



Photo: Powhatan County Welcome Sign.

RRTPO Technical Advisory Committee (TAC)



NOTES

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

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

Richmond Regional Transportation Planning Organization

Technical Advisory Committee

Meeting Agenda

Tuesday, May 13, 2025 - 9:00 a.m.

Zoom Meeting

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

[ZOOM WEBINAR LINK](#)

1. Welcome and Introductions

(Chair Clarke)

2. Roll Call & Certification of a Quorum

(Janice Scott)

3. Consideration of Amendments to the Meeting Agenda

(Chair Clarke)

4. [Approval of April 8, 2024, TAC Meeting Minutes](#) – page 4

(Chair Clarke)

Action requested: approval of minutes as presented (voice vote).

5. Open Public Comment Period

(Chair Clarke /5 minutes)

6. TAC Chairman's Report

(Chair Clarke /10 minutes)

7. [FY24 – FY27 Transportation Improvement Program \(TIP\) Amendment – #SGR23LB - RT 360 - REPLACE MAYO BRIDGE \(UPC 104888\)](#) – page 11

(Ansley Heller/5 minutes)

Action Item.

8. [BikePedRVA Plan Update](#) – page 15

(Phil Riggan/20 minutes)

Action Item.

9. [Regional Funding Framework Review](#) – page 17

(Myles Busching/15 minutes)

Discussion Item.

10. Transportation Agency Updates

(10 minutes)

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

**11. [PlanRVA Newsletter: The Better Together Connector \(linked\)](#)
Information item.**

12. TAC Member Comments

(Chair Clarke /5 minutes)

13. Next Meeting: Tuesday, June 10, 2025, at 9:00 a.m.

(Chair Clarke)

14. Adjournment

(Chair Clarke)

Richmond Regional Transportation Planning Organization

Technical Advisory Committee

Meeting Minutes

Tuesday, April 8, 2025 - 9:00 a.m.

Zoom Meeting

Members and Alternates Present (X):

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

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

1. Welcome and Introductions

Chair Clarke opened the meeting at 9:02 a.m. and welcomed attendees.

2. Roll Call & Certification of a Quorum

Following member and attendee introductions, Janice Scott, PlanRVA, certified that a quorum was present.

3. Consideration of Amendments to the Meeting Agenda

There were no requested amendments to the agenda.

4. Approval of March 11, 2025, Meeting Minutes

On motion Nora Amos, seconded by John O'Keefe, the members of the RRTPO Technical Advisory Committee voted to approve the meeting minutes as presented (voice vote).

5. Open Public Comment Period

Stephanie Power, RVA Rapid Transit, addressed the committee and spoke in favor of the increase in funding for RideFinders. She expressed support and noted the importance in increasing ridership in public transit.

Fatima Kamara, Virginia Conservation Network, addressed the committee and spoke in favor of the increase in funding for RideFinders. She noted the importance of lowering carbon emissions and providing opportunities for individuals to commute into Richmond via public transit.

There were no other requests to offer public comment.

6. TAC Chairman's Report

Chair Clarke did not have a formal report.

7. FY26 Unified Planning Work Program (UPWP) Tasks

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

Major priorities for this UPWP include continued efforts to complete the recommendations from the federal certification review, work on the federal planning emphasis areas, and continuing efforts to update the travel demand model, plan and implement multimodal projects, and advance efforts to involve the public in planning for the region. Major emphasis areas for this fiscal year include:

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

Following the presentation, there was discussion about funding for the listed projects and the status of federal funding programs. Mr. Busching clarified that there are areas that can be scaled back if there is a funding shortfall; safety areas have been identified as a priority and would be kept in if at all possible.

Committee members requested that staff provide more details on the funding and the level of effort planned for each area to ensure the items listed can be achieved.

On motion by Barbara Smith, seconded by Sharon Smidler, the members of the RRTPO Technical Advisory Committee voted to recommend approval of the draft FY26 Unified Planning Work Program tasks (roll call vote; see below).

