



Photo: Rt. 288 from River Road,
Goochland County



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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.

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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 Teams or by email to RRTPO@PlanRVA.org.

Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC)

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Richmond Regional Transportation Planning Organization

Technical Advisory Committee

Meeting Agenda

Tuesday, October 13, 2026 - 9:00 a.m.

In-Person Meeting with virtual Teams option

(webinar link provided in agenda cover page)

1. Welcome and Introductions

(Chair Goyne)

2. Roll Call & Certification of a Quorum

(Sarah-Keel Crews)

3. Consideration of Amendments to the Meeting Agenda

(Chair Goyne)

4. Open Public Comment Period

(Chair Goyne /5 minutes)

5. Consent Agenda

a. **Approval of the September 8, 2026, TAC Meeting Minutes** – page 4
Consent Requested: approval of minutes as presented.

b. **FY24 – FY27 Transportation Improvement Program (TIP) Amendment - GRTC Request – Existing Projects** – page 11
Consent Requested: approval of the amendments as presented.

6. TAC Chair's Report

(Chair Goyne /5 minutes)

7. FY24 – FY27 Transportation Improvement Program (TIP) Amendment - New Project Request VDOT (123895) – page 24

(Will Heller/5 minutes)

Action Item

8. FY24 – FY27 Transportation Improvement Program (TIP) Amendment – New Project Request GRTC (GRTC007) – page 28

(Will Heller/5 minutes)

Action Item

9. Road Safety Assessment Pilot Corridor Selection – page 32
(Dan Motta/20 minutes)

Action Item

10. FY28 Regional Public Transportation Plan Scenario Review
(GRTC/30 minutes)

Discussion Item

11. FY27 Work Program Updates
(Dorian Allen/10 minutes)

Discussion Item

12. Transportation Agency Updates
(10 minutes)

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

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

14. TAC Member Comments
(Chair Goyne /5 minutes)

15. Next Meeting: Tuesday, November 10, 2026, at 9:00 a.m. via Teams.
(Chair Goyne)

16. Adjournment
(Chair Goyne)

**Richmond Regional Transportation Planning Organization
Technical Advisory Committee
Meeting Minutes
Tuesday, September 8, 2026 - 9:00 a.m.
Via Teams**

Members and Alternates (Present – X):

16 votes / 9 for quorum

Town of Ashland		Henrico County		DRPT	
Beth Mertz-Guinn	X	Sharon Smidler	X	Grace Stankus	X
Charles City County		Ashley Austin		Wood Hudson (A)	X
Sheri Adams	X	New Kent County		GRTC	
Chesterfield County		Amy Inman	X	Tom Bahner	
J.J. Banuelos (Vice Chair)	X	Powhatan County		Corey Robinson (A)	X
Barbara K. Smith (A)		Vacant		RMTA	
Goochland County		City of Richmond		Theresa Simmons	
Austin Goyne (Chair)	X	Daniel Wagner	X	RideFinders	
Patrick Longerbeam (A)	X	Andy Boenau (A)		John O'Keeffe	X
Hanover County		CRAC (Capt. Reg. Arprt Co)		VDOT	
Joseph E. Vidunas	X	John B. Rutledge		Naomi Siodmok	X
Randy Hardman (A)		CVTA		Todd Scheid (A)	X
		Chet Parsons	X	Virginia Port Authority	
		Mo Nyamweya		Vacant	

The technology used for the RRTPO Technical Advisory Committee 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](#).

Welcome and Introductions

Chair Austin Goyne called the meeting to order at approximately 9:02 a.m. Ms. Crews called the roll and confirmed there was a quorum. Mr. Wood Hudson, from DRPT, let the group know that Ms. Grace Stankus would be joining the committee as the primary liaison. Staff welcomed her before Chair Goyne asked about agenda amendments.

Hearing none, the Chair moved to the public comment period. Ms. Crews confirmed that no public comments had been received, and there were no guests online, so the public comment period was closed.

He then moved to the consent agenda and asked members to consider approval of the August 8, 2026, TAC meeting minutes. There was no discussion regarding the minutes, so Daniel Wagner made a motion to approve. John O'Keeffe seconded the motion, and all voted in favor to approve the meeting minutes.

Chair Goyne did not have a formal report, so he gave the floor to Myles Busching, who presented an FY24-27 TIP amendment.

FY24 – FY27 Transportation Improvement Program (TIP) Amendment - Existing Project Request (GRTC034 & UPC 124341)

Myles Busching presented two proposed amendments to existing projects in the Transportation Improvement Program (TIP), the four-year plan that guides the use of federal transportation funds. The amendments would update projects already in the TIP by adding funding or a new project phase.

The first amendment would revise FFY 2027 funding for GRTC Project 034, which supports the agency's enterprise resource planning software. Following distribution of a corrected TIP block, the amendment would increase funding to \$612,000 in federal funds, just under \$1.5 million in state funds, and \$87,000 in local funds. The item will proceed to the Policy Board for consideration.

The second amendment would add the right-of-way phase for the Busy Street Extension project in Chesterfield County. The project would connect Busy Street and Murray Olds Drive, providing an alternate route around the Midlothian Turnpike/Courthouse/Huguenot intersection and addressing congestion and safety concerns. The Smart Scale-funded project also includes CVTA and TPO funding and originated from a STAR study recommendation. Mr. Busching requested that the Technical Advisory Committee recommend approval of both amendments, as revised. On a motion by Naomi Siodmok, seconded by Sharon Smidler, all voted in favor via roll call vote and the motion carried.

FY24 – FY27 Transportation Improvement Program (TIP) Amendment - New Project Request (UPC 130101, UPC 130057, & UPC 130058)

Mr. Busching then presented a proposed TIP amendment for new projects received from VDOT. He noted that VDOT had made a late request to withdraw two City of Richmond signal projects from individual consideration. The withdrawal would not delay the projects; instead, they would advance through the TIP's Safety and Operational Improvements project grouping, which provides greater implementation flexibility for smaller projects that are not regionally significant and do not require individual TIP listing.

The remaining project for consideration was the Powhite Parkway Extension, Phase Two. The amendment would add the preliminary engineering phase only, allowing initial design work to proceed without advancing to right-of-way acquisition or construction. Because the request is limited to preliminary engineering, an air quality conformity determination is not required at this time. The project is estimated at \$10 million, with an 80/20 federal-local funding split through HIP funding. Mr. Busching requested that the Technical Advisory

Committee recommend approval of the TIP amendment for the Powhite Parkway Extension. Naomi Siodmok made a motion that was seconded by Joe Vidunas, and all voted in favor via a roll call vote to approve the motion.

Road Safety Assessment Pilot Corridor Selection

Dan Motta introduced the selection process for the Regional Road Safety Assessment (RSA) pilot corridor. He noted that the committee reviewed eight candidate corridors at the previous TAC meeting and that the purpose of this discussion was to identify one corridor for the pilot, rather than establish the specific study limits. Staff will return to TAC at a future meeting with a recommended segment after coordinating with affected localities.

Mr. Motta explained that the RSA pilot is intended to support a recurring, multi-jurisdictional safety assessment program involving engineers, planners, law enforcement, and community representatives. The program would develop tiered safety recommendations that could inform quick-build improvements, longer-term capital planning, and future funding applications, with findings maintained in a public repository.

The committee was asked to consider the candidate corridors through four lenses: demonstrated crash and safety need; the extent to which an RSA would complement, rather than duplicate, work already underway through programs such as STAR and Smart Scale; local readiness to act on recommendations; and the corridor's regional, multi-jurisdictional value. Mr. Motta emphasized that the selected corridor would serve as the first implementation of Action 2 in the Regional Safety Action Plan.

Following selection of a corridor, staff would coordinate with participating localities to identify potential study segments based on crash patterns, planned projects, and community concerns; return to TAC with proposed study limits and a draft schedule; and assemble an interdisciplinary team to begin the field review. If TAC was not prepared to select a corridor, Mr. Motta requested direction on finalists and any additional information needed to support a decision.

Ms. Mertz-Guinn had some technical difficulties and was unable to use her mic for voting. At 9:21 a.m., the issue was resolved.

The Committee discussed potential corridors for the Regional Road Safety Assessment pilot. In response to a question from the Chair, Dan Motta stated that PlanRVA staff did not have a preferred corridor and hoped the selection would be driven by local interest and identified safety needs.

Members generally agreed that the Roxbury Corridor should be given lower priority, as New Kent County and Charles City County noted that other work is underway in that area and that its safety needs appear comparatively limited. The Chair identified the Anderson/Midlothian and Broad Rock/Route 100 corridors as leading candidates based on their high total crash volumes, together accounting for nearly 7,000 crashes over five years. Members also noted the importance of considering crash rates and severity, particularly for the Arthur Ashe/Hermitage/Lakeside corridor; however, Henrico County indicated that it is already evaluating conditions along Lakeside Avenue through other efforts.

Chesterfield County expressed support for further review of the Anderson/Midlothian corridor, particularly the western Anderson area, while the City of Richmond supported advancing the

Anderson/Midlothian and Broad Rock corridors for additional evaluation. The Committee directed staff to refine potential study segments for those two corridors, focusing on areas not already subject to other studies, and return to TAC at the next meeting with options for final selection of the RSA pilot corridor. This was a discussion item, so the committee did not vote on anything in regards to this item.

Western Spine/Three Notched Trail Alignment Study Overview

Philip Riggan provided an update on the Three Notch Trail Study, also referred to as the Western Spine Study, which began in summer 2025 and is anticipated to conclude in December 2026. The study is evaluating a preferred low-stress, multi-use trail corridor between the Goochland-Fluvanna County line and downtown Richmond, with connections to the Fall Line Trail and Virginia Capital Trail. PlanRVA has coordinated with Goochland, Powhatan, Chesterfield, Henrico, and the City of Richmond, as well as regional partners to the west. A final stakeholder meeting is planned for November, and the study's findings will be compiled in a StoryMap for future TAC consideration.

