



Photo: Rt. 288 from River Road,
Goochland County



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

NOTES

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

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

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

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

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

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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, February 17, 2026- 9:00 a.m.

Zoom Meeting (webinar link provided in agenda cover page)

1. Welcome and Introductions

(Chair Adams)

2. Roll Call & Certification of a Quorum

(Sarah-Keel Crews)

3. Consideration of Amendments to the Meeting Agenda

(Chair Adams)

4. Approval of December 9, 2025, TAC Meeting Minutes – page 4

(Chair Adams)

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

5. Open Public Comment Period

(Chair Adams /5 minutes)

6. TAC Chair's Report

(Chair Adams /10 minutes)

7. FY26 Unified Planning Work Program – Midyear Update & Amendment – page 9

(Myles Busching/10 minutes)

Action Item (voice vote).

8. SMART SCALE Round 7 Project List – page 11

(Myles Busching/10 minutes)

Action Item (voice vote).

9. FY24 – FY27 Transportation Improvement Program Amendment – Existing Projects

– page 14

(Will Heller/10 minutes)

Action Item (voice vote).

10. FY24 – FY27 Transportation Improvement Program Amendment – New Projects

– page 23

(Will Heller/10 minutes)

Action Item (voice vote).

11. **FY27 – FY30 Transportation Improvement Program Project List** – page 29
(Kerry Wagenhauser/10 minutes)
Action Item (voice vote).
12. **Flexible Regional Funding – Existing Project Requests** – page 33
(Kerry Wagenhauser/20 minutes)
Action Item (voice vote).
13. **Flexible Regional Funding – New Project Rankings** – page 36
(Kerry Wagenhauser/10 minutes)
Information Item.
14. **Regional Public Transportation Plan (GRTC)**
(GRTC/15 minutes)
Information Item.
15. **Pathways to the Future: Transportation 2050 Update**
(Dorian Allen/10 minutes)
Information Item.
16. **Transportation Agency Updates**
(10 minutes)
 - a. **DRPT** – Hudson
 - b. **GRTC** – Robinson
 - c. **RideFinders** – O’Keeffe
 - d. **VDOT** – Siodmok
17. **[PlanRVA Newsletter: The Better Together Connector \(linked\)](#)**
Information item.
18. **TAC Member Comments**
(Chair Adams /5 minutes)
19. **Next Meeting:** Tuesday, March 10, 2026, at 9:00 a.m. or immediately after ICG meeting
(Chair Adams)
20. **Adjournment**
(Chair Adams)

**Richmond Regional Transportation Planning Organization
Technical Advisory Committee
Meeting Minutes
Tuesday, January 13, 2026 - 9:00 a.m.
Zoom Meeting**

Members and Alternates (Present – X):

Town of Ashland		Charles City County		Chesterfield County	
Beth Mertz-Guinn		Sheri Adams, Chair	x	J.J. Banuelos	x
Goochland County		Hanover County		Barbara K. Smith (A)	X
Austin Goyne (Vice Chair)	x	Joseph E. Vidunas	X	Henrico County	
Patrick Longerbeam (A)	X	Randy Hardman (A)		Sharon Smidler	x
New Kent County		Powhatan County		Ashley Austin	
Amy Inman	x	Ligon Webb	X	City of Richmond	
Capital Region Airport Commission (CRAC)		DRPT		Dironna Moore Clarke	x
John B. Rutledge		Wood Hudson	x	GRTC	
PlanRVA		Tiffany T. Dubinsky (A)		Patricia Robinson	x
Myles Busching	x	RMTA		Corey Robinson (A)	x
Dorian Allen (A)			x	VDOT	
RideFinders				Naomi Siodmok	x
John O’Keeffe (A)	x			Todd Scheid (A)	x

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](#).

A. Welcome and Introductions

The meeting called at 9:04am by Chair Adams and Sarah-Keel Crews completed the roll call and certified there was a quorum.

Chair Adams then moved on to any amendments to the meeting agenda. Myles Busching expressed a desire to amend the agenda by removing item 10, the FY27 to FY30 project list. Mr. Busching explained that the project list was still undergoing QAQC at the central office with VDOT, preventing the necessary action at that time. The motion was made by Mr. Busching to pull item 10 and was seconded by Ms. Sharon Smidler. Sarah-Keel Crews polled the members, and the motion to amend the agenda was carried unanimously.