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Sheri Adams	X			
Chesterfield County	Barbara Smith	X			
Goochland County	Josh Gillespie	X			
Hanover County	Joseph E. Vidunas	X			
Henrico County	Sharon Smidler	X			
New Kent County	Amy Inman	X			
Powhatan County	Ligon Webb				X
City of Richmond	Dironna Moore Clarke	X			
CRAC	John B. Rutledge				X
DRPT	Wood Hudson	X			
GRTC	Patricia Robinson	X			
PlanRVA	Myles Busching	X			
RideFinders	John O'Keeffe (A)	X			
RMTA	Theresa Simmons				X
VDOT	Larry Hagin	X			

8. FY24 – FY27 Transportation Improvement Program Amendment: Jahnke Road - 2 Lane Improvements (UPC 19035)

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

The project continues to focus on enhancing safety, accessibility, drainage, multi-modal transportation, and aesthetics along the corridor. Key improvements include better access to private entrances, an upgraded traffic signal at Forestview School Drive, and installation of a center raised median with landscaping and turn lanes at high-traffic intersections. Additionally, curb and gutter will be installed on both sides of Jahnke Road west of the CSX railroad, along with an 8-foot shared-use path on the north side and a 5-foot sidewalk on the south side. Sidewalk improvements will occur between Forest Hill Ave and Clarence Street, with new construction from Clarence Street to Blackmore Road. A two-way cycle track will also be added along westbound Jahnke Road, and speed tables will be placed at Westover Hills Elementary School.

Following the presentation, committee members had questions and Chair Clarke clarified that the project is in the construction phase; the amendment is due to cost increases. Larry Hagin, VDOT, clarified that the project has been advertised at least once, possibly twice. The amendment will position the project to be readvertised and awarded.

On motion by Larry Hagin, seconded by Barbara Smith, the members of the RRTPO Technical Advisory Committee voted to recommend approval of the proposed TIP amendments as requested by VDOT (roll call vote; see below).

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Sheri Adams	X			
Chesterfield County	Barbara Smith	X			
Goochland County	Josh Gillespie	X			
Hanover County	Joseph E. Vidunas	X			
Henrico County	Sharon Smidler	X			
New Kent County	Amy Inman	X			
Powhatan County	Ligon Webb				X
City of Richmond	Dironna Moore Clarke	X			
CRAC	John B. Rutledge				X
DRPT	Wood Hudson	X			
GRTC	Patricia Robinson	X			
PlanRVA	Myles Busching	X			
RideFinders	John O'Keeffe (A)	X			
RMTA	Theresa Simmons				X
VDOT	Larry Hagin	X			

9. Flexible Regional Funding: RideFinders Requests

Mr. Busching provided an overview of this item and reported that the RRTPO has the authority to select and award funding for certain federal funding programs. The RRTPO has adopted a framework that guides this process. Nine requests were received for existing projects. RideFinders has a unique request that is substantively different from the construction projects. This request would increase funding to RideFinders by \$2M to consolidate existing TDM programs in the region and expand efforts to shift travel from single-occupancy vehicles to transit and other modes.

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

Cherika Ruffin, RideFinders, provided a presentation on the item and gave an overview of RideFinders' purpose and an overview of their current program and services. The plan is to have a regional trip reduction program focused on transit. Ms. Ruffin reviewed the regional and financial impacts of the proposed program.

Committee members had questions and Ms. Ruffin clarified that the amount was determined based on numerous factors; there are no current plans to charge a fare as a result of funding this program.

Ms. Ruffin clarified that the amount is a one-time request, but the funds could likely be spent over multiple years. Should the program be successful, additional funding may be requested for future years.

GRTC was asked to provide more details on the funding breakdown when the matter is presented to the Policy Board. Staff was asked to provide more frequent updates to the TAC on the program.

On motion by John O’Keefe, seconded by Nora Amos, the members of the RRTPO Technical Advisory Committee voted to recommend approval of approval of RideFinders request for \$2M and recommends inclusion of this funding in the FY26 - FY31 allocations plan (roll call vote; see below).

