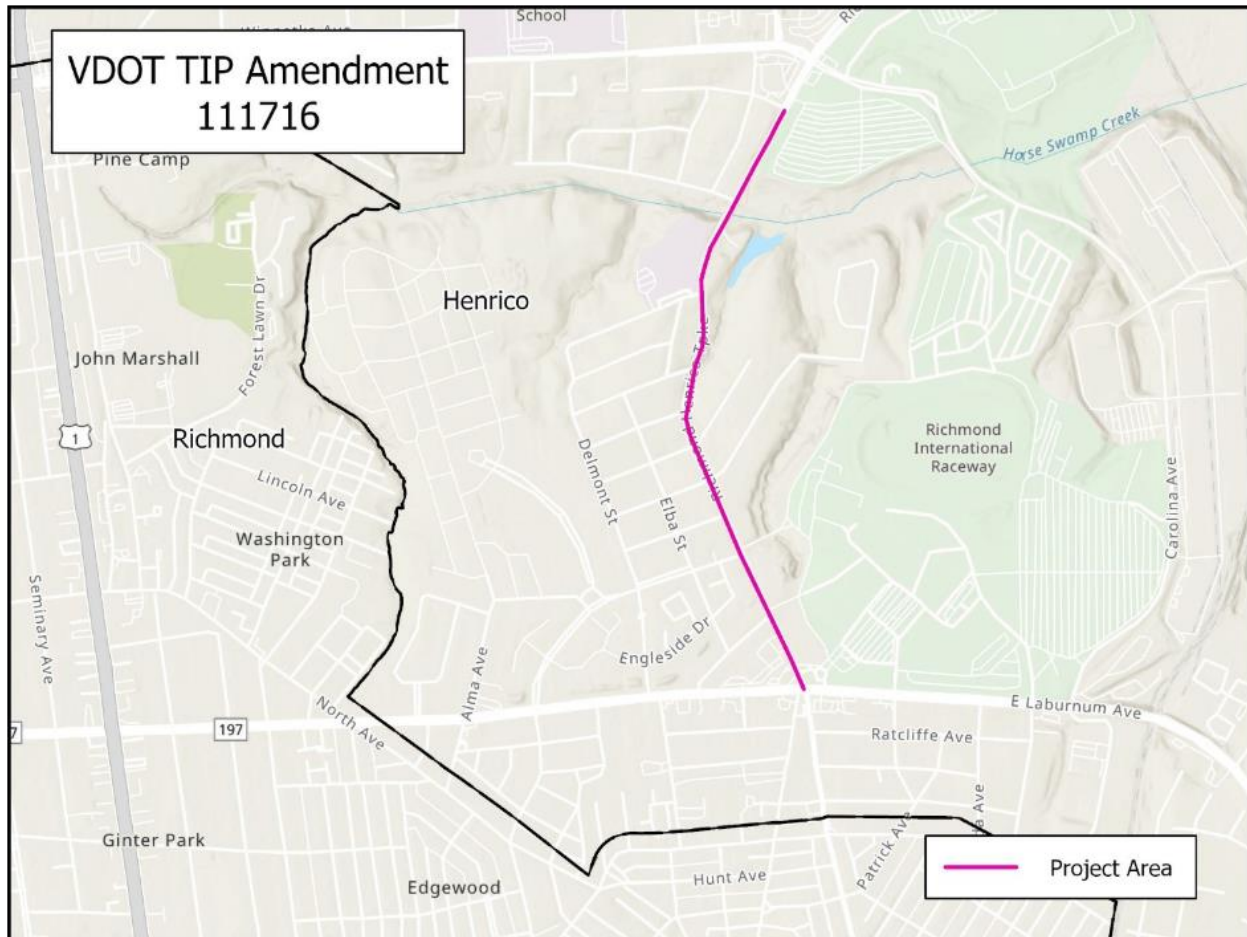
Project Overview:

GRTC034: GRTC is requesting an amendment to the FY24-27 TIP to update funding for GRTC034. This project will provide updated funding to be used to implement new enterprise resource planning software across GRTC.

Busy St. Extended (UPC 124341): VDOT is requesting an amendment to the FY24-27 TIP to add a right-of-way phase in FFY2026. This project will extend Busy St. 0.05 miles from .01 miles West of Iverser Drive to .02 miles East of Murray Olds Drive. The goal of the project is to improve connectivity in the area and will include the addition of a new traffic signal at the intersection of Busy St. and Courthouse Rd., new sidewalks, and a new marked crosswalk. This project also includes adding a second left-turn lane on Murray Olds Rd to create dual left turns and receiving lanes to improve traffic flow, as well as the addition of two bus stop pads to adjacent commercial entrances on Rt. 60.



Richmond-Henrico Turnpike - South Segment (UPC 111716): VDOT is requesting an amendment to the FY24-27 TIP to update funding for the existing project. #SMART 18 – Richmond-Henrico Turnpike – South Segment, is the result of a successful 2018 SMART Scale bid by Henrico County, it will widen the Richmond-Henrico Turnpike between Laburnum Avenue and Hummingbird Lane from 2 to 4 lanes and divide the roadway with a 16 ft raised median. In addition to roadway improvements, the project calls for pedestrian and bicycle improvements along both sides of the Richmond-Henrico Turnpike with a shared use along the East side and a sidewalk along the West side.



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. **GRTC034** and **Busy St. Extended** are considered local/programmatic and may be advanced without being specifically listed. The **Richmond-Henrico Turnpike - South Segment** project is considered regional in nature and is included in the constrained long-range plan.

Figure 1 below graphically shows the consistency review process.

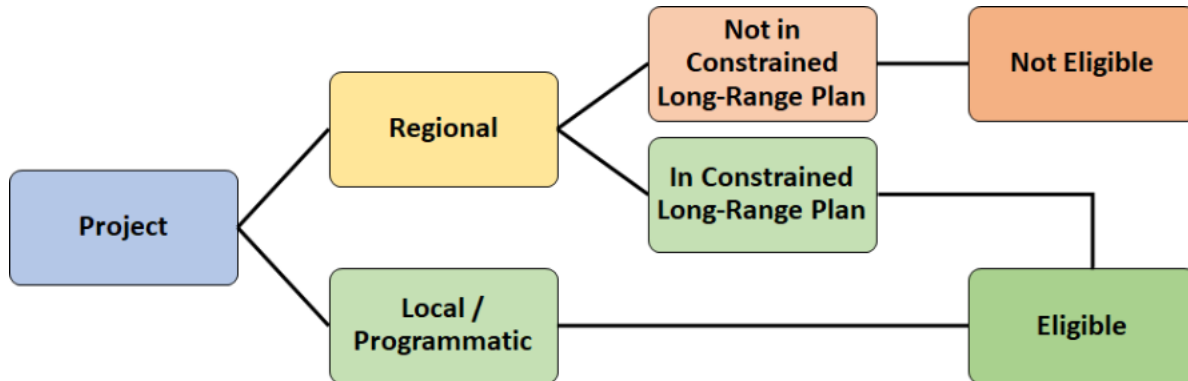


Figure 1: ConnectRVA 2045 Consistency Workflow

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. **GRTC034** has been determined to be exempt from air quality conformity according to 40 CFR § 93.126, "Other- Specific activities which do not involve or lead directly to construction." The **Busy St. Extended** project is not exempt from air quality conformity; however, this type of project has previously been determined to be not regionally significant and is already included in the TIP. The **Richmond-Henrico Turnpike - South Segment** project has previously been deemed regionally significant and is already included in the regional conformity analysis report for the FY24-FY27 TIP.