Following this, attention shifted to the approval of the December 9th minutes. Mr. Austin Goyne moved to approve, seconded by Ms. Naomi Siodmok, leading to a unanimous voice vote in favor of the minutes.

Chair Adams then opened for public comments, of which none were received, as noted by Mr. Busching. In lieu of a TAC Chair report, Mr. Busching provided an update regarding vice chair duties. Austin Goyne, representing Goochland County, was nominated to serve as Vice Chair, succeeding Patrick Longerbeam, in accordance with the chairmanship rotation.

Dironna Moore Clarke made a motion to approve Mr. Goyne's appointment, and it was seconded by Amy Inman. Ms. Inman also took a moment to acknowledge Mr. Longerbeam's contributions and leadership. A voice vote was held with unanimous agreement for Mr. Goyne's role as Vice Chair.

B. Active Transportation Program Update

Chair Adams transitioned to the program updates for active transportation, and welcomed Will Heller to present.

The first TIP amendment Mr. Heller presented was requested by GRTC for the renovation of maintenance and administration facility pavements at East Belt Boulevard. This amendment was to update the project funding in the TIP. The project involved rehabilitating asphalt and concrete parking surfaces, which were found to be in fair or poor condition during a 2024 assessment. Mr. Heller let the group know that the renovations included full-depth reclamation to reduce waste and improved paved surfaces for bus and vehicle traffic. It also upgraded paratransit vehicle storage to accommodate full-size buses. The TAC recommended approval of the proposed TIP amendment as requested by GRTC, with Naomi Siodmok motioning for approval, seconded by Mr. Wood Hudson. A voice vote followed, and the amendment was unanimously approved.

The second TIP amendment, requested by VDOT, was for the funding update of a new diverging diamond interchange at I-64 and North Gayton Road. This project also included new medians and auxiliary lanes, part of broader improvements in the Short Pump area. The amendment was propelled by funding from the Commonwealth Transportation Board, which had recently allocated additional funds from past SmartScale applications. Sharon Smidler made a motion to approve the TIP amendment, seconded by Mr. JJ Banuelos. The voice vote confirmed unanimous approval, and the amendment was approved. Chair Adams then moved on to a presentation on the 2026 roadway safety targets, led by Dan Motta.

Mr. Motta let the TAC know that the proposed 2026 roadway safety targets for the RRTPO were presented for review and recommendation to the policy board. This annual requirement aligns with federal and state performance management. The targets were set under the Highway Safety Improvement Program, with the state establishing statewide targets first. The MPO then decided whether to adopt these or set regional targets, using a 5-year rolling average for measures like fatalities and serious injuries.

In 2025, a hybrid approach was adopted combining data-driven and vision-driven methods. The 2026 targets continued this approach. For fatalities, the target was set at 107, lower than the state target of 115, based on a recent 5-year average. For serious injuries, the proposed target was 833, aligning with the state target. Non-motorized fatalities and serious injuries were targeted at 108, matching state figures to maintain consistency.

The discussion emphasized the desire to reach zero fatalities, with comments from Ms. Inman stressing the importance of non-motorized safety. Mr. Busching clarified that the nature of the 5-year average means existing data limits immediate target changes. Barb Smith shared resources on enhancing local safety efforts.

The motion to adopt these targets, including a suggested language change from "killed" to "fatalities" for sensitivity, was made by Joseph Vidunas and seconded by Amy Inman. The plan was approved with unanimous approval. Chair Adams then moved on to agency updates

C. Transportation Agency Updates

DRPT: The DRPT update was given by Wood Hudson. He noted that the grant season was underway, with systems open for receiving grants primarily for transit agencies. This included applications for technical assistance, demo assistance, or Workforce Development Grants, all due by February 1st. Agencies were encouraged to reach out for assistance with applications.

Additionally, the DRPT provided MPOs with draft transit TIP project lists. Although the topic was deferred to the next meeting, DRPT continued to monitor approvals and encouraged MPOs to contact them with any questions as the TIP process moved towards adoption and final federal approval in September 2026.