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Sheri Adams	X			
Chesterfield County	Barbara Smith	X			
Goochland County	Josh Gillespie	X			
Hanover County	Joseph E. Vidunas	X			
Henrico County	Sharon Smidler	X			
New Kent County	Amy Inman	X			
Powhatan County	Ligon Webb				X
City of Richmond	Dironna Moore Clarke	X			
CRAC	John B. Rutledge				X
DRPT	Wood Hudson			X	
GRTC	Patricia Robinson	X			
PlanRVA	Myles Busching	X			
RideFinders	John O’Keefe (A)	X			
RMTA	Theresa Simmons				X
VDOT	Larry Hagin	X			

10. Flexible Regional Funding: Construction Project Requests

Mr. Busching presented this item and reported that the Jankhe Road project request is to backfill some of the necessary expenditures with federal funding. Locality funding has been covering the balance.

On motion by Joseph Vidunas, seconded by Barbara Smith, the members of the RRTPO Technical Advisory Committee voted to recommend the following requests be approved and included in the FY26 - FY31 allocations plan: UPC 113843 - \$547,024 (CMAQ/CRP), UPC 19035 - \$6,000,000 (STBG), UPC 104281 - \$951,554 (STBG) and UPC 115784 - \$321,225 (CMAQ/CRP) (roll call vote; see below).

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Sheri Adams	X			
Chesterfield County	Barbara Smith	X			
Goochland County	Josh Gillespie	X			
Hanover County	Joseph E. Vidunas	X			
Henrico County	Sharon Smidler	X			
New Kent County	Amy Inman	X			
Powhatan County	Ligon Webb				X
City of Richmond	Dironna Moore Clarke	X			
CRAC	John B. Rutledge				X
DRPT	Wood Hudson	X			
GRTC	Patricia Robinson	X			
PlanRVA	Myles Busching	X			
RideFinders	John O’Keefe (A)	X			
RMTA	Theresa Simmons				X
VDOT	Larry Hagin	X			

11. Regional Air Quality Update

Doris McCleod, Virginia Department of Environmental Quality, provided this update on regional air quality.

Following the presentation, committee members and guests had comments and questions on radon, the Climate Reduction Plan, the importance of reducing pollution/improving air quality and the impact of data centers.

12. Transportation Agency Updates

a. DRPT

Wood Hudson provided an update on recent and upcoming DRPT activities, including the Virginia Transit Association upcoming meeting.

b. GRTC

Patricia Robinson provided an update on recent and upcoming GRTC activities, including an update on the ambassador program

c. RideFinders

John O'Keefe provided an update on the following RideFinders activities:

- Started one new vanpool started from New Kent County Public Works park and ride lot to the Pentagon.
- Conducted a random drawing and delivered an emergency road kit to the winning vanpool group and took pictures. The kit was provided to RideFinders from Vanpool Alliance and Siddall Communications for This Van Can Collaboration. The group travels from Glenside Park and Ride to Washington DC and is with K&K Enterprises vanpool.
- Participated in Southampton Elementary School's (Richmond Public Schools) Career Day and presented information on sustainability, carpools, public transit, and careers.
- Attended Virginia Department of Human Resource Management Benefits Fair where we communicated with state workers from several agencies about RideFinders services. We have several more events we will be attending this month and next.
- Received notification from the Association for Commuter Transportation that GRTC has achieved the requirements for ACT's inaugural Accredited Transportation Demand Management (TDM) Organization status for its RideFinders division. This accreditation documents our commitment to administrative excellence, the field of TDM, and continuous improvement.

d. VDOT

Larry Hagin provided an update on recent and upcoming VDOT activities. The update is posted with the [meeting documents](#).

13. PlanRVA Newsletter: The Better Together Connector

This was an information item.

14. TAC Member Comments

Nora Amos shared comments on SmartScale and the status of the Richmond region projects. The Spring VDOT public hearing will be held on April 22nd. She encouraged everyone to express their support of the region's projects.