Mr. Riggan explained that the northern alignment through Goochland, Henrico, and the City of Richmond is emerging as the preferred primary corridor. A secondary connection through Powhatan and Chesterfield would remain under consideration as part of a potential James River loop system. Potential alignments include Route 6 in Goochland; Huguenot Trail, Robious Road, and Huguenot Road in Powhatan and Chesterfield; and several alternatives through Richmond, including routes along the James River Park system and the Monument Avenue, Patterson Avenue, and Floyd Avenue areas. The study is also evaluating a potential connection through the University of Richmond, whose representatives were receptive but noted that additional public engagement and institutional review would be needed.

Committee members discussed the need for a clear process to establish the locally preferred alignment. Mr. Riggan indicated that, following the final stakeholder meeting, staff expect to bring the completed StoryMap and a recommended preferred corridor to TAC in early 2027 for consideration. Members emphasized that the evaluation should prioritize a route that is safe, practical, and accessible for average riders and other users, including pedestrians and people using mobility devices, rather than only experienced cyclists. Staff acknowledged terrain, access, and operational issues along several potential routes, including Huguenot Trail/Route 711, Route 522, and the University of Richmond connection, and confirmed that accessibility and low-stress travel conditions will remain key considerations.

FY27 Work Program Updates

Myles Busching provided the monthly Unified Planning Work Program (UPWP) status update, noting that the program includes 14 tasks and 26 primary deliverables. Major accomplishments during the past month included completion of the final public review and final revisions to the draft RRTPO, which is scheduled for adoption this week.

Staff also continued work on the socioeconomic data development project. The draft 2025 base-year data was circulated for working group review, and staff are incorporating feedback to finalize the data. Development of the methodology for the 2055 future-year data has also begun, with additional local input anticipated through the working group. Mr. Busching noted progress on the Western Spine Study, including the work group's preferred-corridor discussion, and announced that PlanRVA received a DMV grant to support the launch of a regional safety messaging campaign.

On funding and project development activities, staff prepared a task order to obtain consultant support for the prioritization process pilot, continued review of Smart Scale project scope and eligibility information through the SEPS process and supported CVTA framework updates and project mapping. Staff also continued tracking federal performance measures in preparation for the spring 2027 target-setting cycle, when both four-year and annual federal performance targets will be reset. A performance summary report is also being developed to accompany the Long-Range Transportation Plan.

Mr. Busching reported that PlanRVA received draft findings from the federal MPO certification review. The findings included several commendations and recommendations for improvement, but no corrective actions. FTA is expected to provide an overview of the findings to the Policy Board on Thursday, after which the formal report will be shared with TAC.

In follow-up discussion, the Chair confirmed that the Route 288 project would not be added to the RRTPO at this time and is expected to be addressed through a future amendment. With no further questions from the group, Chair Goyne moved on to agency updates.

Transportation Agency Updates

DRPT: Grace Stankus, Transit Planner with the Virginia Department of Rail and Public Transportation (DRPT), provided two updates. First, she announced that the second virtual public meeting for the Quadrennial State Rail Plan update would be held that evening, September 22, at 6:00 p.m. Information and registration materials were shared in the meeting chat.

Second, Ms. Stankus reported that DRPT has finalized the federal fiscal year 2026–2029 Tier 2 Group Transit Asset Management Plan and is awaiting approval from participating transit agencies. Adoption is anticipated by September 30. Following adoption, MPOs will have 180 days to incorporate the updated performance targets into their Transportation Improvement Programs and long-range transportation plans. DRPT will provide MPO staff with additional guidance and template language in the coming weeks.

GRTC: Corey Robinson provided a GRTC update. GRTC recently completed major repaving work at its headquarters, including the bus yard and employee parking areas, and has begun repaving and concrete improvements at the downtown transfer station. During construction, transfer activity has been temporarily relocated to 9th Street between East Marshall and East Leigh Streets, at the former temporary transfer plaza location.

Mr. Robinson also reported continued progress through GRTC's Essential Transit Infrastructure Program. To date, more than 150 bus stops have been improved, and 90 new bus shelters have been installed systemwide. He noted that GRTC and the City of Richmond celebrated a new shelter at the Lombardy Kroger bus stop on September 15, which was supported through the City's People's Budget process.

GRTC is also coordinating with Richmond, Henrico County, and other regional partners on pedestrian and roadway safety efforts, including Richmond's Vision Zero initiative. Pedestrian safety messaging is being expanded on buses and at bus shelters to encourage riders to remain alert and use marked crosswalks when traveling to and from transit.

RideFinders: John O’Keeffe John O’Keeffe reported that RideFinders had a busy month of employer outreach and commuter-assistance activities. Staff met with the Department of Human Resource Management and Rosie’s Gaming Emporium at Colonial Downs in New Kent to discuss RideFinders services. RideFinders also conducted a DHRM survey and developed a commuter density map for Rosie’s, with a follow-up meeting planned later in the week.

RideFinders participated in several outreach events, including an onsite event at Teleperformance, where staff spoke with 22 employees about commuter services, transit options, and the ConnectingVA Ride Home Rewards Program. At the On the Square event, staff connected with 16 state employees, and at the Henrico County Government Sustainability and Energy Fair, staff engaged more than 90 attendees, provided individualized transportation information to three individuals, and generated one vanpool inquiry.

Mr. O’Keeffe also reported that RideFinders established a new vanpool from the Glen Allen area to the VA hospital in Fredericksburg and attended the Chesterfield Chamber of Commerce meeting on August 25. In addition, RideFinders launched its Commuting Champion Spotlight initiative, featuring a commuter’s experience navigating the Richmond region without a personal vehicle through transit, walking, and carpooling.

During discussion, the Chair asked whether RideFinders had contacted the Amazon distribution center planned on Ashland Road near the interstate. Mr. O’Keeffe indicated that RideFinders had previously attempted outreach but had not yet connected with the company. The Chair agreed to identify an appropriate contact for further coordination.

VDOT: Naomi Siodmok provided a brief VDOT update. She noted that the CVTA did not meet in August and was scheduled to meet on September 15 and 16. She also reported that Smart Scale scope reviews are underway, with localities reviewing and providing feedback on the State’s understanding of submitted project scopes.

Ms. Siodmok announced a public hearing for the Staples Mill Road Improvements project in Henrico County, scheduled for October 1 from 5:00 to 6:30 p.m. at the Glen Allen Branch Library. She also noted an upcoming Local Assistance Division training on locally administered projects, scheduled for September 21 from 1:00 to 5:00 p.m. at the Hotel Roanoke and Conference Center. Interested participants were advised that prerequisite online courses may be required.

During discussion, the Chair asked when the CVTA would consider the award for the DDI project so that members could attend in support. Ms. Siodmok agreed to review the agenda and provide follow-up information.

A. Adjournment

After agency updates concluded, Chair Goyne opened the meeting to member comments. Myles Busching gave an update, announcing that this would be his final TAC meeting, as he will leave PlanRVA on October 2, 2026, to join VHB. He thanked TAC members for the opportunity to work with the committee over the past seven years and noted that he expects to remain involved in regional transportation work. Committee members expressed their appreciation for Mr. Busching’s service and wished him well in his new role.

With no further comments from TAC members, Chair Goynes adjourned at 10:08 a.m., noting that the next meeting is October 13th, in person at 9:00 a.m.

**ACTION ITEM**

October 13, 2026

TO Technical Advisory Committee

SUBJECT FY24 – FY27 Transportation Improvement Program (TIP) – TIP Amendments GRTC Existing Projects (GRTC004, GRTC034, GRTC035, GRTC062, GRTC068, GRTC069, GRTC070, & GRTC100)

BRIEF:

The Greater Richmond Transit Company (GRTC) submitted a request to update funding in FY27 for eight existing projects (**GRTC004**, **GRTC034**, **GRTC035**, **GRTC062**, **GRTC068**, **GRTC069**, **GRTC070**, & **GRTC100**) in the Transportation Improvement Program (TIP). **GRTC004** updates funding for GRTC to replace rolling stock, **GRTC034** updates funding for computer software, **GRTC035** updates funding for procuring support vehicles, **GRTC062** updates funding for the development of park & ride facilities related to the Pulse, **GRTC068** updates funding for GRTC's permanent downtown transfer hub, **GRTC069** updates funding for the engineering & design of Transit Infrastructure for the North-South Pulse line, **GRTC070** updates funding for the engineering & design of Transit Infrastructure for the Western Pulse line extension, & **GRTC100** updates funding for operating assistance for GRTC.

RECOMMENDED ACTION:

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

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 2050, and the regional conformity assessment. All



proposed revisions are also evaluated for fiscal constraint, or the ability to fund the project with projected revenues.

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

Project Overviews:

GRTC004 – Replace Rolling Stock

GRTC004 provides updated funding in FY27 for GRTC to purchase rolling stock to replacements. Replacing existing stock as it ages helps ensure consistent service and keeps the estimation of future expenses more manageable.

GRTC034 – Computer Software

GRTC034 provides updated funding for GRTC to implement new enterprise resource planning software across the agency.