GRTC: Corey Robinson provided several updates for GRTC, beginning with the transition of GRTC Route 88 to the Link Microtransit on January 26th. This change offered riders increased flexibility and access to more destinations in the Broad Rock area, while continuing to offer LINK services at no cost as part of GRTC's Open Access Network.

Additionally, Powhatan Link was set to start offering 24-hour and advanced ride booking, providing riders with more certainty and planning flexibility. GRTC had also upgraded its bus driving simulator, replacing decades-old equipment with modern systems. This upgrade created a realistic environment for operators to safely practice decision-making, safety, and de-escalation tactics.

Finally, GRTC received a \$25,000 grant from the Community Foundation to support a dedicated Transit Access Partnership (TAP) coordinator. This role focused on fundraising, partnerships, and outreach to strengthen TAP and sustain the Zero Fare program.

Ride Finders: John O'Keefe updated the group that Ride Finders attended the grand reopening of the Walmart Distribution Center in Sutherland, Virginia, an event supporting over 750 employees commuting from Richmond and Points South. In December, two new vanpools were initiated: one from Portsmouth to the Defense

Supply Center in Richmond, and another from Staunton, stopping in Powhatan, to Fort Pickett. Work continued with GRTC's procurement department on a new vanpool RFP to bring more vendors into the Ride Finders program, alongside responses to year-end NTD data requests with GRTC collaboration.

Mr. O'Keefe also mentioned that a park and ride lot survey was developed with GRTC and Goochland County. Efforts persisted on several grant applications for DRPT submissions, as mentioned earlier by Mr. Hudson. Compliance documentation was completed and submitted, fulfilling corrective actions from DRPT's compliance reviews for FY22 to FY24.

Lastly, Ride Finders launched the "Count It Change It" program in the Tri-Cities, a carpool and vanpool incentive initiative through the Connecting VA Agile Plant Forum with DRPT. This program allowed new members in the Tri-Cities region to earn up to \$150 by recording 30 non-drive-alone round-trip commutes within 90 days. The update concluded with an invitation for questions.

VDOT: Naomi Siodmok let the group know that the Commonwealth Transportation Board met last week and discussed various topics. During their workshop, they addressed regulations at rest areas concerning event opportunities in parking lots, and regulations related to outdoor advertising and directional signage.

A significant discussion focused on transportation alternatives. There were 109 pre-applications and eight screen-out decisions. Nearly 90 full applications remained, with \$131.3 million in funding requests. The Richmond MPO had about \$4.7 million allocated, but with approximately \$40 million in applications for the Richmond District and only \$10 million available, determining allocations was challenging. Coordination with at-large members aimed to potentially support additional projects.

In an action meeting, there were amendments to the six-year improvement program supporting the Virginia Highway Safety Improvement Program. For the I-95 and Reeves Road project, funds were reallocated to support the Appomattox River Trail in the Tri-Cities. The board approved Alternative 1A for the Hawaii Parkway project alignment and endorsed a contract for next-gen traffic operations data service on I-95 to analyze traffic flow.

Training sessions were also announced. The SmartScale training was scheduled for Thursday at the Richmond District Office, covering pre-apps, full apps, and lessons learned. The PROAG training on January 27th was already on a waitlist. These updates concluded with an invitation for questions. Ms. Siodmok then let the group know that she would provide a link in the chat to the ProAG training, per Mr. Hudson's request.

D. Adjournment

Sarah-Keel Crews let the group know about a meeting update with the upcoming Executive Committee and Policy Board meetings. The upcoming Policy Board meeting was scheduled for February 5th. Typically, the Executive Committee meeting precedes it, but due to the Chamber RVA's annual meeting—a regionally significant event—the executive committee meeting was canceled with approval from Chair Jody Rogish. Consequently, the Policy Board meeting was moved to 10 a.m. Updates were

reflected on the website, and calendar invites were adjusted accordingly. Chair Adams urged localities to inform their executive and policy board members about the schedule change. With no further comments from TAC members, Chair Adams adjourned at 9:48 am

**ACTION ITEM**

February 17, 2026

TO Technical Advisory Committee**SUBJECT** FY26 Unified Planning Work Program – Midyear Update & Amendment**BRIEF:**

The Unified Planning Work Program (UPWP) is the RRTPO's budget and plan of work for the year and is intended to reflect all the major work of the metropolitan planning organization. The UPWP is developed each spring for the upcoming fiscal year with projections of expected carryover of 5303 funds. This midyear update addresses the difference between the projected and actual carryover funds and adjust line-item budgets based on observed spending year to date. Additionally, this amendment adds the multiyear Prioritization Process Pilot Program grant to the UPWP.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should recommend approval of the updated budget and the addition of the PPPP grant.