Larry Hagin reiterated the importance of showing support. More information about the public hearing can be found [here](#). He clarified that the interim time between the staff recommended scenario and the June CTB action is a time for locality staff to communicate with the RRTPO CTB representative, Rex Davis, to clarify the importance of the projects in the scenario.

15. Next Meeting

Chair Clarke noted the next meeting will be held on May 13, 2025.

16. Adjournment

Chair Clarke adjourned the meeting at 11:05 a.m.

ACTION ITEM

05/13/2025

TO Technical Advisory Committee**SUBJECT** FY24 – FY27 Transportation Improvement Program (TIP) –
#SGR23LB - RT 360 - REPLACE MAYO BRIDGE (UPC 104888)**BRIEF:**

The Virginia Department of Transportation (VDOT) submitted a request to amend the Transportation Improvement Program (TIP) to ungroup from the Construction: Bridge Rehabilitation/Replacement/Reconstruction grouping and update funding for the UPC 104888 Replace Mayo Bridge project. This project seeks to replace the Mayo bridge on US-360 from the floodwall near Manchester Rd to the floodwall near Canal Walk and is being ungrouped in the TIP as it undergoes an Environmental Assessment.

RECOMMENDED ACTION:

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

DISCUSSION:

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

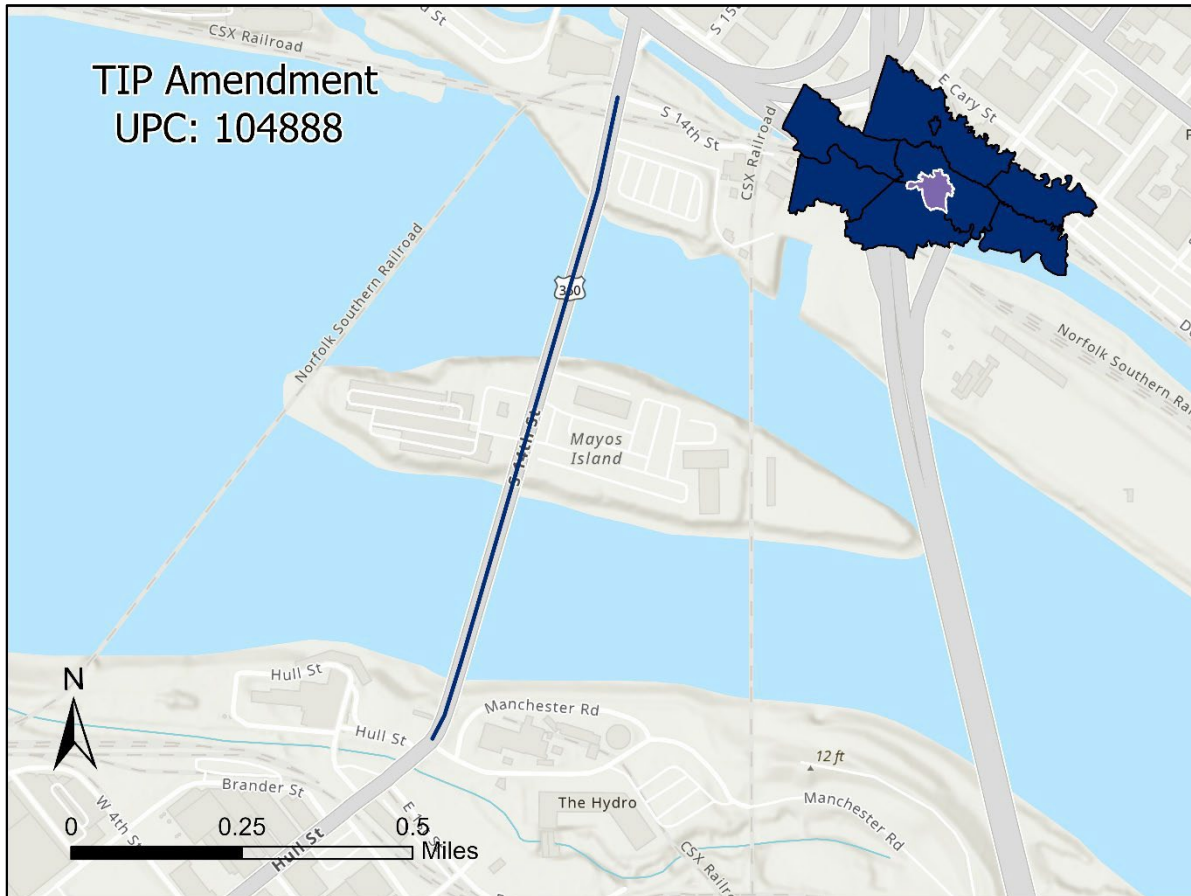
For other funding programs, the RRTPO does not have authority to select projects but is responsible for adding projects to the Transportation Improvement Program (TIP). Based on federal regulations and RRTPO policy, all projects proposed to be added to the TIP are screened for consistency with the regional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