GRTC035 – Support Vehicles

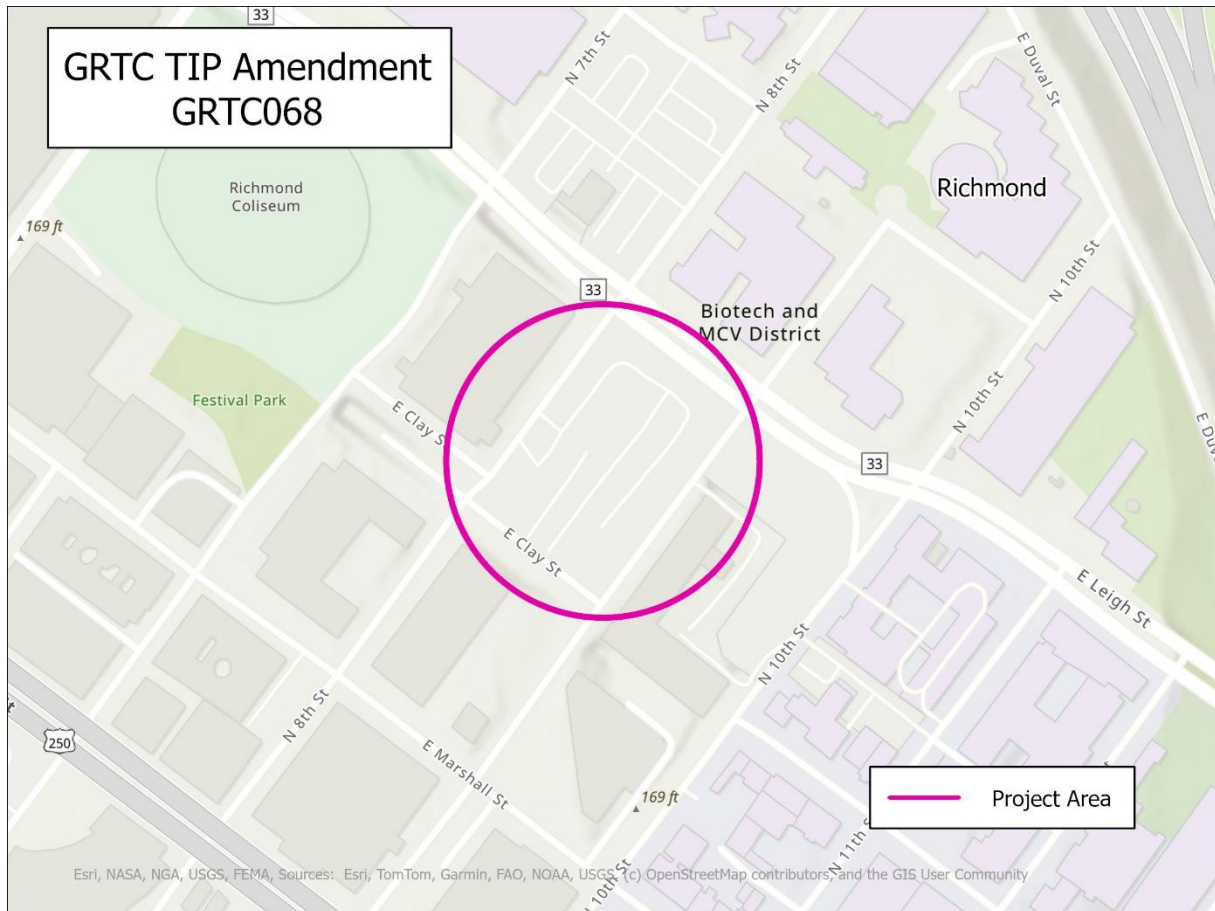
GRTC035 provides updated funding for GRTC to purchase various support vehicles across the agency.

GRTC062 – Park & Ride

GRTC plans on using 5307 funds to plan and design a new park and ride lot. Funding will be used for costs associated with National Environmental Policy Act (NEPA) review, and 100% design.

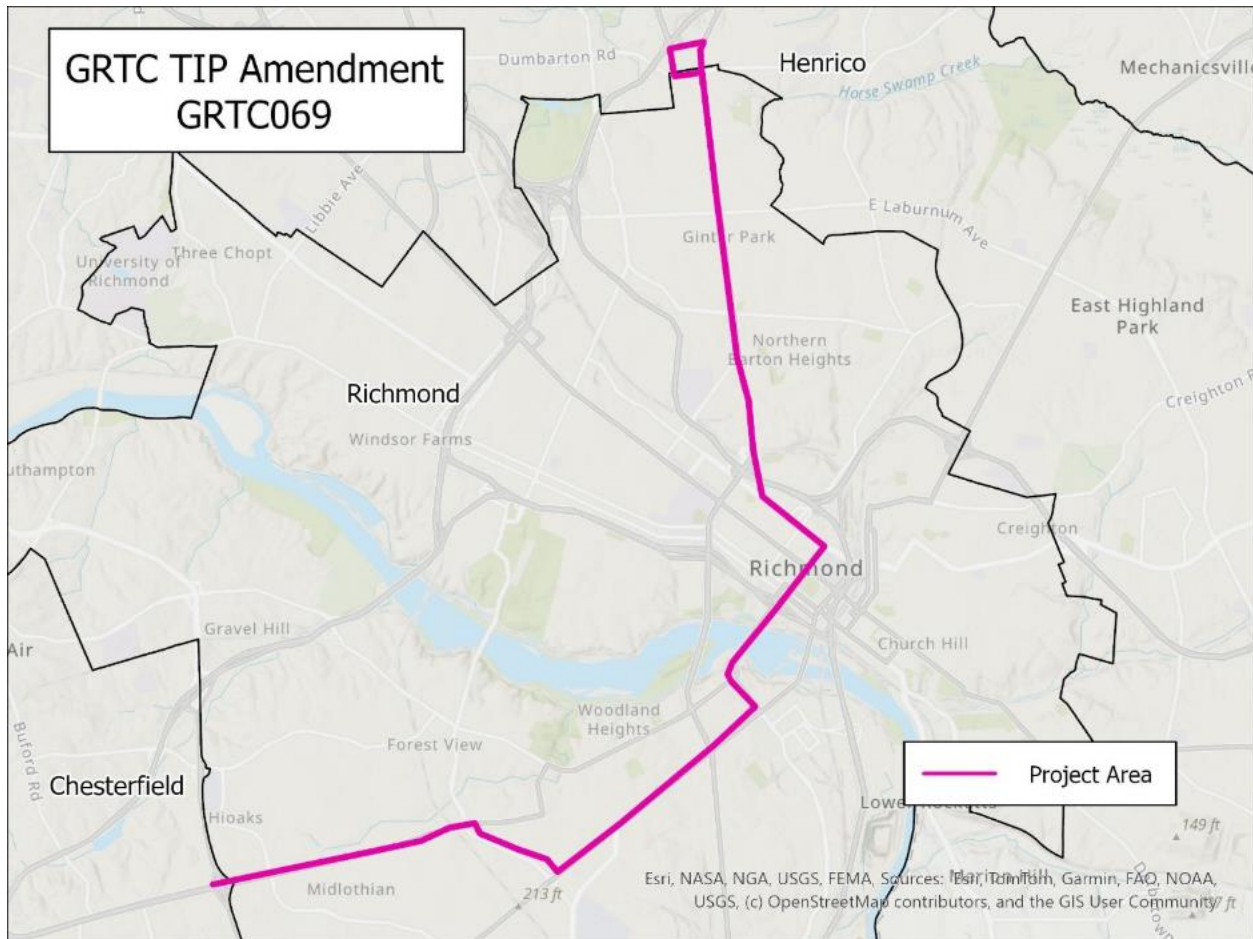
GRTC068 – Permanent Downtown Transfer Hub

GRTC068 provides updated funding for GRTC to continue work related to the development of a permanent downtown transfer hub. GRTC and the City of Richmond anticipate the award for the development contract to be given soon, with the end of 30% design expected to be completed before the end of calendar year 2027.



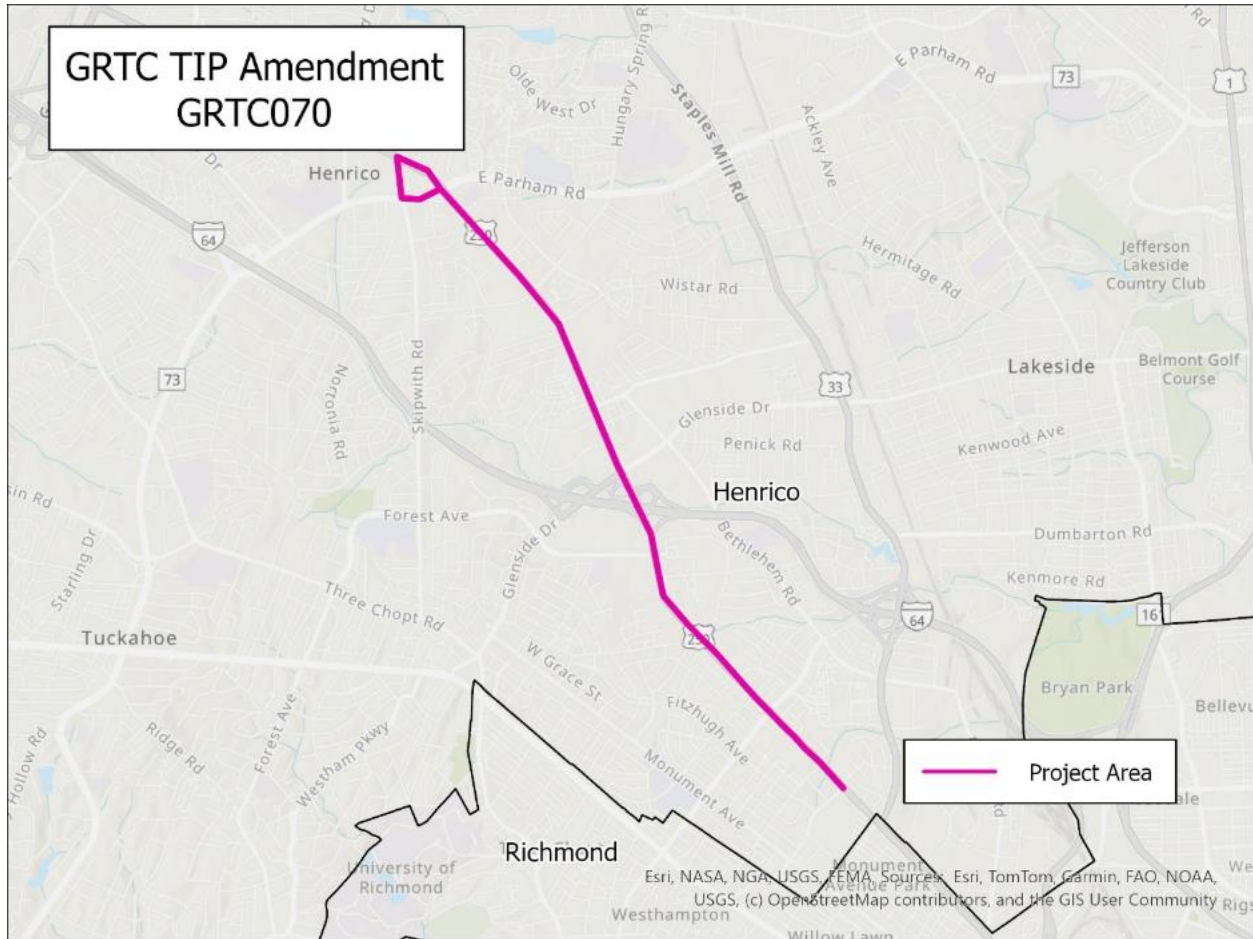
GRTC069 – Engineering & Design of Transit Infrastructure (North-South Pulse)

This project updates funding to the North South Pulse BRT Expansion to the TIP. This project represents the next step following the N/S Phase One NEPA/Station Locations/Routing Alternatives analysis. Work completed so far includes various utility, geotechnical, and ALTA surveys at all proposed North-South station sites. These surveys are awaiting review before submittal to the FTA to formally initiate the Section 106 process. NEPA documentation will be submitted at the conclusion of Section 106, and 30-60% design is expected to begin after FTA concurrence.