DISCUSSION:

The Unified Planning Work Program (UPWP) is a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source of funds. The UPWP also serves as the RRTPO budget and work program for the current fiscal year.

The two primary funding sources supporting the UPWP work program are FHWA Planning funds (PL) and FTA Section 5303 funds. These two federal fund sources are generally matched by state and local sources on an 80% federal (FHWA and FTA) 10% state (VDOT and DRPT), and 10% local (PlanRVA member dues) basis.

Program Development and Work Priorities: As part of the UPWP development process, a summary of work tasks is prepared based on anticipated needs for the upcoming year with estimates of staff time required for each effort. These work activities are translated into corresponding budgets which are included in each



section of the work program. The programmed budget includes the fund sources and the match sources.

5303 Carryover

Each year, the budget for the UPWP is developed in the spring for the upcoming fiscal year which starts July 1. As the fiscal year is underway, the amount of carryover for 5303 is a projection based on remaining work and expenditure rates. Once the fiscal year is completed, staff can calculate the actual carryover and adjust planned spending. The difference between planned and actual funding (including match) is shown in the table in Attachment A. Staff have proposed adjusting the budget for each task in the UPWP to account for the reduced carryover and to reflect the work completed year-to-date.

Prioritization Process Pilot Program

The Prioritization Process Pilot Program (PPPP) grant was obligated in September of 2025. This grant will allow the RRTPO to build on the scenario planning process to develop tools to improve our project scoring process to account for more holistic lifecycle cost accounting, monetize multidisciplinary benefits, and quantify risk across a variety of potential futures. While not required, USDOT has recommended including this program in the UPWP and any surplus funds from the project remain with the MPO for other eligible metropolitan planning activities.

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

Attachment

- A. [Proposed budget table revisions](#)
- B. [Proposed PPPP Task Page](#)

**ACTION ITEM**

February 17, 2026

TO Technical Advisory Committee

SUBJECT SMART SCALE Round 7 Regional Candidate Projects

BRIEF:

The SMART SCALE program is the principal program for awarding state and federal transportation funding in Virginia. This process helps Virginia meet its most critical transportation needs using limited tax dollars. It evaluates potential transportation projects based on key factors like how they improve safety, reduce congestion, increase accessibility, contribute to economic development, promote efficient land use, and affect the environment. Each round, the RRTPO is eligible to submit regional projects to compete in the statewide High-Priority Projects (HPP). The RRTPO has also recommended projects to PlanRVA for planning district commission consideration in recent rounds.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should recommend up to twelve (12) projects for RRTPO pre-applications.

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 is responsible for maintaining the FY24 – FY27 Transportation Improvement Program (TIP) and ensuring projects that advance using federal funds are consistent with regional planning.

In December, member localities submitted proposed projects for consideration. In total, 16 candidate projects were submitted. Attachment A is a summary of each project as well as the staff screening. The following sections describe the general screening process and the staff recommendations.

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. Each proposed project was reviewed for consistency with ConnectRVA 2045. Figure 1 graphically shows the consistency review process.