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

Project Overview:

The Mayo Bridge Replacement project will rebuild the Mayo Bridge crossing over The James River and Mayo Island from the Manchester flood wall to the Canal

Walk floodwall. The proposed bridge replacement's latest typical section developed by VDOT and the City of Richmond calls for a reduction in the number of vehicular lanes from four to two, dedicated lanes for cyclists, and a separated pedestrian walkway with additional pedestrian space on the western side of the bridge to better align with the existing trail system. In addition to the physical design, the speed of the bridge will also be reduced from 35 mph to 25 mph.



ConnectRVA 2045 Consistency: ConnectRVA 2045 establishes categories of projects which are regional in nature and must be included in the constrained long-range plan (CLRP) prior to inclusion in the TIP. Conversely, other project types are considered either local or programmatic in nature and can advance without being specifically listed. The project types under each category can be reviewed in Chapter 5 of ConnectRVA 2045. In addition, the RRTPO has identified bridges which are regional priorities for replacement or rehabilitation using State of Good Repair (SGR) funds by 2045. The list of these bridges is included in ConnectRVA 2045's Technical Report F: Constrained Plan Development Report. This project is considered regional in nature because the bridge being rebuilt is on the National Bridge Inventory and part of the National Highway System. Figure 1 graphically shows the consistency review process.

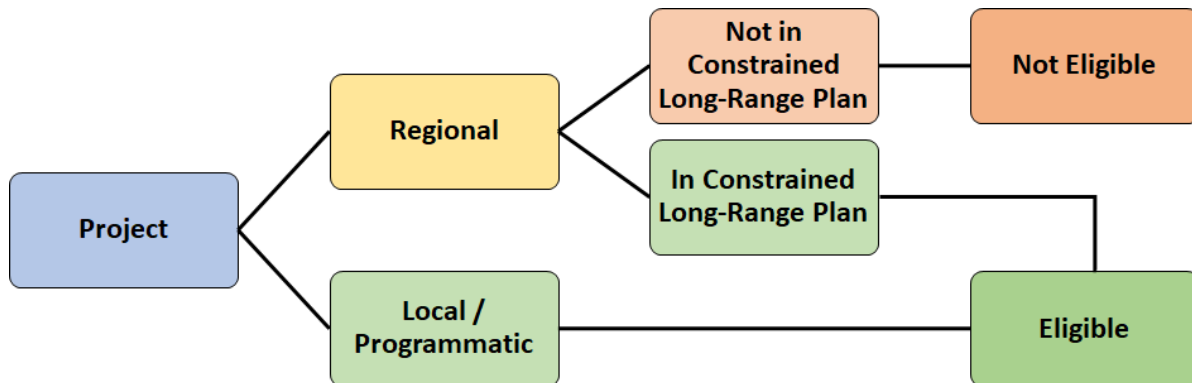


Figure 1: ConnectRVA 2045 Consistency Workflow

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. This project has previously been determined to be exempt from Air Quality Conformity under 40 CFR § 93.126 Safety – reconstructing bridges with no additional travel lanes.