GRTC070 – Engineering & Design of Transit Infrastructure (Western Pulse)

This project updates funding for the Western Pulse BRT Extension to the TIP. Additional traffic analysis for sections of the Pulse Western extension was requested by VDOT and GRTC and have delayed the NEPA process. An MOU among GRTC, VDOT, and Henrico County is currently being developed, and next steps in the project involve the submission of NEPA documentation for FTA review, and the beginning of 30% -60% design in calendar year 2027.



GRTC100 – Operating Assistance

GRTC100 provides updated funding for GRTC to support operating activities that improve workforce capacity, accessibility, safety, and security across the transit system.

ConnectRVA 2050 Consistency:

ConnectRVA 2050 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 2050. **GRTC068, GRTC069, & GRTC070** are regionally significant projects and have already been included in the 2050 CLRP. The remaining projects are considered local/programmatic in nature due to their nature as transit improvements; therefore, they may be advanced without being specifically listed in ConnectRVA 2050.



Figure 1 below graphically shows the consistency review process.

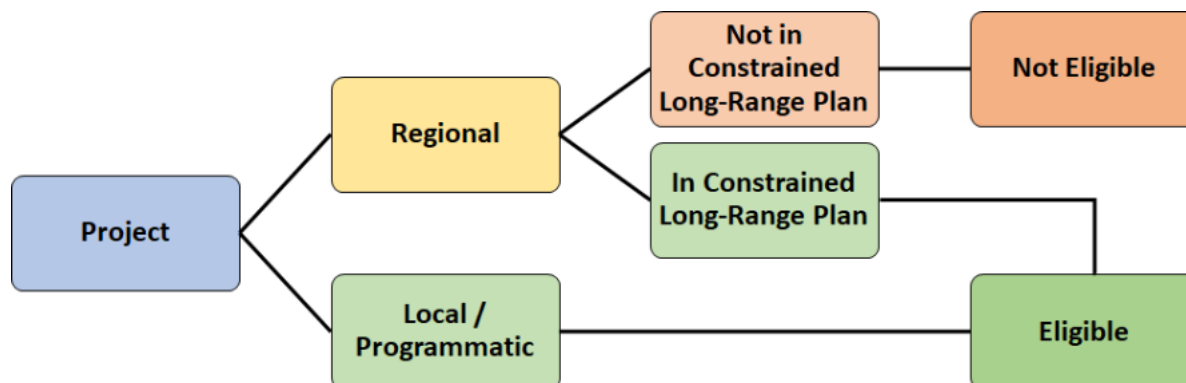


Figure 1: ConnectRVA 2050 Consistency Workflow

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. The air quality conformity requirements of the existing GRTC projects are as follows;

GRTC062 is a non-exempt project that is not considered regionally significant and therefore does not require a new conformity determination.

GRTC004 & **GRTC035** have been determined to be exempt from air quality conformity according to 40 CFR § 93.126, *Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions*.

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."*

GRTC068 remains in the design phase of the project and 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."*

GRTC069 & **GRTC070** are both exempt according to 40 CFR § 93.126 under the *Other – engineering to assess social, economic, & environmental effects of the proposed action or alternatives to that action*.



GRTC100 has been determined to be exempt from air quality conformity according to 40 CFR § 93.126, *Mass Transit – Operating assistance to transit agencies*.

Fiscal Constraint:

GRTC004 – Replace Rolling Stock

The funding changes are as follows: Increase FY27 FTA 5307 to \$12,454,000, State to \$30,247,000, and Local to \$1,779,000.

GRTC034 – Computer Software

The funding changes are as follows: Increase FY27 FTA 5307 funding to \$4,301,000, State to \$8,768,000, and Local to \$688,000.

GRTC035 – Support Vehicles

The funding changes are as follows: Increase FY27 FTA 5307 funding to \$2,546,000, State to \$6,140,000, and Local to \$359,000.

GRTC062 – Park & Ride

The funding changes are as follows: In FY27, add \$1,610,000 to FTA 5307, \$3,910,000 to State, and \$230,000 to Local.

GRTC068 – Permanent Downtown Transfer Hub

The funding changes are as follows: Increase FY27 FTA 5307 to \$1,587,000, State to \$1,725,000, and Local to \$138,000.

GRTC069 – Engineering & Design of Transit Infrastructure (North-South Pulse)

The funding changes are as follows: Increase FY27 FTA 5307 to \$1,041,000, State to \$6,192,000, and Local to \$5,151,000.

GRTC070 – Engineering & Design of Transit Infrastructure (Western Pulse)

The funding changes are as follows: Increase FY27 FTA 5307 funding to \$2,004,000, State to \$52,368,000, and Local to \$23,066,000.

GRTC100 – Operating Assistance

The funding changes are as follows: Increase FY27 FTA 5307 to \$341,000, State to \$974,000, and Local to \$72,000.

Federal Fund Source Description:



FTA 5307 – Section 5307 funding, provided by the Federal Transit Administration, provides funding to public transit systems in large urban areas for capital, planning, job access projects, & some operating expenses such as ADA Paratransit and preventable maintenance.

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

Attachment

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

Attachment A – Draft TIP Blocks

GRTC004 – Replace Rolling Stock

STIP ID	GRTC004	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company			
PROJECT	Replace Rolling Stock			ADMIN BY	GRTC	
MPO NOTES	TIP AMD: The changes in FY25 are as follows; 5307 funding increased from 3,024,000 to 3,136,000, State funding increased from 7,344,000 to 7,616,000, local funding increased 432,000 to 448,000. The changes in FY26 are as follows; 5307 increased from 4,032,000 to 6,161,000, state increased from 9,792,000 to 14,963,000 local increased from 576,000 to 880,000. The changes in FY27 are as follows; 5307 672,000 to 2,772,000, state increased to 1,632,000 to 6,732,000, and local increased 96,000 to 396,000. The total increased from 32,400,000 to 47,905,000. Approved 10/31/24. TIP ADJ: Decrease total 5307 funding to \$9,669,000, increase total state to \$20,216,000, and increase total local to \$1,190,000. Decrease FY25 & FY26 funding to \$0. In FY27, 5307 funding increased to \$8,325,000, State to \$20,216,000, and local to \$1,190,000. Approved 7/27/26 TIP ADJ: Increase FY26 FTA 5339 funding to \$780,000, state to \$1,894,000, and local to \$112,000. Approved 8/20/26 TIP ADJ: Per GRTC request, revert funding to the following: In FY24, revert FTA 5307 funding to \$1,344,000, State to \$3,264,000, and Local to \$192,000. In FY27, revert FTA 5307 funding to \$8,325,000, State to \$20,216,000, and Local to \$1,190,000. Approved 8/28/26. TIP AMD: Increase FY27 FTA 5307 to \$12,454,000, State to \$30,247,000, and Local to \$1,779,000. Pending approval 11/05/2026			TOTAL	\$ 49,280,000	
	FUND SOURCE		FY24	FY25	FY26	FY27
	Federal – FTA 5307		\$1,344,000	\$0	\$0	\$12,454,000
	State		\$3,264,000	\$0	\$0	\$30,247,000
	Local		\$192,000	\$0	\$0	\$1,779,000

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. TIP AMD: Increase FY27 FTA 5307 funding to \$4,301,000, State to \$8,768,000, and Local to \$688,000. Pending approval 11/05/2026			TOTAL	\$16,890,000	
	FUND SOURCE		FY24	FY25	FY26	FY27
	Federal - FTA 5307		\$846,000	\$0	\$317,000	\$4,301,000
	State		\$985,000	\$0	\$772,000	\$8,768,000
	Local		\$168,000	\$0	\$45,000	\$688,000

GRTC035 – Support Vehicles

STIP ID	GRTC035	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company			
PROJECT	Support Vehicles				ADMIN BY	GRTC
MPO NOTES	TIP ADJ – Removed funding in FY 25, revised funding to FY26, and added funding to FY27. In FY 26, increase FTA 5307 to \$175,000, state to \$425,000, and local to \$25,000. In FY 27, add \$83,000 to FTA 5307, add \$200,000 to state, and add \$12,000 to local. Increase total to \$1,655,000. Approved 9/20/24. TIP ADJ: Increase FY27 5307 funding to \$475,000, State funding to \$1,155,000, and Local funding to \$68,000. Approved 7/27/26. TIP AMD: Increase FY27 FTA 5037 funding to \$2,546,000, State to \$6,140,000, and Local to \$359,000. Pending approval 11/05/2026.				TOTAL	\$10,405,000
	FUND SOURCE		FY24	FY25	FY26	FY27
	Federal - FTA 5307		\$206,000	\$0	\$175,000	\$2,546,000
	State		\$500,000	\$0	\$425,000	\$6,140,000
	Local		\$29,000	\$0	\$25,000	\$359,000