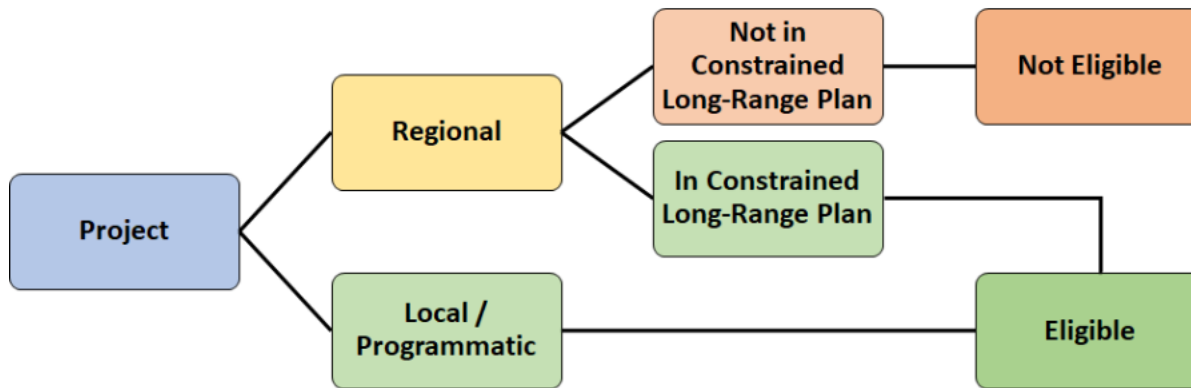


Figure 1: ConnectRVA 2045 Consistency Workflow

VTRANS Needs: All SMART SCALE projects are required to meet a need identified as a mid-term need in the statewide transportation plan, VTRANS. For high-priority projects, the project must meet a need on a Corridor of Statewide Significant (CoSS) or on the regional network (RN). Safety needs and Urban Development Area (UDA) needs are not eligible as regional applications; these projects must be submitted by localities to be considered. All projects were screened against the 2021 mid-term VTRANS needs.

High-Priority Projects (HPP) Eligibility: The Commonwealth Transportation Board (CTB) has made significant changes to the types of projects that are eligible for the high-priority projects program this year. Each project was screened against the available guidance for Round 6. The following project types are eligible for RRTPO submission:

- Highway Capacity: Adding New Lanes, Roadway on New Alignment, and Managed Lanes (HOV/HOT/Shoulder), New Bridge
- Interchanges: New Interchange-Non-Limited Access Facility, Improve Grade-Separated Interchange, New Interchange-Limited Access Facility, and Ramp Improvements
- Transit or Freight Improvements: New or Improved Passenger Rail Stations or Service, Freight Rail Improvements, High-Capacity / Fixed Guideway Transit (including Light Rail Transit or Bus Rapid Transit), Transit Transfer Stations



- Other Project Types: preferred alternative in a STARS, Pipeline Study, or Arterial Management Plan or MPO Study (refinement forthcoming)

Recommended Pre-Applications: Based on the review process summarized in Attachment A, staff recommend the following projects be advanced to pre-application. Projects marked with an asterisk have potential readiness or eligibility issues identified by staff as noted in the attachment.

1. Walmsley Blvd Extension
2. Belvidere Interchange
3. Richmond Layover Facility
4. W Broad St Interchange
5. Parham Rd Interchange
6. Bryan Park Interchange
7. Gaskins Interchange
8. Willis Rd Interchange
9. 360/Chippenham Interchange

The following projects may be eligible but are not included in the constrained long-range plan and can fill out the remaining three (3) pre-application slots:

1. Route 10 Improvements
2. US-301 Improvements
3. Norfolk St Bridge
4. Woolridge Intersection*

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

Attachment

- A. [Candidate Project Screening](#)

**ACTION ITEM**

February 17, 2026

TO Technical Advisory Committee**SUBJECT** FY24-FY27 Transportation Improvement (TIP) – Existing Projects**BRIEF:**

The Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT) submitted a request to amend the Transportation Improvement Program (TIP) to update funding for multiple existing projects from VDOT and DRPT. VDOT has requested an amendment to three of their existing projects, **#CIP – I-64 WB Exit 181 Improve Interchange Configuration (120374)**, **#SMART26 I-95/Rt.10 Interchange Improvement, Ph. II (127888)**, and **I-64 at N. Gayton Rd. Interchange (128623)**. DRPT has requested an amendment for one existing project, **Regional Air Pollution Reduction Program – RideFinders (T203)**.