Fiscal Constraint: The funding changes are as follows: release \$2,388,800 (RSTP) & \$1,175,254 (NHPP), add \$4,749,002 (DEMO) to FFY25 PE phase; add \$13,486,114 (BR), \$1,175,253 (NHPP) & \$110,906 (RSTP) FFY27 RW phase.

Federal Fund Source Description:

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

NHS/NHPP – The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State’s asset management plan for the NHS. This funding code incorporates previous NHS, IM, and some BR fund codes.

BR – Provides funding for bridge improvements both on and off the National Highway System (NHS)

DEMO – Provides specialized funding to demonstration, priority, pilot, or special interest projects.

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

ATTACHMENTS:

A. Draft TIP Project Blocks

Attachment A – Draft TIP Blocks

UPC NO	104888	SCOPE	Bridge Rehab w/o Added Capacity			
SYSTEM	Urban	JURISDICTION	Richmond		OVERSIGHT	NFO
PROJECT	#SGR23LB – RT 360 – REPLACE MAYO BRIDGE				ADMIN BY	Locally
DESCRIPTION	FROM: Floodwall near Manchester Road TO: Floodwall near Canal Walk (0.3770 MI)					
PROGRAM NOTE	TIP AMD – Ungroup project: release \$2,388,800 (RSTP) & \$1,175,254 (NHPP), add \$4,749,002 (DEMO) FFY25 PE phase; add \$13,486,114 (BR), \$1,175,253 (NHPP) & \$110,906 (RSTP) FFY27 RW Phase.					
ROUTE/STREET	MAYO BRIDGE				TOTAL COST	\$194,774,015
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – DEMO	\$1,250,000	\$250,998	\$4,749,002	\$0	\$0
	Federal – NHS/NHPP	\$0	\$0	(\$1,175,254)	\$0	\$0
	Federal – RSTP	(\$597,200)	\$0	(\$2,388,800)	\$0	\$0
PE TOTAL		\$652,800	\$250,998	\$1,184,948	\$0	\$0
RW	Federal – BR	\$0	\$0	\$0	\$0	\$13,486,114
	Federal – NHS/NHPP	\$0	\$0	\$0	\$0	\$1,175,253
	Federal – RSTP	\$27,727	\$0	\$0	\$0	\$110,906
RW TOTAL		\$27,727	\$0	\$0	\$0	\$14,772,273

ACTION ITEM

May 13, 2025

TO Technical Advisory Committee**SUBJECT** BikePedRVA 2045 Plan Update**BRIEF:**

Staff will provide an overview of efforts to update the bicycle and pedestrian plan, BikePedRVA. This effort is being undertaken to feed into the Long-Range Transportation Plan and Transportation Alternatives program and includes refining the terms used to define the active transportation network for the Richmond region. The revised mapping of planned infrastructure and spurs in the attachments reflects additional follow-up and consultation with localities following the March 2025 TAC meeting.

RECOMMENDED ACTION:

The TAC should review and provide a recommendation on the BikePedRVA 2045 Plan update. There are three separate items under review which can be handled as separate actions or as a single joint recommendation:

1. The updated map of planned infrastructure across the region;
2. The definition of regional spurs; and,
3. The designation of specific regional spur corridors

DISCUSSION:

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

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

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

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

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

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

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

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

For more information, please contact Phil Riggan at 804-924-7038 or priggan@planrva.org.

ATTACHMENTS (LINKS):

- A. Proposed Update [ArcGIS map](#) & [Storymap](#)

Funding Framework

Review of Flexible Regional Funding Program

Review Schedule

December

- 1 - Existing Projects
- 2 - Project Readiness

January

- 1 - December Follow-up
- 2 - Timing/Coordination
- 3 - Regional Priorities

March

- 1 - January Follow-up
- 2 - Bike/Ped Funding
- 3 - Time Commitment

Previous Discussion Recap

Current Review Thresholds

Request	Staff Review	TAC Review	TPO Review	Note
Initial Selection	✓	✓	✓	
≤ 10% Increase Normal Review	✓	✓		
> 10% Increase Normal Review	✓	✓	✓	