Fiscal Constraint:

GRTC034

The funding changes are as follows: Remove total FY25 funding. Increase FY27 FTA5307 funding to \$612,000, increase FY27 State funding to \$1,489,000, and increase FY27 Local funding to \$87,000.

Busy St. Extended

The funding changes are as follows: Add \$29,317 (RSTP) FFY26 and \$4,147,735 (Other Funds – CVTA) FFY26 RW Phase.

Richmond-Henrico Turnpike - South Segment

The funding changes are as follows: add \$7,891,972 (AC-Other) to FFY26 CN Phase.

Federal Fund Source Description:

GRTC034



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.

Busy St. Extended

RSTP – The Rural Surface Transportation Grant Program 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.

Richmond-Henrico Turnpike - South Segment

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 Kerry Wagenhauser at kwagenhauser@planrva.org or 804-924-9616 Ext. 151

Attachment

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

Attachment A – Draft TIP Blocks

UPC 124341 – Busy Street Extended

UPC NO		124341	SCOPE		New Construction Roadway		
SYSTEM		Primary	JURISDICTION		Chesterfield County	OVERSIGHT	NFO
PROJECT		#SMART26 Busy Street Extended				ADMIN BY	Locally
DESCRIPTION		FROM: .01 West of Alverser Drive TO: 0.2 East of Murray Olds Drive (0.0500 MI)					
PROGRAM NOTE		TIP AMD – Add new project. Add \$1,585,802 (RSTP) FFY26 PE Phase. Approved 12/4/25.					
		TIP AMD – Add \$29,317 (RSTP) FFY26, \$4,147,735 (Other Funds-CVTA) FFY26 RW Phase.					
ROUTE/STREET		MIDLOTHIAN TURNPIKE (0060)				TOTAL COST	\$22,293,031
	FUND SOURCE		MATCH	FY24	FY25	FY26	FY27
PE	Federal – RSTP		\$396,451	\$0	\$0	\$1,585,802	\$0
RW	Federal – RSTP		\$7,329	\$0	\$0	\$29,317	\$0
	Other		\$0	\$0	\$0	\$4,147,735	\$0
RW TOTAL			\$7,329	\$0	\$0	\$4,177,052	\$0

UPC 111716 – Richmond-Henrico Turnpike Southern Segment

UPC NO	111716	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Secondary	JURISDICTION	Henrico County		OVERSIGHT	NFO
PROJECT	#SMART18 - RICHMOND-HENRICO TURNPIKE – SOUTH SGMT				ADMIN BY	Locally
DESCRIPTION	FROM: Laburnum Ave TO: Hummingbird Rd (1.1490 MI)					
PROGRAM NOTE	Linked to UPC 110911.					
	TIP AMD – an additional \$7,891,972 (AC-Other) FFY26 CN phase.					
ROUTE/STREET		RICHMOND-HENRICO TURNPIKE (7609)			TOTAL COST	\$46,549,985
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – STP/STBG	\$0	\$0	\$0	\$1,124,631	\$0
RW	Federal – STP/STBG	\$0	\$1,324,458	\$0	(\$1,311,518)	\$0
CN	Federal – STP/STBG	\$0	\$0	\$0	\$1,796,547	\$0
CN AC	Federal – AC Other	\$0	\$0	\$0	\$38,714,225	\$0

GRTC034 – Computer Software

STIP ID	GRTC034	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company			
PROJECT	Computer Software				ADMIN BY	GRTC
MPO NOTES	TIP ADJ – Increase FTA 5307 by \$486,840, state by \$113,754, and local by \$116,691 in FY24. Increase total to \$5,459,621. Approved 11/6/23. TIP ADJ – Revised funding to FY24, FY25, FY26, and FY27. In FY24 Increase FTA 5307 to \$846,000, state to \$985,000, and local to \$168,000. In FY25 decrease FTA 5307 to \$295,000, state to \$717,000, and local to \$42,000. In FY 26 and FY 27, decrease FTA 5307 to \$317,000, state to \$772,000, and local to \$45,000. Decrease total to \$5,321,000. Approved 9/20/24. TIP ADJ: Decrease total 5307, State, and Local funds from FFY25 to \$0. Approved 4/21/26. TIP AMD: Increase FY27 5307 funding to \$612,000, State funding to \$1,489,000, and local funding to \$87,000. Approved 9/10/26.				TOTAL	\$5,321,000
	FUND SOURCE		FY24	FY25	FY26	FY27
	Federal - FTA 5307		\$846,000	\$0	\$317,000	\$612,000
	State		\$985,000	\$0	\$772,000	\$1,489,000
	Local		\$168,000	\$0	\$45,000	\$87,000

POLICY BOARD AGENDA 9/10/2026; ITEM A - 6 - b

FY24 – FY27 Transportation Improvement Program (TIP) Amendment – Existing Projects

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 Transit Company (GRTC) has requested a revision to the FY24 – FY27 Transportation Improvement Program (TIP) to update funding for the existing computer software management project (GRTC034); and

WHEREAS, this project is fully funded by the local sponsors, DRPT, and the FTA 5307 program; and,

WHEREAS, GRTC034 has been determined to be exempt from regional air quality conformity under 40 CFR § 93.126 under the “*Other- Specific activities which do not involve or lead directly to construction*” category; and,

WHEREAS, the Virginia Department of Transportation (VDOT) has requested a revision to the FY24 – FY27 Transportation Improvement Program (TIP) to update funding for the existing Richmond-Henrico Turnpike – South Segment project (UPC 111716) & Busy Steet Extended project (UPC 124341); and

WHEREAS, these projects are fully funded by either federal funds or a combination of federal and CVTA dollars; and,

WHEREAS, UPC 111716 has previously been deemed regionally significant and is already included in the regional conformity analysis report for the FY24-27 TIP; and,

WHEREAS, UPC 124341 is not considered regionally significant for conformity based on adopted guidance; and,

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

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 GRTC034, UPC 111716, & UPC 124341 as requested by GRTC and VDOT.



This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held September 10, 2026.

WITNESS:

BY:

Sarah-Keel Crews
Manager of Board Operations
PlanRVA

Martha Shickle
Secretary
Richmond Regional
Transportation Planning
Organization

**ACTION ITEM**

September 10, 2026

TO

Policy Board

SUBJECT

FY27 Unified Planning Work Program Amendment – GRTC
 North-South BRT Transit Oriented Development Study

BRIEF:

The Unified Planning Work Program (UPWP) is the annual budget and work program for the RRTPO. It also serves to coordinate regional planning efforts more broadly. To this end, the UPWP contains a listing of other regionally significant studies which are not undertaken by the RRTPO but are required to be reflected. This section is currently empty as the listing of VDOT, and local agency studies was not finalized in the spring at the time of adoption. GRTC has requested to add the on-going North-South BRT Transit Oriented Development (TOD) study consistent with guidance from the Federal Transit Administration. This amendment has no impact on the RRTPO budget or work program.

RECOMMENDED ACTION:

The Policy Board should approve the amendment to the Unified Planning Work Program as requested. A draft resolution of approval is included under Attachment B 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.

In addition to the RRTPO work program, the UPWP also serves to coordinate regional planning and studies using available resources. Regional planning studies undertaken by other agencies are listed in the UPWP as part of this coordination.