GRTC062 – Park & Ride

STIP ID	GRTC062	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company			
PROJECT	Park and Ride				ADMIN BY	GRTC
MPO NOTES	TIP AMD: Add new project. In FY26, add \$1,260,000 to FTA 5307, \$3,060,000 to State, and \$180,000 to Local. Approved 10/31/2024. TIP AMD: In FY27, add \$1,610,000 to FTA 5307, \$3,910,000 to State, and \$230,000 to Local. Pending Approval 11/05/2026.				TOTAL	\$10,250,000
	FUND SOURCE		FY24	FY25	FY26	FY27
	Federal - FTA 5307		\$0	\$0	\$1,260,000	\$1,610,000
	State		\$0	\$0	\$3,060,000	\$3,910,000
	Local		\$0	\$0	\$180,000	\$230,000

GRTC068 – Permanent Downtown Transfer Hub

STIP ID	GRTC068	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company			
PROJECT	Permanent Downtown Transfer Hub				ADMIN BY	GRTC
MPO NOTES	TIP AMD: Add new project. Scope Includes pre-construction NEPA/Preliminary design; Estimate \$3,000,000. TIP AMD: Increase FY27 FTA 5307 to \$1,587,000, State to \$1,725,000, and Local to \$138,000. Pending Approval 11/05/2026.				TOTAL	\$6,450,000
	FUND SOURCE		FY24	FY25	FY26	FY27
	Federal - FTA 5307		\$0	\$0	\$0	\$1,587,000
	State		\$0	\$1,500,000	\$0	\$1,725,000
	Local		\$0	\$1,500,000	\$0	\$138,000

GRTC069 – Engineering & Design of Transit Infrastructure (North-South Pulse)

STIP ID	GRTC069	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company			
PROJECT	Engineering & Design of Transit Infrastructure (North-South Pulse BRT Ext)				ADMIN BY	GRTC
MPO NOTES	TIP AMD: Add new project. \$502,000 FTA 5307, \$546,000 State, & \$43,000 Local in FY26. Approved 02.5.26 TIP AMD: Increase FY27 FTA 5307 to \$1,041,000, State to \$6,192,000, and Local to \$5,151,000. Pending Approval 11/05/2026.				TOTAL	\$13,475,000
	FUND SOURCE		FY24	FY25	FY26	FY27
	Federal - FTA 5307		\$0	\$0	\$502,000	\$1,041,000
	State		\$0	\$0	\$546,000	\$6,192,000
	Local		\$0	\$0	\$43,000	\$5,151,000

GRTC070 – Engineering & Design of Transit Infrastructure (Western Pulse BRT)

STIP ID	GRTC070	SCOPE	Transit		
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company		
PROJECT	Engineering & Design of Transit Infrastructure (Western Pulse BRT Ext)			ADMIN BY	GRTC
MPO NOTES	TIP AMD: Add new project. \$627,000 FTA 5307, \$3,139,000 State, & \$156,000 Local in FY26.			TOTAL	\$81,360,000
	FUND SOURCE	FY24	FY25	FY26	FY27
	Federal - FTA 5307	\$0	\$0	\$627,000	\$2,004,000
	State	\$0	\$0	\$3,139,000	\$52,368,000
	Local	\$0	\$0	\$156,000	\$23,066,000

GRTC100 – Operating Assistance

STIP ID	GRTC100	SCOPE	Transit		
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company		
PROJECT	Operating Assistance			ADMIN BY	GRTC
MPO NOTES	TIP AMD: Add new project. Approved 9/5/2024. TIP ADJ: FY 2025 add \$5K FTA 5310, add \$38k State, and add \$10k Local. Approved 8/7/2025. TIP ADJ: add \$38,000 in FTA 5310, \$30,000 in State, and \$8,000 in local funds to FFY26. Approved 4/20/26. TIP AMD: Increase FY27 FTA 5307 to \$341,000, State to \$974,000, and Local to \$72,000. Pending Approval 11/05/2026.			TOTAL	\$1,532,000
	FUND SOURCE	FY24	FY25	FY26	FY27
	Federal - FTA 5307	\$0	\$0	\$0	\$341,000
	Federal – FTA 5310	\$54,000	\$0	\$27,000	\$0
	State	\$30,000	\$0	\$21,000	\$974,000
	Local	\$8,000	\$0	\$5,000	\$72,000

**ACTION ITEM**

October 13, 2026

TO Technical Advisory Committee**SUBJECT** FY27 – FY30 Transportation Improvement Program (TIP)
Amendment: Richmond Marine Terminal Access Improvements
I-95/Bells Rd. (UPC 123895)**BRIEF:**

The Virginia Department of Transportation (VDOT) submitted a request to amend the Transportation Improvement Program (TIP) to add a new project, UPC 123895, Richmond Marine Terminal Access Improvement I-95/Bells Rd.. UPC 123895 contains the interchange and access improvements at I-95 and Bells Rd./Commerce Rd. as identified in VDOT's 2026 I-95/Bells Rd./Commerce Rd. Interchange Access Report (IAR) (UPC 119673). Improvements include pedestrian accommodations and interchange reconfigurations to improve safety and congestion.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should recommend approval of the proposed TIP amendment 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-term transportation plan, ConnectRVA 2050, 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 Richmond Marine Terminal Access Improvement I-95/Bells Rd. project (UPC 123895) stems from the most recent I-95/Bells Rd./Commerce Rd. Interchange Access Report (IAR) from VDOT. The latest IAR, released in September 2026, contains the interchange and access improvements at I-95 and Bells Rd./Commerce Rd. identified for UPC 123895. Preferred Alternative concepts from the IAR include conversions to the I-95 and Bells Rd. interchange, the Commerce Rd. and Walmsley Blvd. intersection, and the Commerce Rd. And Bells Rd. Intersection. The I-95 and Bells Rd. Interchange will be converted to a diverging diamond interchange with new connections to the east, acting as a flyover to Deepwater Terminal Road. Changes also include converting the Commerce Rd. and Walmsley Blvd. intersection into a hybrid roundabout with two lanes approaching from the southbound to the eastbound exit, and the Commerce Rd. and Bells Rd. intersection will be converted to a restricted crossing U-turn (RCUT), that will divert through and left-turning vehicles along Bells Rd to turn right and make a U-turn.

In addition to intersection and interchange improvements, the project also calls for pedestrian improvements through the installation of continuous sidewalks and crosswalks along Commerce Rd., and through the interchange. Crosswalks are to be included at all signalized intersections. These improvements will fill the existing sidewalk gaps, support multimodal travel, and improve safety for non-motorized users.

ConnectRVA 2050 Consistency:

ConnectRVA 2050 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 2050. This project is not regionally significant and may be advanced without being specifically listed.

Figure 1 below graphically shows the consistency of the review process.

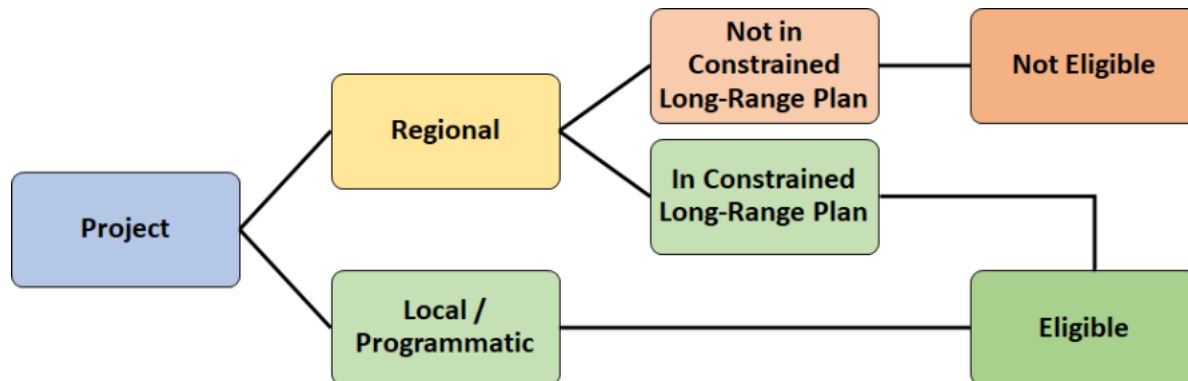


Figure 1: ConnectRVA 2050 Consistency Workflow

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 been determined to be exempt from regional air quality conformity according to the 40 CFR § 93.127, under the “*Intersection reconfiguration projects*” category.

Fiscal Constraint:

The funding changes are as follows: add \$2,000,000 (AC-Other; CVTA) to FFY27.

Federal Fund Source Description:

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

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

Attachment

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

Attachment A – Draft TIP Block

123895 – Richmond Marine Terminal Access Improvement I-95/Bells Rd

UPC NO	123895	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Richmond		OVERSIGHT	NFO
PROJECT	RICHMOND MARINE TERMINAL ACCESS IMPROVEMENTS I-95/BELLS RD				ADMIN BY	VDOT
DESCRIPTION	FROM: I-95 TO: Bells Rd (0.3000 MI)					
PROGRAM NOTE	TIP AMD – add \$2,000,000 (AC-Other; CVTA) FFY27					
ROUTE/STREET	I-95 (0095)				TOTAL COST	\$2,000,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE AC	Federal – AC OTHER	\$0	\$0	\$0	\$0	\$2,000,000

**ACTION ITEM**

October 13, 2026

TO Technical Advisory Committee**SUBJECT** FY24 – FY27 Transportation Improvement Program (TIP) -
TIP Amendment Greater Richmond Transit Company (GRTC007)**BRIEF:**

The Greater Richmond Transit Company (GRTC) submitted a request to add a new project to the Transportation Improvement Program (TIP), GRTC007. GRTC provides transit and transportation services throughout the city of Richmond, and into surrounding counties. This project, **GRTC007**, provides for the purchase of rolling stock for GRTC's fleet.