RECOMMENDED ACTION:

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

DISCUSSION:

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

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

The proposed amendments requested by VDOT and DRPT have been reviewed by staff and found consistent with the requirements for RRTPO approval. Draft TIP

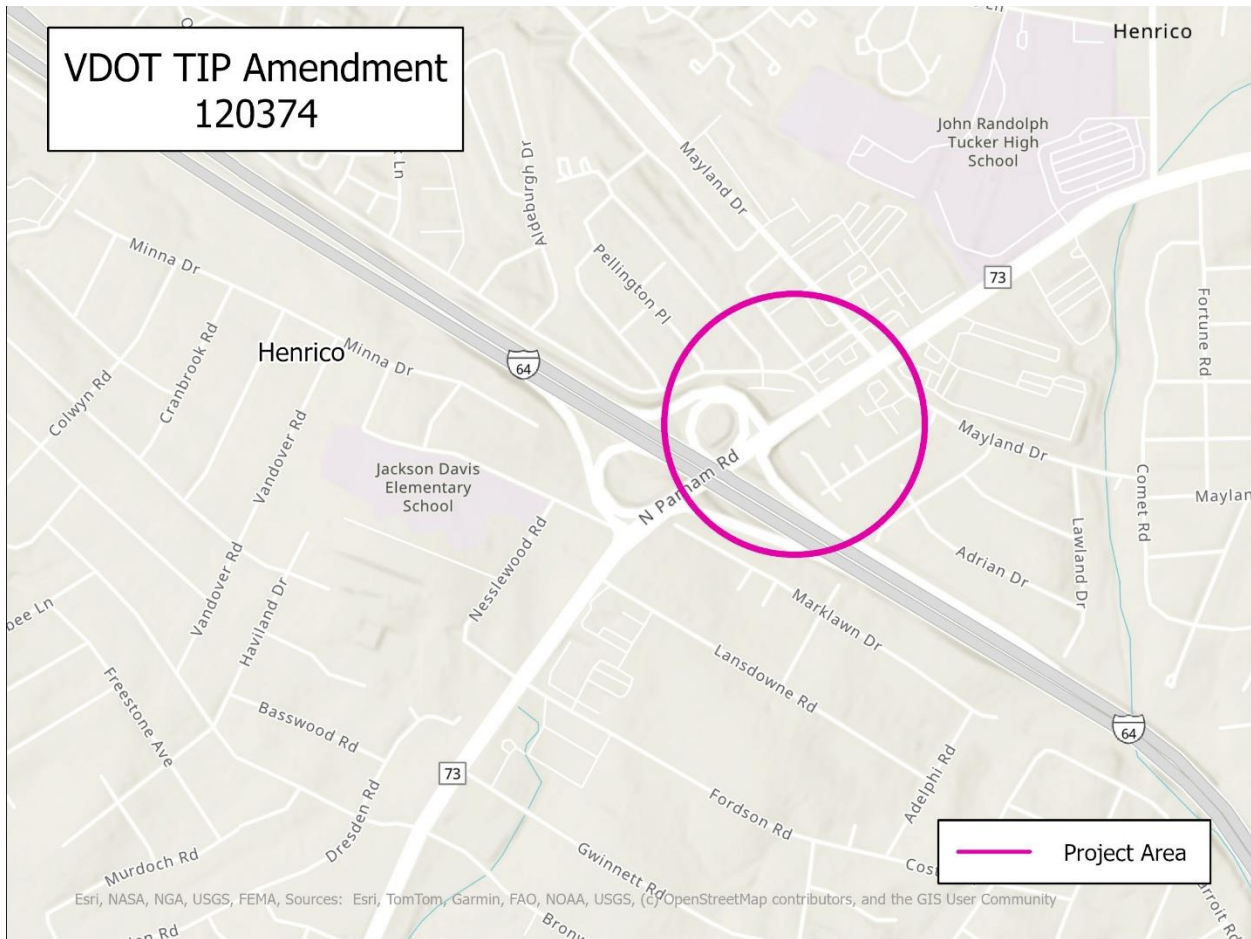


blocks can be found in Attachment A. A summary of the findings for each requirement is included below.