Project Overview

GRTC has been planning for Transit-Oriented Development (TOD) along a proposed second BRT line. GRTC's current Pulse BRT line travels east/west on Broad Street and Main Street. The TOD study will be applied to an expanded BRT project which will travel north and south on Chamberlayne Avenue from Henrico County through downtown Richmond and into Chesterfield County. This study was made possible by a \$750,000 grant from the Federal Transit Administration (FTA). A map of the study area is shown below.

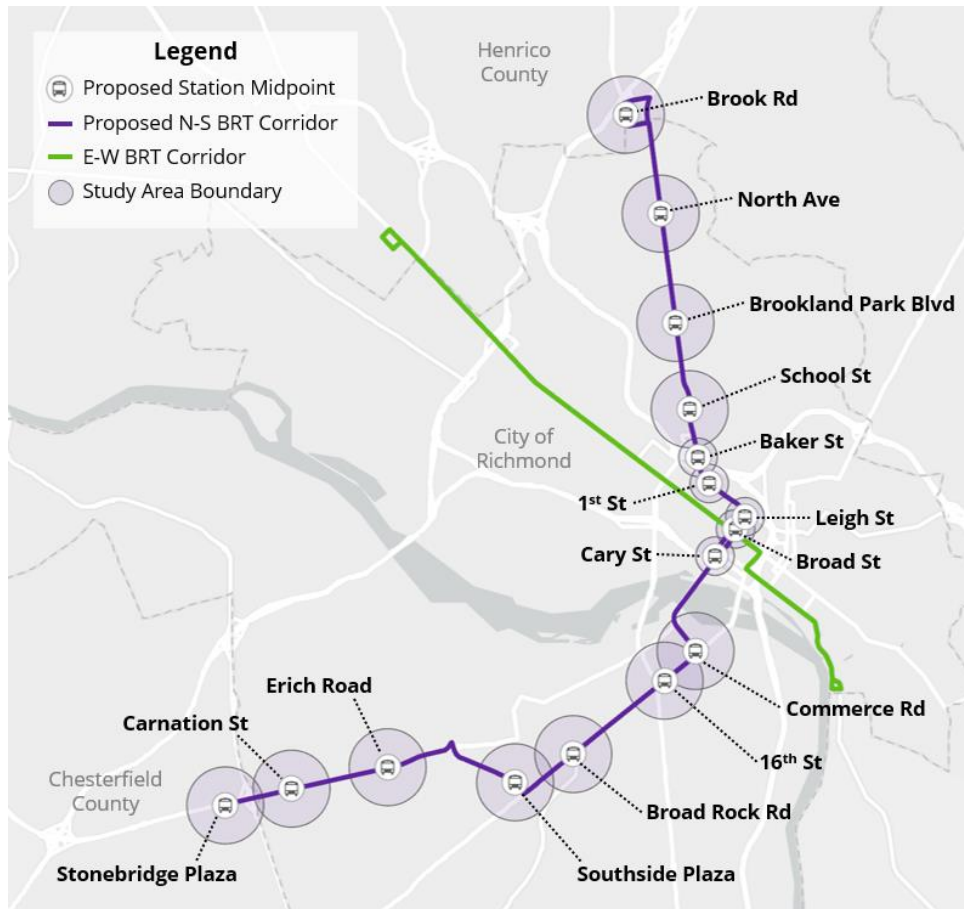


Figure 1: Map of proposed North-South BRT Stations and TOD Study Area

For more information, please contact Myles Busching at mbusching@planrva.org or 804-924-7035 Ext. 135.

ATTACHMENTS:

- A. [Draft UPWP Regional Studies Page](#)
- B. [Draft Resolution of Approval](#)

Other Regional Planning

Additional planning activities for the Richmond region, beyond those identified in this budget and work program, are undertaken by other agencies. One of the primary roles of the RRTPO is to coordinate and support these planning activities to make effective use of limited local, state, and federal resources.

The following section is a placeholder for regionally significant planning activities by other agencies in the region expected in FY 2027 and will be revised to reflect the latest planning work across the region as needed.

North-South BRT Transit Oriented Development (TOD) Study

GRTC will plan for Transit-Oriented Development (TOD) along a proposed second BRT line. The TOD study will be applied to an expanded BRT project which will travel north and south on Chamberlayne Avenue from Henrico County through downtown Richmond and into Chesterfield County.

\$750,000 - FTA 5303/5304

POLICY BOARD AGENDA 9/10/2026; ITEM A-6-c

FY27 Unified Planning Work Program Amendment – GRTC North-South BRT
Transit Oriented Development Study

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 has
adopted a unified planning work program (UPWP) for fiscal year 2027; and,

WHEREAS, the UPWP also serves to document and coordinate other regional
studies not undertaken by the RRTPO; and,

WHEREAS, the Greater Richmond Transit Company (GRTC) is conducting a study of
transit-oriented development along the alignment of the proposed North-South BRT
under a federal grant; and,

WHEREAS, the grant requires the project to be reflected in the UPWP; and,

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional
Transportation Planning Organization (RRTPO) policy board amends the “Other
Regional Planning” section of the UPWP to include this study as presented.

This is to certify that the Richmond Regional Transportation Planning
Organization Policy Board approved the above resolution at its meeting held
September 10, 2026.

WITNESS:

BY:

Sarah-Keel Crews
Manager of Board Operations
PlanRVA

Martha Shickle
Secretary
Richmond Regional
Transportation Planning
Organization

**ACTION ITEM / DECISION ITEM**

September 10, 2026

TO Policy Board**SUBJECT** CTAC Member Honorarium Policy**BRIEF:**

The CTAC Member Honorarium pilot program ran through fiscal year 2026. Payment of an honorarium to individuals who volunteer to serve on the Community Transportation Advisory Committee of the Richmond Regional Transportation Planning Organization (RRTPO) is a crucial facet of an effective community engagement model. Partnering with community members and people with lived experiences during research, policymaking, and planning presents opportunities to enrich the work, incorporate multiple perspectives and advance our goals of broader community participation. In order to continue this policy beyond the pilot year, it will need to be retroactively readopted for the future.

RECOMMENDED ACTION:

Retroactively adopt the CTAC Member Honorarium Policy permanently.

For more information, please contact Sarah-Keel Crews at skcrews@planrva.org or 804-924-7042

Attachment

- A. [RRTPO Policy for CTAC Member Honorarium](#)

THE RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION (RRTPO/MPO) POLICY AND PROCEDURES

Community Transportation Advisory Committee (CTAC) Member Honorarium

1. PURPOSE

Robust community engagement efforts ensure that residents can provide meaningful input on policies and programs. Honorarium payment practices demonstrate our recognition of the value of community members' voice in the planning process.

Payment of an honorarium to individuals who volunteer to serve on the Community Transportation Advisory Committee of the Richmond Regional Transportation Planning Organization (RRTPO) is a crucial facet of an effective community engagement model. Partnering with community members and people with lived experiences during research, policymaking, and planning presents opportunities to enrich the work, incorporate multiple perspectives and advance our goals of broader community participation.

Benefits:

- a.** Honorariums recognize the long-term time commitment of volunteer community members serving on an advisory committee and the value of their time, effort and expertise contributes to the planning process.
- b.** Honorariums acknowledge and seek to mitigate financial barriers community volunteers may have to participate.
- c.** Honorariums encourage a variety of community members from across the region to participate.
- d.** Honorariums encourage individuals to prioritize and dedicate time to meaningful and sustained engagement.