RECOMMENDED ACTION:

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

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 2050, and the regional conformity assessment. All proposed revisions are also evaluated for fiscal constraint, or the ability to fund the project with projected revenues.

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



Project Overview:

The new GRTC007 project provides for the purchase of vehicles to expand GRTC's rolling stock. Having a more robust rolling fleet that is able to satisfy the ridership demands across GRTC's footprint allows GRTC to continue providing their expected services, as well as to consider potential expansions and changes to routes.

ConnectRVA 2050 Consistency:

ConnectRVA 2050 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 2050. This project is considered local/programmatic in nature due to its character as a transit improvement, and it may be advanced without being specifically listed.

Figure 1 below graphically shows the consistency review process.

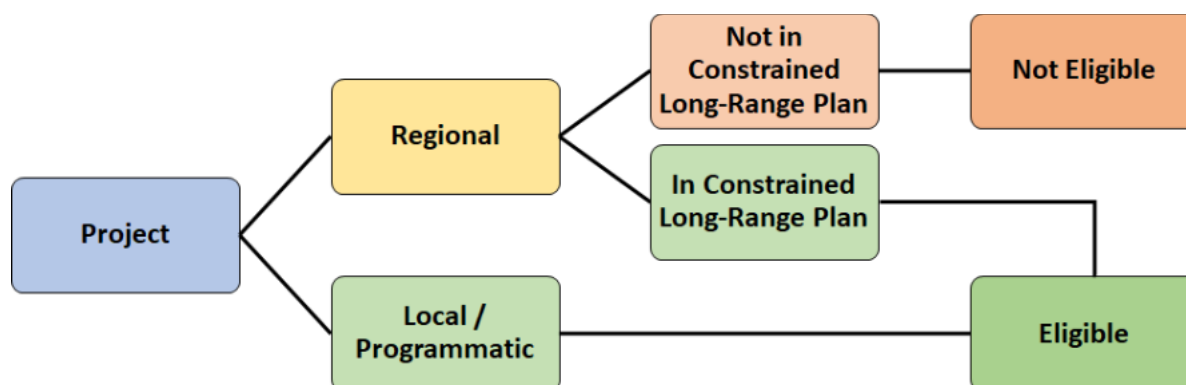


Figure 1: ConnectRVA 2050 Consistency Workflow

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 been determined to be exempt from air quality conformity according to 40 CFR § 93.126, *Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.*



Fiscal Constraint:

The funding changes are as follows: In FFY27 add \$542,000 in FTA 5307, \$1,315,000 in State, & \$77,000 in Local.

Federal Fund Source Description:

FTA 5307 – Section 5307 funding, The Urbanized Area Formula Funding program, managed by the Federal Transit Administration, makes funding available to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning in urbanized areas.

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

Attachment

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

Attachment A – Draft TIP Block

GRTC007 – Rolling Stock Expansion

STIP ID	GRTC007	SCOPE	Transit		
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company		
PROJECT	Rolling Stock Expansion			ADMIN BY	GRTC
MPO NOTES	TIP AMD: Add new project. In FY 27, add \$542,000 to FTA 5307, add \$1,315,000 to State, and add \$77,000 to Local. Pending approval 11/05/26.			TOTAL	\$1,934,000
	FUND SOURCE	FY24	FY25	FY26	FY27
	Federal - FTA 5307	\$0	\$0	\$0	\$542,000
	State	\$0	\$0	\$0	\$1,315,000
	Local	\$0	\$0	\$0	\$77,000

**ACTION ITEM**

October 13, 2026

TO Technical Advisory Committee**SUBJECT** Road Safety Assessment Pilot Corridor Selection**BRIEF:**

The Richmond Regional Transportation Safety Action Plan, *Safe by Design: Moving Toward a Transportation Network Built for People*, was adopted in July 2026. It establishes a regional action framework for eliminating traffic fatalities and serious injuries across the region through strategies grounded in the Safe System approach.

Safe by Design lays out six specific safety actions. Action 2: Develop a Regional Road Safety Assessment (RSA) Program, would establish a coordinated, regional program within the RRTPO's Unified Planning Work Program (UPWP) that pairs rigorous technical analysis with structured community involvement. A key deliverable for the Safe Streets and Roads task in the FY27 UPWP is to select one high-injury network corridor with TAC consultation and conduct an RSA as a pilot for a future regional RSA program.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should select one pilot RSA corridor for further study to advance a key deliverable in the FY27 UPWP and in accordance with the regional safety action plan, *Safe by Design*.

DISCUSSION:

The RRTPO has identified roadway safety as a regional priority and set a goal of zero deaths and serious injuries by 2050 through its Long Range Transportation Plan adopted in September 2026. Acknowledging that fatal and serious injury crashes are preventable, the regional safety action plan, *Safe by Design*, identified RSAs as among the best evidence-based tools available for systemically identifying crash risk and generating actionable recommendations.

A key outcome of *Safe by Design* is a functioning, multi-jurisdictional RSA program with clear protocols, trained interdisciplinary teams, a community engagement component, and as part of a recurring annual cycle. RSA findings would also generate a pipeline of tiered recommendations that feed directly into quick build programs and longer-range capital project planning and funding applications.



Initial Corridor Options

In the TAC meeting on August 11, 2026, members were briefed on eight possible RSA corridors derived from the regional high-injury network (HIN) and priority safety corridors outlined in *Safe by Design*. The stated goal was to identify a corridor to be evaluated for inclusion in the regional RSA pilot with respect to local needs, gaps, readiness, and regional context, with the specific segment to be refined in coordination with TAC.

TAC-Identified Options

During the September 8, 2026 TAC meeting, corridor options were narrowed down to two possible contenders: Anderson/Midlothian (Route 60) and Broad Rock/Iron Bridge (Route 10).

Along the Anderson/Midlothian corridor, areas of main concern were identified roughly between Emanuel Church Road and the Cumberland County line in western Powhatan and Huguenot/Courthouse Roads and the Richmond City line in eastern Chesterfield.

Along the Broad Rock/Iron Bridge corridor, areas of main concern were identified roughly between the Richmond City line and Cogbill Road, State Highway 288 and Centralia Road, and Branders Bridge Road and Curtis Street/Osborne Road, and Route 1 and Hopewell City line in Chesterfield.

Among these two options, one segment should be selected by TAC as a candidate for a pilot RSA, with the exact roadway extent identified after further consultation with local partners and VDOT representatives.

Next Steps in RSA Pilot

Following RSA corridor selection, staff will work with VDOT and local partners to develop regional RSA protocols adapted from state and national guidance and establish a multidisciplinary RSA team roster. The RSA pilot will conclude with a formal report including findings and tiered recommendations.

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

Attachments:

- A. [RSA Corridor Summaries](#)

Staples Mill Corridor

Localities: Richmond, Henrico, Hanover

24.8 miles, 1,463 crashes (March 31, 2021 – March 31, 2026)

Injury Severity	
K	13
A	53
B	343
C	67
O	987

Weather	
No Adverse	1,305
Rain	125
Fog	3
Snow	8
Mist	20

Lighting	
Daylight	1,020
Dawn/Dusk	66
Dark – Road Lighted	108
Dark – Road Not Lighted	264

Crash Type					
Angle	500	Pedestrian	18	Non-Collision	17
Rear End	502	Bicyclist	1	Backed Into	2
Head On	27	Motorcyclist	0	Deer/Animal	58
Sideswipe SD	121	Fixed Object – In Road	13	Other	36
Sideswipe OD	10	Fixed Object – Off Road	157		

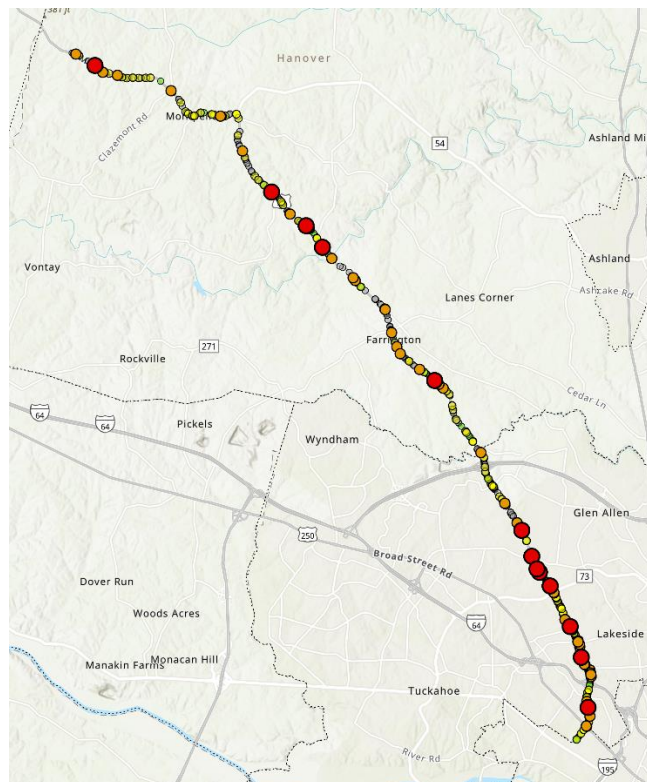
Fatal Crash Share: 0.9%

Fatalities Per Mile: 0.5

All Crashes Per Mile: 56.3

219.5 crashes per 100M VMT

9.9 KA rate per 100M VMT



Mechanicsville Corridor

Localities: Richmond, Henrico, Hanover

16.9 miles, 1,634 crashes (March 31, 2021 – March 31, 2026)

Injury Severity	
K	9
A	69
B	425
C	60
O	1,071

Weather	
No Adverse	1,449
Rain	163
Fog	1
Snow	6
Mist	13

Lighting	
Daylight	1,077
Dawn/Dusk	110
Dark – Road Lighted	200
Dark – Road Not Lighted	244

Crash Type					
Angle	595	Pedestrian	29	Non-Collision	12
Rear End	578	Bicyclist	2	Backed Into	4
Head On	27	Motorcyclist	2	Deer/Animal	64
Sideswipe SD	150	Fixed Object – In Road	7	Other	42
Sideswipe OD	12	Fixed Object – Off Road	110		