Revised Review Thresholds

Request	Staff Review	TAC Review	TPO Review	Note
Initial Selection	✓	✓	✓	
≤ 10% Increase Normal Review	✓	✓		
≤ 50% Increase Normal Review	✓	✓	✓	
> 50% Increase Waiver Process	✓	✓	✓	Limited Eligibility

Proposed Waiver Categories

Legacy Hardship

Projects in RRTPO program and under development for at least a decade which have already exceeded the threshold

Macroeconomic Hardship

Economy-wide impacts which push individual projects over the 50% threshold

Locality Hardship

Unique circumstances where a deficit exceeds local transportation revenues and the TPO is the sole funding source

Readiness Bonus

ID	Title	Sponsor	Safety	Mobility	Access Equity	Econ. Dev	Env. & Land Use	Benefit	Request (\$)	Cost Benefit	Rank	Readiness Factors	Adjusted Score	Adjusted Rank
FY26-01	Project B	Locality	1.50	2.00	6.20	3.80	2.50	16.00	\$2M	80.00	1	0	80.00	2
FY26-02	Project A	Locality	10.00	10.00	20.00	10.00	10.00	60.00	\$7.5M	80.00	2	6	86.00	1

Add “readiness” factor as bonus after cost/benefit scores
Maximum 10 points

Readiness Factors

Item	Value
30% Design	10
NEPA Complete	10
Draft IAR/OSAR Complete	7
Study w/ Operational Analysis Complete	5

Item	Value
Feasibility Study Complete (Transit)	5
Turn Movement Counts	3
Signal Justification Report Complete	3
LRTP Inclusion	3

Reduced Application Limits

Locality	Reduce by 1/3	Scaled Relative to CVTA & Available Funding	Fixed Limit
Large Locality (>100k pop)	6	2	2
Small Locality	2	1	
Non-Locality	2	1	
MAXIMUM	40	18	28

9

Focus on Regional Priorities

None of the options viewed positively

Staff recommend holding off on revisions to address this concern for now

- Biennial cycle makes larger projects more viable
- LRTP update will refine CLRP project types and policy

Remaining Concerns

Bike/Ped Funding

	Possible Solution	Explanation
1.0	Limit program to projects from CLRP (regional trails & last mile to transit)	Limiting bike/ped only projects to major regional trails and last mile to transit ensures build out of priority network
0.6	Limit program to multijurisdictional trails (like CVTA)	Limiting bike/ped only projects focuses funds on regional network
1.0	Limit program to projects from BikePedRVA	More flexibility than CLRP; ensures projects are already on our radar and in region's active transportation vision plan

Bike/Ped Changes

None of the options viewed positively

Staff recommend holding off on revisions to address this concern for STBG/CMAQ funding

Staff recommends revision to TAP scoring to clarify the hierarchy of projects and prioritize more regionally significant improvements

TAP Benefit Scoring

Factor	Max Score
Statewide Merit Score	80
Impact for Equity Emphasis Areas	10
Regional Value of Project	10

Project Score = Benefit Score / Cost in \$100,000

Proposed TAP Change (Original)

Current Language

Regionally significant projects identified in the plan will receive 10 points. Locally significant projects identified in the plan will receive partial points based on the project's classification in the network hierarchy.

Proposed Accompanying Tables

Regional Spine	10
Regional Spur	7
Local Spur	5
Other Local	3
Not in Plan	0

Proposed TAP Change (Revised)

Revised Language

Regionally significant projects identified in the plan will receive 10 points. Locally significant projects identified in the plan **and pedestrian improvements within the half-mile walkshed of bus stops** will receive partial points based on the project's classification in the network hierarchy.

Regional Spine	10
Regional Spur	7
Local Spur/Last-mile Ped Access to Transit	5
Other Local	3
Not in Plan	0

Time Commitment



Possible Solution	Rationale
New project selection in odd years only <i>(like CVTA)</i>	Reduces the time required by staff, sponsors; reduces conflict with Smart Scale applications
Reduce application limits	Limits higher than CVTA for smaller program; fewer applications require less sponsor and staff time to complete