2. SCOPE

- a.** This policy shall govern the compensation of members of the Community Transportation Advisory Committee of the RRTPO.
- b.** This policy shall be effective starting July 1, 2026.

3. DEFINITIONS

- a. "Monetary Payment"** refers to the honorarium paid directly to Community Transportation Advisory Committee members or represented organizations.
- b. "Other Incentives"** means any other benefits or incentives provided to advisory committee members or member agencies.
- c. "Meeting"** means a meeting as defined by Va. Code § 2.2-3701.

4. PAYMENT AND ELIGIBILITY

- a.** Community Member Appointees and their Alternates to RRTPO's Community Transportation Advisory Committee shall be eligible for payment of an honorarium in the amount of \$50.00 per meeting attended.
- b.** Community Organizations representatives and their Alternates to the RRTPO's Community Transportation Advisory Committee shall be eligible for payment of an honorarium in the amount of \$50.00 per meeting where an appointed representative of the organization attended.
- c.** Individuals will not be eligible for payment of an honorarium if they are a local elected official, state agency or institution representative, or are participating in the committee as a part of their compensated work with another employer or community organization.
- d.** Community Member Appointees and represented organizations may waive receipt of payment of an honorarium by providing notice to the RRTPO Secretary or through failure of providing requested payment information by the designated deadlines.
- e.** The following other incentives will be provided to all members of the Community Transportation Advisory Committee to promote in-person attendance at regular meetings.
 - 1) A meal
 - 2) Parking validation

5. PAYMENT OF HONORARIUMS

- a.** PlanRVA will issue payment of all honorariums as the fiscal agent for the RRTPO.
- b.** The timeframe for payment of honorariums for meeting attendance will be determined by PlanRVA but will generally be processed/issued on a fiscal year quarterly basis.
- c.** Payment shall be in the form of a bank check, ACH payment or direct deposit.
- d.** When payment is in the form of direct deposit, individuals must furnish a Social Security Number and bank account number to receive direct deposit payments.
- e.** For individuals not having a bank account, arrangements will be made for another form of payment.
- f.** Individuals attending meetings virtually will also be eligible for compensation.
- g.** Individuals will be responsible for reporting their compensation payments. Plan RVA will provide documentation of payments provided to each individual for tax filing purposes when payment exceeds \$600 per calendar year.
- h.** Individuals should be aware that receipt of compensation may affect their eligibility for certain income-based services and programs, and/or change their tax return filing status
- i.** Participation in the compensation program is voluntary, and individuals not electing to receive payments must notify PlanRVA staff
- j.** The receipt of compensation will be in addition to any other non-monetary or other incentives that may be provided for in person meeting attendance, such as meals, parking validation, program registration, etc.
- k.** There is no limit to the total number of payments or their cumulative value.

6. FUND AVAILABILITY

- a.** The program will be subject to continuation based on the availability of funds.



ACTION ITEM / DECISION ITEM

September 10, 2026

TO Policy Board
SUBJECT CTAC Attendance Policy

BRIEF:

The CTAC Attendance Policy was adopted in May of 2025. There was a clerical error noting that the attendance was for the calendar year. Attendance should reflect the fiscal year. The policy has been updated and needs readoption.

RECOMMENDED ACTION:

Readopt the CTAC Attendance Policy with the correct language.

For more information, please contact Sarah-Keel Crews at skcrews@planrva.org or 804-924-7042

Attachment

- A. [RRTPO Policy for CTAC Attendance](#)

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
(RRTPO/MPO) POLICY AND PROCEDURES**

**Community Transportation Advisory Committee (CTAC)
Member Attendance**

The Richmond Regional Transportation Planning Organization (RRTPO/MPO) hereby approves and adopts the following policy and procedures to address member and alternate attendance.

Attendance

The Richmond Regional Transportation Planning Organization (RRTPO/MPO) Community Transportation Advisory Committee meets approximately six (6) times per fiscal year. To ensure participation/representation by the member locality and member agency appointees, the following attendance policy shall be in effect:

Member attendance: each member of the CTAC will attend regularly scheduled meetings, either in-person or virtually whenever possible.

1. In the event a member is unable to attend a meeting, the member shall contact the alternate (if an alternate has been appointed) to request that the alternate attend the meeting in their place.
2. The member shall communicate to staff (prior to the meeting whenever possible), that they will be unable to attend the meeting and indicate the reason for their absence. Members are encouraged to notify staff when there are extenuating circumstances that may cause meeting absences temporarily.
3. Whenever any member fails to attend or send an alternate **to two (2) consecutive CTAC meetings or to three (3) CTAC meetings in a fiscal year without notifying staff**, the Chairman or Secretary of the MPO shall inquire as to the cause of the absences and, if appropriate, inquire of the appointing authority if the delinquent member is to remain a representative on CTAC.

ACTION ITEM

September 10, 2026

TO: RRTPO Policy Board

SUBJECT: Pathways to the Future: Transportation 2050 Plan Adoption

BRIEF:

Transportation 2050, the regional Long-Range Transportation Plan (LRTP), serves as the blueprint for developing the Richmond region's network of transportation facilities and services through a multimodal approach including automobiles, transit, transportation demand management (vanpools/carpools), passenger rail, bicycles & pedestrians and freight. The long-range transportation plan sets the vision for the next 20+ years of transportation improvements in the region and includes a financially constrained list of projects which are expected to be built over that time period. The Long-Range Transportation Plan – Advisory Work Group (LRTP-AWG) spearheaded the development of the LRTP with autonomy to make decisions guiding the development of process and outcomes, including:

- Regional Vision, Goals, Objectives, and Strategies;
- Regional multimodal transportation issues and needs inventory;
- Constrained Long Range Project List

The RRTPO policy board approved the financially constrained list of projects for the Transportation 2050 on their April 23, 2026 meeting. The 2045 Long-Range Transportation Plan (Connect 2045), the current LRTP, was adopted by the Richmond Regional Transportation Planning Organization (RRTPO) on October 4, 2022.

RECOMMENDED ACTION:

RRTPO Policy Board should approve the draft Pathways to the Future: Transportation 2050 Long Range Transportation Plan. A draft resolution of approval is included for consideration under Attachment B.

DISCUSSION:

The development of the Long-Range Transportation Plan was a four-year process which followed the transportation planning model which seeks to:

1. Identify Issues and Solutions
2. Prioritize Solutions
3. Fund Projects
4. Authorize Projects
5. Program Projects
6. Evaluate Outcomes

The first two years of the 2050 LRTP development cycle focus on setting baseline data calculations, gathering data, and establishing public priorities. Early work centered on consultant procurement, committee setup, and launching public outreach to define the region's vision, goals, and performance measures. On the technical side, PlanRVA updated socioeconomic forecasts—such as population, housing, and employment projections—and calibrated the regional Travel Demand Model. These inputs allow staff to assess existing infrastructure conditions, analyze safety and congestion trends, evaluate multimodal freight and transit needs, and pinpoint key equity considerations across the network.

Years three and four shift to project selection, financial modeling, and formal adoption. Candidate projects submitted by local jurisdictions and partner agencies undergo technical scoring to prioritize investments that best align with plan goals. Staff then construct a fiscally constrained financial plan, matching prioritized projects against long-range revenue projections from federal, state, and local sources. In the final phase, the draft plan undergoes required air quality conformity analysis, interagency review, and a formal public comment period before being presented to the MPO Policy Board for final adoption.