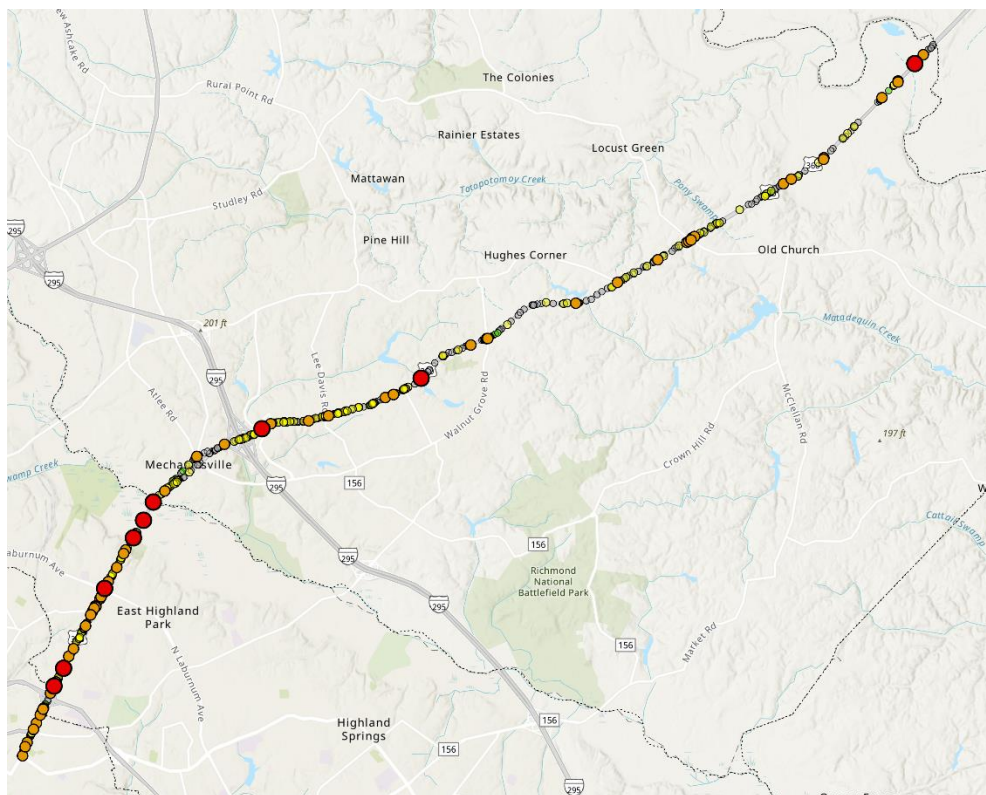
Fatal Crash Share: 0.6%

Fatalities Per Mile: 0.53

All Crashes Per Mile: 96.7

188.4 crashes per 100M VMT

9.0 KA rate per 100M VMT



Patterson Corridor

Localities: Henrico, Goochland

8.4 miles, 606 crashes (March 31, 2021 – March 31, 2026)

Injury Severity	
K	3
A	16
B	135
C	34
O	418

Weather	
No Adverse	536
Rain	57
Fog	0
Snow	3
Mist	9

Lighting	
Daylight	437
Dawn/Dusk	35
Dark – Road Lighted	33
Dark – Road Not Lighted	101

Crash Type					
Angle	264	Pedestrian	6	Non-Collision	1
Rear End	203	Bicyclist	0	Backed Into	1
Head On	13	Motorcyclist	0	Deer/Animal	25
Sideswipe SD	41	Fixed Object – In Road	4	Other	13
Sideswipe OD	3	Fixed Object – Off Road	32		

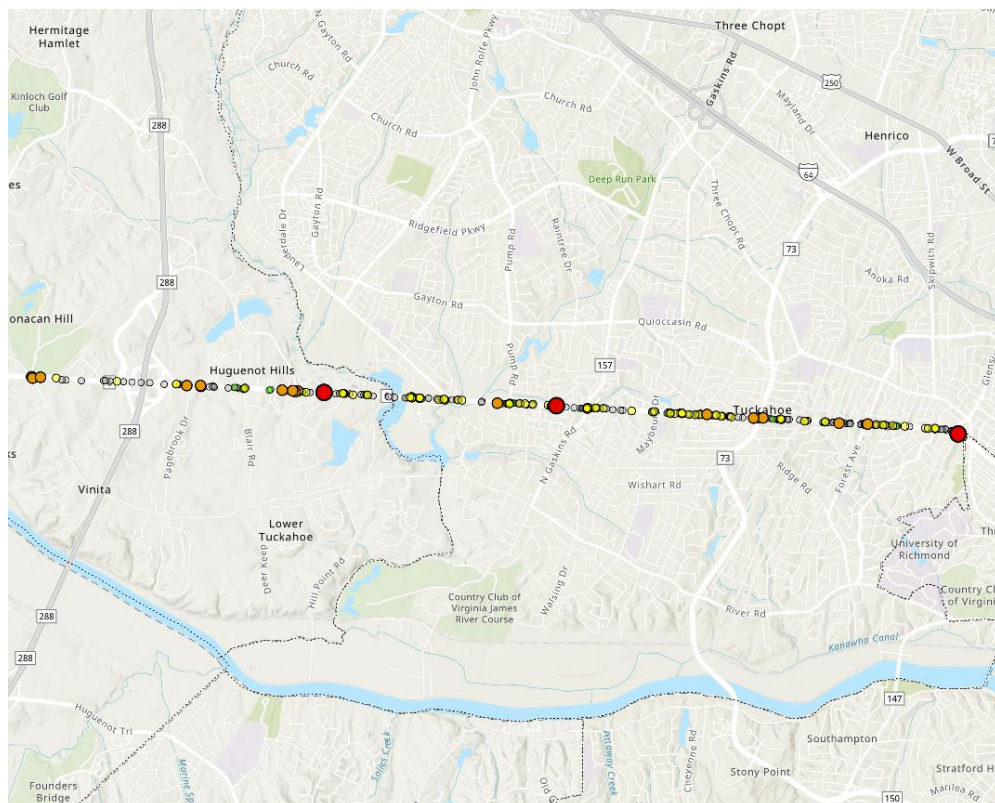
Fatal Crash Share: 0.5%

Fatalities Per Mile: 0.32

All Crashes Per Mile: 64.5

166.4 crashes per 100M VMT

5.2 KA rate per 100M VMT



Huguenot/Courthouse Corridor

Localities: Henrico, Richmond, Chesterfield

18.2 miles, 1,398 crashes (March 31, 2021 – March 31, 2026)

Injury Severity	
K	4
A	38
B	287
C	39
O	1,030

Weather	
No Adverse	1,229
Rain	143
Fog	2
Snow	16
Mist	7

Lighting	
Daylight	1,021
Dawn/Dusk	93
Dark – Road Lighted	97
Dark – Road Not Lighted	182

Crash Type					
Angle	556	Pedestrian	2	Non-Collision	6
Rear End	544	Bicyclist	0	Backed Into	0
Head On	26	Motorcyclist	0	Deer/Animal	58
Sideswipe SD	105	Fixed Object – In Road	3	Other	10
Sideswipe OD	6	Fixed Object – Off Road	82		

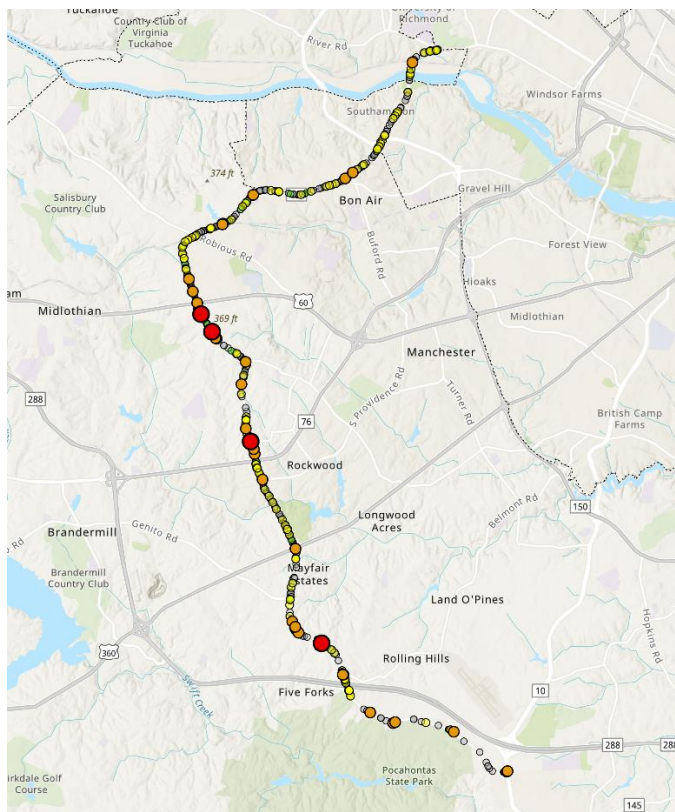
Fatal Crash Share: 0.3%

Fatalities Per Mile: 0.22

All Crashes Per Mile: 76.8

161.8 crashes per 100M VMT

4.9 KA rate per 100M VMT



37.5 miles, 3,719 crashes (March 31, 2021 – March 31, 2026)

Lighting	
Daylight	2,733
Dawn/Dusk	185
Dark – Road Lighted	405
Dark – Road Not Lighted	394

Fatal Crash Share: 0.5% **Fatalities Per Mile: 0.53** **All Crashes Per Mile: 99.2**
193.5 crashes per 100M VMT **7.1 KA rate per 100M VMT**



Broad Rock/Hundred Corridor

Localities: Richmond, Chesterfield

24.6 miles, 2,922 crashes (March 31, 2021 – March 31, 2026)

Injury Severity	
K	17
A	93
B	669
C	156
O	1,987

Weather	
No Adverse	2,600
Rain	275
Fog	7
Snow	17
Mist	23

Lighting	
Daylight	1,879
Dawn/Dusk	234
Dark – Road Lighted	425
Dark – Road Not Lighted	363