Although this adoption locks in an actionable pipeline of funded improvements, Transportation 2050 remains a living document; the plan can be formally amended at any time to adapt to shifting demographic needs, economic shifts, or new funding opportunities, so long as all proposed revisions adhere strictly to established public participation, technical review, and policy board approval procedures

Constrained Plan Overview – Project Breakdown:

- **Highway** dominates both volume and total funding allocation, representing over two-thirds of all projects (67.7%) and nearly two-thirds of total capital costs (65.3%). Capacity- change only projects account for 47% of all highway projects, while the remaining 53% cover improvements such as new or modified interchanges, major intersection improvements, safety improvements, etc.
- **Transit** projects represent the second-largest share of capital expenditure (16.6%) despite a lower project count (9 total), driven primarily by major Bus Rapid Transit (BRT) investments.
- **Bridges** capture nearly 10% of total costs spread across 6 major replacement and rehabilitation projects.
- **Active Transportation** represents the second-largest project volume (21 projects, or 16.5% of total count), though it accounts for under 8% of total spending.
- **Travel Demand Management (TDM)** comprises 5 Park & Ride initiatives (4 new, 1 expansion), making up under 0.5% of the overall program budget.

Item B-1

Mode	Project Type	# of Projects	Cost Estimate*
Highway	New interchanges/ interchange modifications	13	\$1,276,344,699
	Realignment, extension, or relocation	3	\$795,817,236
	Spot safety or ITS improvements bundled at the corridor level	9	\$478,898,954
	Active Transportation and/or Transit Infrastructure bundled with a Highway Project	6	\$417,584,162
	Capacity Change - LRTP Network	15	\$1,047,881,319
	Capacity Change/new alignment - Minor Arterial	21	\$ 1,057,523,811
	Capacity change/other improvements providing access to Interstate/ Freeways interchanges	5	\$369,463,725
	Grade separations on the rail corridors	2	\$39,013,288
	Major Intersection Improvements	12	\$241,196,627
	All Highway Projects	86	\$5,723,723,821
Active Transportation	Bicycle infrastructure that serves regional travel needs	3	\$81,672,626
	Multi-use trails that connect significant destinations	18	\$594,952,684
	All Active Transportation Projects	21	\$676,625,310
Transit	New Transit Hubs/Centers/Transfer Stations	3	\$52,605,183
	New Bus Rapid Transit (BRT) Corridors	4	\$1,142,526,141
	Expansion of Existing BRT Corridors	2	\$262,705,170
	All Transit Projects	9	\$1,457,836,494
Travel Demand Management	New Park & ride lots	4	\$33,502,620
	Park & ride lot expansions	1	\$7,878,562
	All Travel Demand Management Projects	5	\$41,381,182
Subtotal		121	\$7,899,566,807
Bridges	Replacement/Rehabilitation	6	\$859,497,000
Total		127	\$8,759,063,807

Major Takeaways

The LRTP process flow provided critical opportunities to evaluate outcomes, analyze best practices, and incorporate feedback from the Advisory Work Group and general public. Key takeaways and strategic shifts include:

- **Transportation Planning/Land Use/Housing Integration:** By testing projects against shifting land-use policies, housing distribution, and real-world disruptions, planners can build flexible, cost-effective networks that actually serve communities no matter how growth plays out.
- **Multimodal Prioritization:** Public feedback demonstrated an overwhelming preference

for shifting transportation investments away from single-occupancy vehicle capacity expansion toward robust multimodal infrastructure (transit, active transportation, and complete streets).

- **Specific Project Scoping:** Future project definitions must explicitly scope detailed multimodal elements—such as dedicated bus lanes, protected bike infrastructure, or pedestrian safety measures—during early project development.
- **Targeted Vision Networks:** Establishing designated vision networks provides a structured framework to target regional corridors with clear, long-term multimodal needs, ensuring those priorities are systematically integrated into project selection and future project development.
- **Interagency collaboration is key:** Discrepancies in border-zone socioeconomic data and inconsistent travel demand modeling assumptions between adjacent regions limit the accuracy of cross-boundary travel forecasts and impact regional project prioritization.

Policy Recommendations

- **Review and strengthen policies and analytical** framework around integration of land use, housing, and transportation.
- **Continue scenario planning** for the next LRTP and explore tools and opportunities to expand its use more broadly for robust decision making.
- Develop policy framework to formalize demonstration of **CMP-style solutions hierarchy**.
- **Develop stable project inclusion guidelines** including definition of major roads for continuity between updates. Develop policy to **ensure adopted vision networks** are fully incorporated into project development and design.
- **Collaborate with neighboring planning agencies** to harmonize socioeconomic data collection timelines, standardize demographic forecasting methodologies, and build a unified, multi-regional modeling framework to better capture interregional commuter patterns and freight flows.

For more information, please contact Dorian Allen at 804-924-9614 or email Dallen@PlanRVA.org

Attachment

- A. Pathways to the Future: Transportation 2050 Long-Range Transportation Plan Draft Document (to be distributed at a later time)
- B. [Draft Resolution of Approval](#)

POLICY BOARD AGENDA 9/10/2026; Item B-1

Pathways to the Future: Transportation 2050 Long-Range Transportation Plan Approval

Richmond Regional Transportation Planning Organization

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

WHEREAS, the Richmond Regional Transportation Planning Organization is the designated Metropolitan Planning Organization (MPO) responsible for carrying out the continuous, cooperative, and comprehensive (3C) multimodal transportation planning process for the region; and

WHEREAS, the Long-Range Transportation Plan (LRTP) serves as a core product of the MPO, establishing the regional vision, policy framework, and fiscally constrained multimodal transportation investments over a 20+ year horizon; and

WHEREAS, federal regulations require the LRTP to be updated at least once every five years to maintain compliance and align regional transportation strategies with updated demographic, economic, and land use forecasts; and

WHEREAS, the region's current adopted LRTP is set to expire in October 2026; and

WHEREAS, the MPO has conducted robust public outreach, stakeholder engagement, and a formal public review period in accordance with federal requirements and the MPO's adopted Public Participation Plan; and

WHEREAS, the MPO authorized and conducted the required Air Quality Conformity Assessment which has been reviewed and approved by the responsible federal agencies; and

WHEREAS, the proposed project portfolio balances regional highway capacity, transit expansion, active transportation networks, travel demand management, and critical infrastructure preservation to support future growth and regional mobility.

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Richmond Regional Transportation Planning Organization hereby approves and formally adopts the Pathways to the Future: transportation 2050 Long-Range Transportation Plan.

BE IT FURTHER RESOLVED, that staff is authorized to transmit the final 2050 LRTP documentation to Virginia Department of Transportation, the Federal Highway



Administration (FHWA), and the Federal Transit Administration (FTA) to fulfill all statutory requirements.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held September 10, 2026.

WITNESS:

BY:

Sarah-Keel Crews
Manager of Board Operations
PlanRVA

Martha Shickle
Secretary
Richmond Regional Transportation
Planning Organization

**ACTION ITEM**

September 10, 2026

TO

Policy Board

SUBJECT

Flexible Regional Funding - Existing Project Request - Deepwater Terminal Rd - Extend Existing Roadway (UPC 104281)

BRIEF:

The Deepwater Terminal Road Extension (UPC 104281) was recently advertised for construction and bids exceeded expectations due to higher costs for bid items. Additionally, the assumptions for CEI, wetlands credits, and VDOT oversight have increased since the last SYIP estimate. The City of Richmond is requesting that RRTPO funds be used to cover the full deficit (\$2.121M). Any award for this project will require approval from the Policy Board and a waiver as the project has already exceeded the 50% allocation increase threshold since initial selection.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) recommends the RRTPO cover 50% of the deficit (\$1,060,682) with regional funds and recommends the board find the project eligible for additional funding under the legacy project waiver. A draft resolution of approval is provided under Attachment C for consideration.

DISCUSSION:

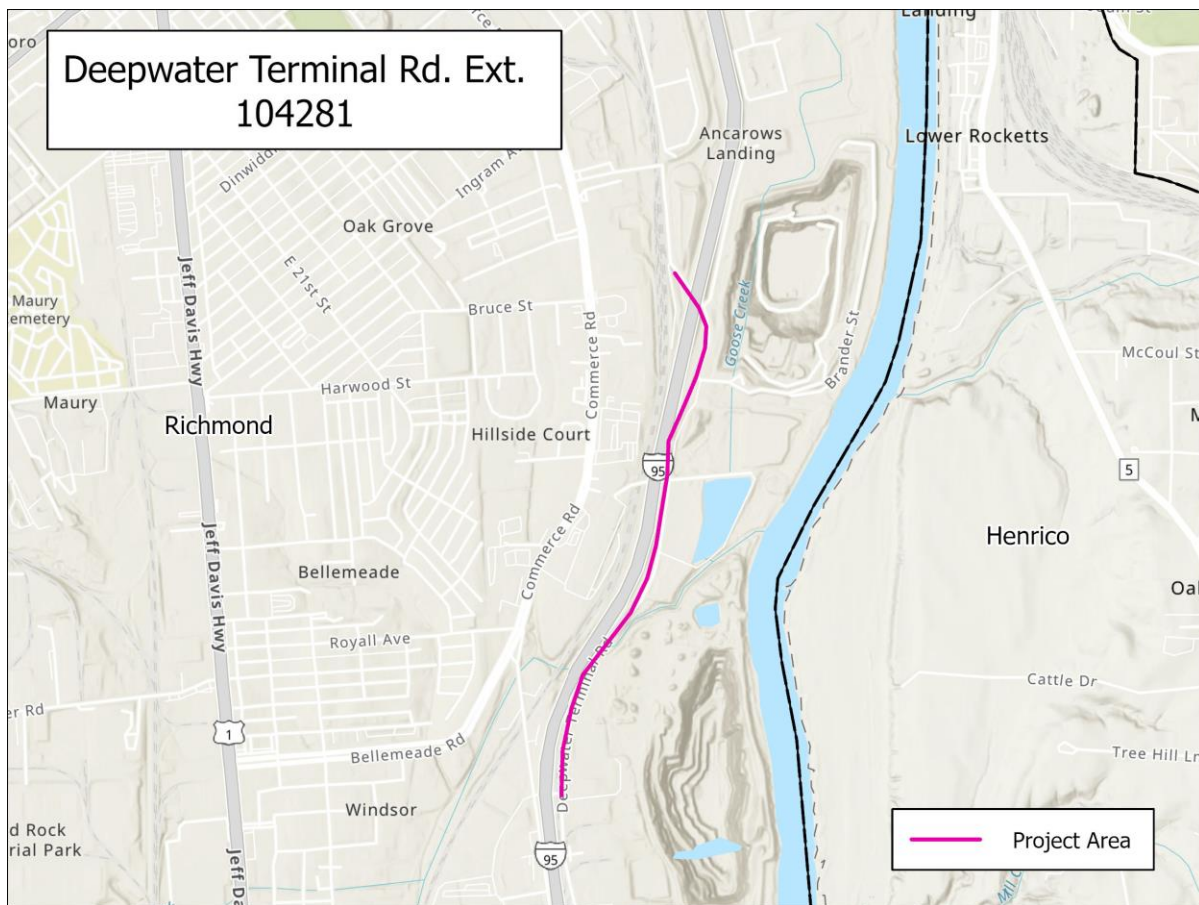
Under Federal law and agreements with state agencies, the Richmond Regional Transportation Planning Organization (RRTPO) has authority to select projects and program regional Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ), and Surface Transportation Block Grant (STBG) funds,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

The RRTPO has received an off-cycle request from the City of Richmond to address a shortfall based on bids received for the Deepwater Terminal Road Extension (UPC 104281) project. Off-cycle requests are allowed under the regional funding framework to address deficits for the construction phase when a project has been advertised, and additional funds are needed to advance construction.



Project Overview

This construction project will extend Deepwater Terminal Road to Goodes Street, approximately 0.70 miles improving access to the Richmond Marine Terminal. Currently, goods traveling to the port are limited by the 14-foot clearance restrictions of Bells Road passing under I-95. Accessing the port from Commerce Road by Goodes Street provides a second point of access to the port with a 21-foot vertical clearance under the interstate. The increased vertical clearance is necessary to accommodate over-size or "project" cargo opportunities for the Richmond Marine Terminal.



Cost Overrun

This project was recently advertised for construction bids. Bids for the project came in higher than anticipated with the updated construction estimate totaling nearly \$10.6M compared to the latest SYIP estimate of \$8.6M. In addition to the bid items, assumptions around CEI, wetlands credits, and VDOT oversight costs have increased

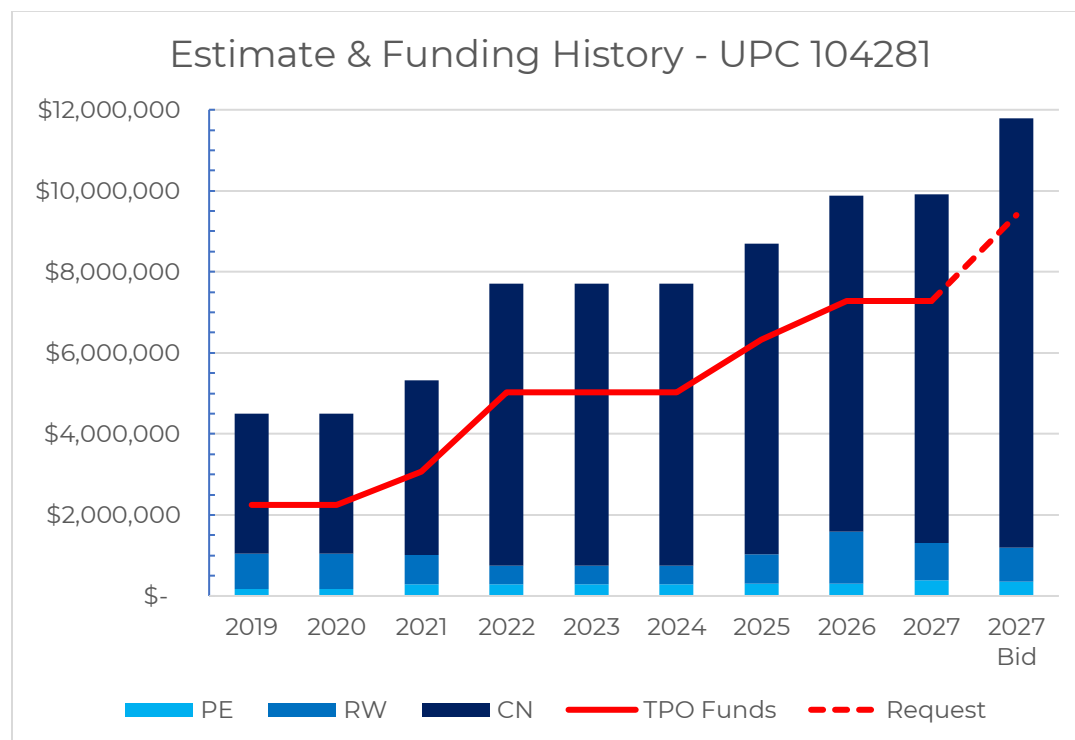


from the most recent SYIP estimate. With corresponding decreases in PE and RW phases and the unfunded balance of \$247,000 in FY27, the deficit totals \$2,121,364.39.