Crash Type					
Angle	1,057	Pedestrian	33	Non-Collision	15
Rear End	1,064	Bicyclist	3	Backed Into	4
Head On	54	Motorcyclist	2	Deer/Animal	74
Sideswipe SD	315	Fixed Object – In Road	8	Other	47
Sideswipe OD	7	Fixed Object – Off Road	240		

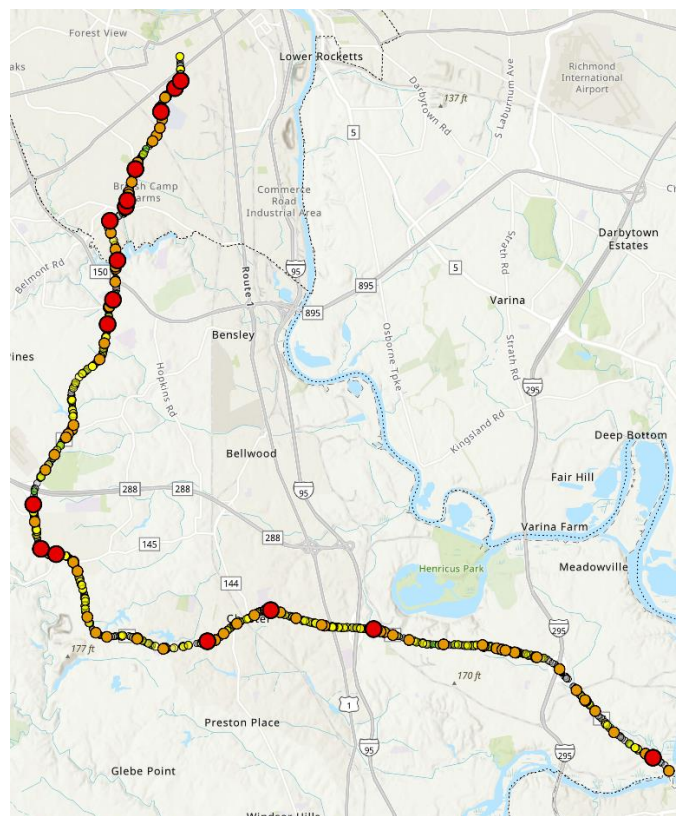
Fatal Crash Share: 0.6%

Fatalities Per Mile: 0.69

All Crashes Per Mile: 118.8

211.9 crashes per 100M VMT

8.0 KA rate per 100M VMT



Roxbury Corridor

Localities: Charles City, New Kent

12.5 miles, 86 crashes (March 31, 2021 – March 31, 2026)

Injury Severity	
K	3
A	9
B	18
C	0
O	56

Weather	
No Adverse	81
Rain	3
Fog	2
Snow	0
Mist	0

Lighting	
Daylight	51
Dawn/Dusk	4
Dark – Road Lighted	3
Dark – Road Not Lighted	28

Crash Type					
Angle	28	Pedestrian	0	Non-Collision	1
Rear End	8	Bicyclist	0	Backed Into	1
Head On	2	Motorcyclist	0	Deer/Animal	15
Sideswipe SD	3	Fixed Object – In Road	1	Other	5
Sideswipe OD	4	Fixed Object – Off Road	18		

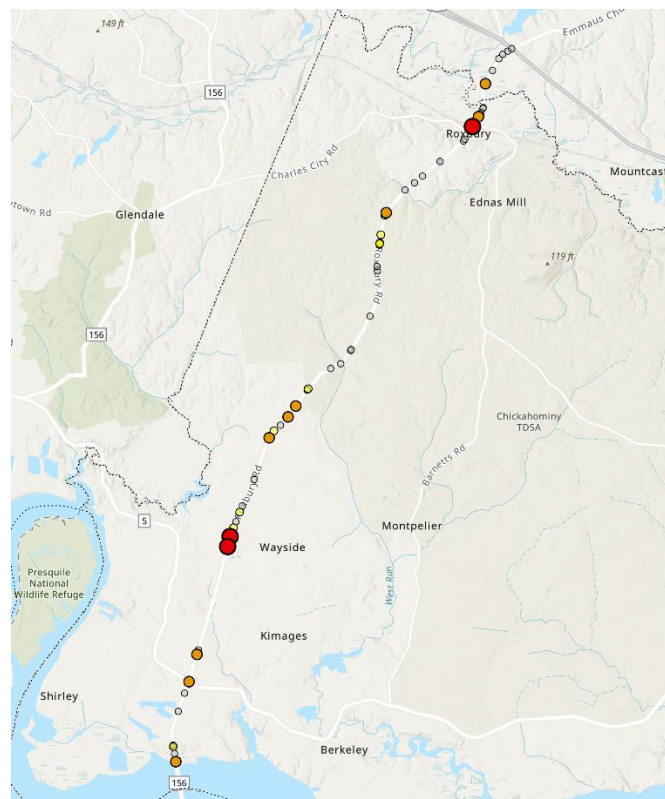
Fatal Crash Share: 3.5%

Fatalities Per Mile: 0.24

All Crashes Per Mile: 6.9

104.4 crashes per 100M VMT

14.6 KA rate per 100M VMT



Arthur Ashe/Lakeside Corridor

Localities: Richmond, Henrico

4.3 miles, 731 crashes (March 31, 2021 – March 31, 2026)

Injury Severity	
K	5
A	19
B	176
C	44
O	487

Weather	
No Adverse	653
Rain	69
Fog	0
Snow	5
Mist	3

Lighting	
Daylight	461
Dawn/Dusk	29
Dark – Road Lighted	227
Dark – Road Not Lighted	12

Crash Type					
Angle	406	Pedestrian	15	Non-Collision	1
Rear End	134	Bicyclist	0	Backed Into	2
Head On	23	Motorcyclist	1	Deer/Animal	0
Sideswipe SD	76	Fixed Object – In Road	3	Other	32
Sideswipe OD	6	Fixed Object – Off Road	2		

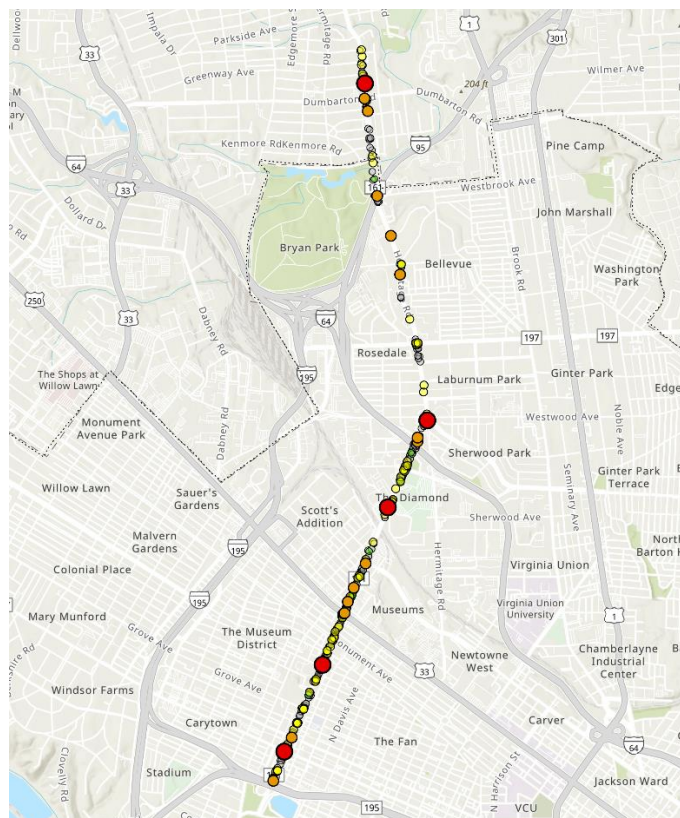
Fatal Crash Share: 0.7%

Fatalities Per Mile: 1.2

All Crashes Per Mile: 170

651.9 crashes per 100M VMT

21.4 KA rate per 100M VMT



Crash Corridor Statistics

Corridor	Length (mi)	Total crashes	K	A	KA	Ped	Weighted avg AADT	Period VM V x 365 x N x L	Total crash rate per 100 MVMT	KA rate per 100 MVMT	Crashes per mile	Ped per mile
Staples Mill	26	1,463	13	53	66	18	14,065	666,421,563	219.5	9.90	56.3	0.69
Mechanicsville Tnpk	17	1,634	9	69	78	29	28,126	867,476,155	188.4	8.99	96.7	1.72
Patterson	9.4	606	3	16	19	6	21,234	364,120,350	166.4	5.22	64.5	0.64
Huguenot/Courthouse	18.2	1,398	4	38	42	2	26,017	864,154,655	161.8	4.86	76.8	0.11
Anderson/Midlothian	37.5	3,719	20	116	136	48	28,080	1,921,725,000	193.5	7.08	99.2	1.28
Broad Rock/Hundred	24.6	2,922	17	93	110	33	30,722	1,379,264,190	211.9	7.98	118.8	1.34
Roxbury	12.5	86	3	9	12	0	3,610	82,353,125	104.4	14.57	6.9	0.00
Arthur Ashe/Lakeside	4.3	731	5	19	24	15	14,290	112,140,775	651.9	21.40	170.0	3.49

Note on traffic volumes: Crash counts and corridor lengths are drawn from the regional High Injury Network. Traffic volumes are drawn from VDOT's published ADT layer, whose segment breaks are defined by VDOT's linear referencing system and do not align exactly with HIN corridor limits.

Weighted average AADT for each corridor therefore reflects the VDOT segments that best approximate the corridor footprint, which may extend slightly beyond or fall slightly short of it. Differences are under half a mile on most corridors; the largest are Broad Rock/Iron Bridge, where available ADT segments cover approximately two miles less than the corridor, and Arthur Ashe/Hermitage, where they cover approximately 0.7 miles more.

Rates should be read as screening-level comparisons rather than precise values.