Funding History & Waiver

This project has been in the RRTPO's project pool since the 2014 SYIP. This project was initially awarded \$1.75M in regional funds with a total estimate of approximately \$2M per VDOT's Dashboard. As the project has exceeded the 50% cumulative increase threshold, [a waiver is required to award additional funds](#). This project has been in the program for 13 years and **qualifies for the legacy project exemption**.

In 2019, this project was combined with an identical revenue share application to create the merged UPC. At the time, RRTPO funding represented 50% of the estimated cost. Since 2019, the estimated cost of this project has escalated significantly, with the *latest estimate more than two and half times higher* than the original merged UPC. Over this period, the RRTPO has covered nearly all the increased costs, increasing the RRTPO contribution by about \$5M (from \$2.247M to \$7.28M by FY27). The latest request would add additional RRTPO funds with no local contribution toward the deficit and bring the TPO share of the higher cost to approximately 80%.





For more information, please contact Myles Busching at mbusching@planrva.org or 804-924-7035 Ext. 135.

Attachments

- A. [City of Richmond Funding Analysis](#)
- B. [Existing Project Request Form](#)
- C. [Draft Resolution of Approval](#)

Funding analysis for UPC 104281 after receiving 3 bids

Preliminary Engineering:

Locality: \$280,000

VDOT OS: \$75,000

Total PE: \$355,000

Right of Way:

Locality: \$817,115

VDOT OS: \$17,000

Total RW: \$834,115

Construction:

Bid Items: \$8,357,522.39

Contingency (10%): \$835,753

CEI: \$907,518

Wetland / Nutrient Credits: \$206,100

City Payroll: \$195,000

VDOT CN OS: \$93,000 from most recent APP A

Total Construction Cost : \$ 10,594,893.39

Total Project estimated cost \$11,784,008.39

Total available Funding to date = \$9,662,644

Total Deficit and remaining need = \$2,121,364.39

Existing Project - RRTPO

Complete the application with as much detail as possible. Requests will be evaluated based on answers provided. A confirmation email and link to edit your answers will be sent to you upon submission. For any questions or problems, contact Myles Busching (mbusching@planrva.org).

General

Project Sponsor

Richmond

Sponsor Point of Contact

Adel Edward

Point of Contact Email

adel.edward@rva.gov

Point of Contact Phone Number

(804) 332-4117

General

Project Title

Deepwater terminal rd project

Project UPC

104281

Project Cost

Has the project estimate increased?

Yes

Explain the reasons for the increase in cost

Bids came higher due to industry high inflation in addition CEI came at \$907,000 plus wetland credits was high at \$ 190,000 and VDOT review costs at \$95000

Preliminary Engineering (PE) Estimate 355,000

Right-of-Way (RW) Estimate 834,115

Construction (CN) Estimate 10,594,893.39

Total Cost 11,784,008

Project Schedule

Has the project schedule changed?

No

Project Funding

Does this project need additional funding?

Yes

Are you requesting RRTPO funding for the full deficit?

Yes

Have you sought funding from other sources?

Yes

List the program, amount, and status of any requests for funding to address this deficit. If pending, include expected timeline for a decision

City local match on this project is already at \$1.65 million. There is a deficit of \$ 2,121,364. This project has been on the books for long time it is ready to go to construction as soon as those additional funds are available. we sent all attachment docs to Myles Busching on 07/23 to present to next TPO meeting in September.

Do you have CVTA or other local funds which could be allocated to this shortfall?

No

Additional Funding Requested

\$2,121,365

Supporting Materials

Supporting Materials

File Upload

 IFB260017372 Bid Recommendation_... .pdf

 Funding analysis for UPC 104281 aft... .docx

 RKK fee CEI for UPC 104281.pdf

POLICY BOARD AGENDA 9/10/2026; ITEM C-1

Flexible Regional Funding - Existing Project Request - Deepwater Terminal Rd -
Extend Existing Roadway (UPC 104281)

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 has selected the Deepwater Terminal Road Extension project for regional funding to improve access to the Richmond Marine Terminal; and,

WHEREAS, this project has been advertised and bid for construction; and,

WHEREAS, the bids received were significantly higher than engineer's estimate; and,

WHEREAS, the City of Richmond has requested additional funding from the RRTPO to support the project; and,

WHEREAS, the Technical Advisory Committee has reviewed the request and recommends \$1,060,682 in additional funding be awarded; and,

WHEREAS, this project estimate has already increased more than 50% over the life of the project; and,

WHEREAS, this project has been in the RRTPO program since fiscal year 2014 and is eligible to receive additional funding under legacy project waiver; and,

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves the award of \$1,060,682 in additional surface transportation block grant (STBG) funding and directs staff to coordinate the transfer of funds with VDOT.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held September 10, 2026.

WITNESS:

Sarah-Keel Crews
Manager of Board Operations
PlanRVA

BY:

Martha Shickle
Secretary
Richmond Regional
Transportation Planning
Organization

**ACTION ITEM**

September 10, 2026

TO

Policy Board

SUBJECT

FY24 – FY27 Transportation Improvement Program (TIP)
Amendment – New Projects

BRIEF:

The Virginia Department of Transportation (VDOT) has submitted a request to amend the FY24 - FY27 Transportation Improvement Program (TIP) to add three new projects, Powhite Parkway Extension Phase II, PE Only (**UPC 130101**), Richmond Signal Smart City Communication Network Upgrade (**UPC 130057**) and Traffic Signal Optimization with Transit Signal Priority (**UPC 130058**). UPC 130057 & UPC 130058 will serve to improve safety within their footprints, and UPC 130101 will serve to continue the Powhite Parkway Extension creating a connection between Woolridge Road and Hull Street.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) recommends approval of the proposed TIP amendments 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 three proposed amendments 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 Overview:

Powwhite Parkway Extension Phase II, PE Only (UPC 130101)

Phase II of the Powwhite Parkway Extension is still in the preliminary engineering phase. The second phase of Chesterfield's Powwhite Parkway Extension will create a new roadway from Woolridge Rd. to Hull St.. This will continue work done in the first phase of the Powwhite Parkway Extension, with the goal of connecting Woolridge Rd. To Genito Rd. The goal of the full project is to improve traffic flow and reduce congestion in the area and includes accommodations for cyclists and pedestrians. This amendment does not include the construction aspect of the project; it is only for preliminary design and study work.

Richmond Signal Smart City Communication Network Upgrade (UPC 130057):

Richmond's signal smart city communication network upgrade will provide for the installation of around 12 miles of fiber-optic and up to 5 miles of new conduit to replace aging and obsolete twisted pair (copper wire) communication cable with fiber-optic communication cable. The fiber-optic communication cable is faster, more reliable, and more scalable than the previous twisted pair communication cable. This project includes up to 150 communication switches, splice enclosures, and junction boxes. These signal improvements will allow for improved traffic flow and improved safety throughout the network.

Traffic Signal Optimization with Transit Signal Priority (UPC 130058):

Richmond's traffic signal optimization with transit signal priority project will improve traffic signals and will incorporate centralized Emergency Vehicle Preemption (EVP) and Transit Signal Priority (TSP) technology to an additional 125 intersections across the city. The project will also re-time at 345 of Richmond's 490 signalized intersections. These signal improvements will allow for improved traffic flow and improved safety throughout the network.

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. **UPC 130101** is in



the preliminary engineering phase, and **UPC 130057** & **UPC 130058** are each considered local/programmatic in nature. Neither **UPC 130101**, **UPC 130057**, or **UPC 130058** are regionally significant, and all may be advanced without being specifically listed.

Figure 1 below graphically shows the consistency review process.

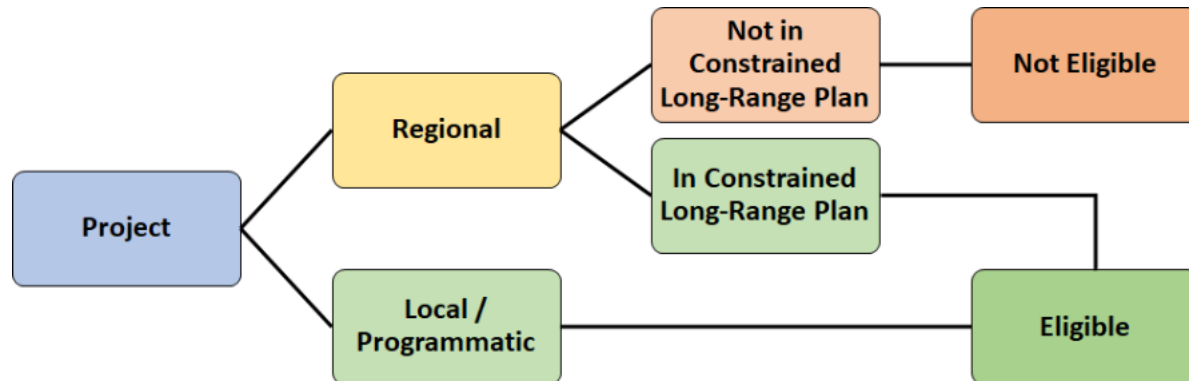


Figure 1: ConnectRVA 2045 Consistency Workflow

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. **UPC 130101** is only for the preliminary engineering phase and is exempt from air quality conformity as its preliminary engineering status will not directly lead to construction. Both **130057** and **130058** have been determined to be exempt from air quality conformity according to 40 CFR § 93.128, “Traffic Signal Synchronization projects.”

Fiscal Constraint:

UPC 130101

The funding changes are as follows: Add \$8,000,000 (HIP) FFY27 PE phase.

UPC 130057

The funding changes are as follows: Add \$855,600 (RSTP) FFY27 PE phase.

UPC 130058

The funding changes are as follows: Add \$670,062 (CRP) FFY27 and \$3,802,938 (AC – CRP) FFY27 PE phase.



Federal Fund Source Description:

UPC 130101

HIP/F – The Highway Infrastructure Program provides funding for restoration, repair, and construction of federal aid eligible roads, bridges, and tunnels.

UPC 130057

RSTP – The Rural Surface Transportation Grant Program 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.

UPC 130058

CRP/F – The Carbon Reduction Program provides funding for projects that reduce on-road emissions of climate change causing pollutants.

AC – CRP – 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 Myles Busching at mbushing@planrva.org or 804-924-7035 Ext. 135

Attachment

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

Attachment A – Draft TIP Blocks

UPC 130101 – Powwhite Parkway Extension Ph. II, PE Only

UPC NO		130101	SCOPE		Preliminary Engineering			
SYSTEM		Secondary	JURISDICTION		Chesterfield County	OVERSIGHT	NFO	
PROJECT		POWHITE PARKWAY EXTENSION PHASE II, PE ONLY				ADMIN BY	Locally	
DESCRIPTION		FROM: Woolridge Rd. TO: Hull St.						
PROGRAM NOTE		TIP AMD – Add new project. Add \$8,000,000 (HIP) FFY27 PE Phase.						
ROUTE/STREET		POWHITE PARKWAY EXTENSION PHASE II (9999)				TOTAL COST	\$10,000,000	
	FUND SOURCE		MATCH		FY24	FY25	FY26	FY27
PE	Federal – HIP/F		\$2,000,000		\$0	\$0	\$0	\$8,000,000

UPC 130057 – Richmond Signal Smart City Network Upgrade

UPC NO		130057	SCOPE		Safety			
SYSTEM		Primary	JURISDICTION		Richmond	OVERSIGHT	NFO	
PROJECT		Richmond Signal Smart City Communication Network Upgrade				ADMIN BY	Locally	
DESCRIPTION		FROM: Richmond Signal System TO: Richmond Signal System						
PROGRAM NOTE		TIP AMD – Add new project. Add \$855,600 (RSTP) FFY27 PE Phase.						
ROUTE/STREET		City-Wide Streets (9999)				TOTAL COST	\$9,236,500	
	FUND SOURCE		MATCH		FY24	FY25	FY26	FY27
PE	Federal – RSTP		\$213,900		\$0	\$0	\$0	\$855,600

UPC 130058 – Traffic Signal Optimization With Transit Signal Priority

UPC NO		130058	SCOPE		Safety		
SYSTEM		Urban	JURISDICTION		Richmond	OVERSIGHT	NFO
PROJECT		Traffic Signal Optimization With Transit Signal Priority				ADMIN BY	Locally
DESCRIPTION		This project incorporates centralized Emergency Vehicle Preemption (EVP) and Transit Signal Priority (TSP) technology to an additional 125 intersections, and to retime 345 of Richmond's 490 signalized intersections.					
PROGRAM NOTE		TIP AMD – Add new project. Add \$670,062 (CRP) FFY27, \$3,802,938 (AC-CRP) FFY27 PE phase.					
ROUTE/STREET		345 of Richmond's 490 Signalized Intersections (9999)				TOTAL COST	\$4,473,000
	FUND SOURCE		MATCH	FY24	FY25	FY26	FY27
PE	Federal – CRP/F		\$0	\$0	\$0	\$0	\$670,062
PE AC	Federal – AC		\$0	\$0	\$0	\$0	\$3,802,938

POLICY BOARD AGENDA 9 /10/2026; ITEM C - 2

FY24 – FY27 Transportation Improvement Program (TIP) Amendment – New Projects

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 three new projects, the Powhite Parkway Extension, Phase II, PE Only (UPC 130101), the Richmond Signal Smart City Communication Network Upgrade (UPC 130057) project, and the Traffic Signal Optimization with Transit Signal Priority (UPC 130058) project; and

WHEREAS, UPC 130101, UPC 130057, & UPC 130058 are fully funded; and,

WHEREAS, UPC 130101 is only for the preliminary engineering phase and will not lead to construction, and is therefore exempt from air quality conformity; and,

WHEREAS, both UPC 130057 & UPC 130058 have been determined to be exempt from regional air quality conformity according to 40 CFR § 93.128, “Traffic Signal Synchronization projects.”; and,

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

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 130101, UPC 130057, & UPC 130058 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 September 10, 2026.

WITNESS:

BY:

Sarah-Keel Crews
Manager of Board Operations
PlanRVA

Martha Shickle
Secretary
Richmond Regional
Transportation Planning
Organization