Project Overview:

#I64CIP – I-64 WB Exit 181 Improve Interchange Configuration (120374)

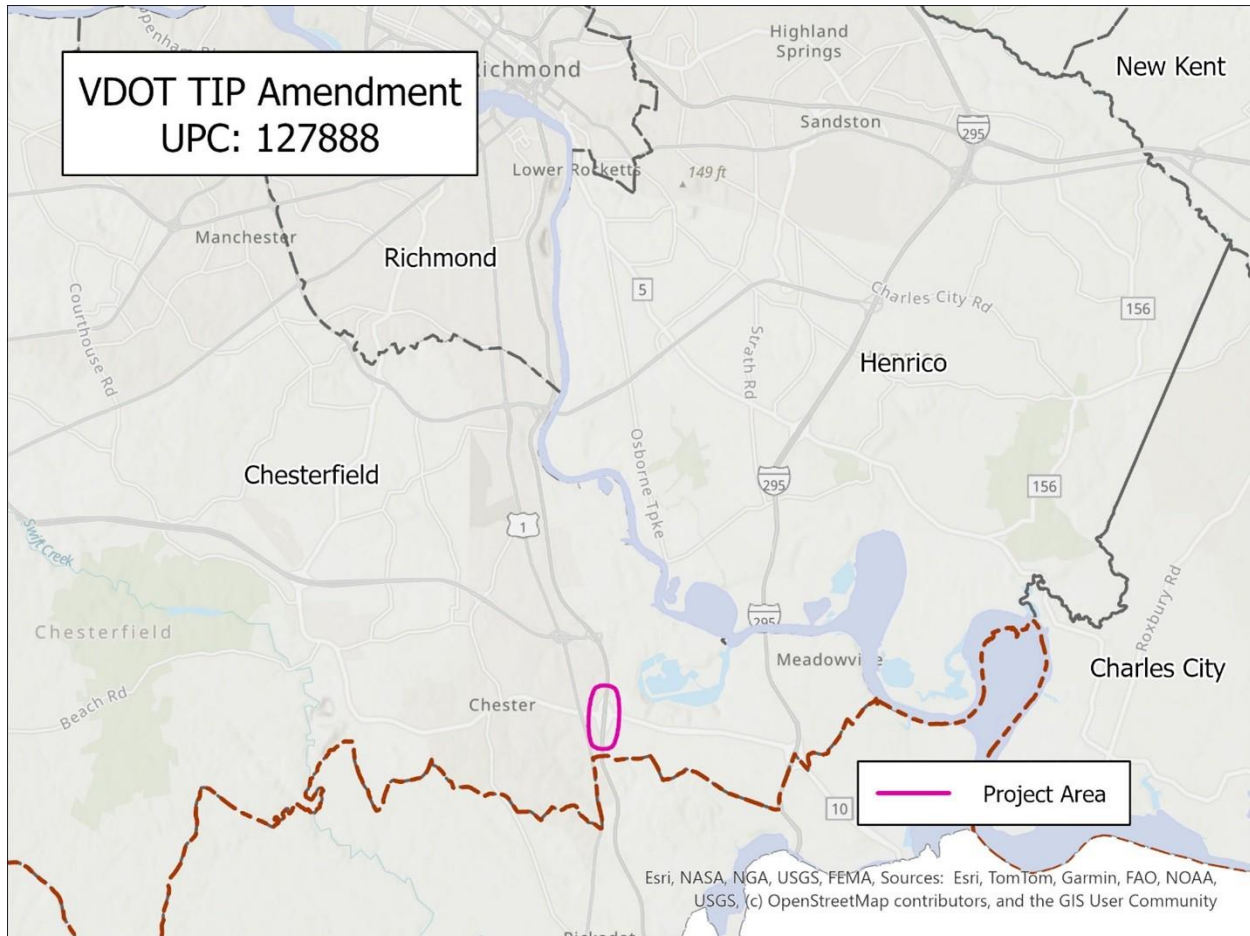
The #I64CIP – I-64 WB Exit 181 Improve Interchange Configuration project will provide safety and operational improvements along Parham Road between Mayland Drive and the eastbound I-64 off ramp. Current road conditions have a pattern of rear-end and angle collisions, queueing that exceeds the available northbound left turn storage



#SMART26 I-95/Rt.10 Interchange Improvement, Ph. II (127888)



The I-95/Rt.10 Interchange Improvement project is modifying the existing interchange to a partial cloverleaf interchange. Specific improvements from phase II of the project include removing both the NB I-95 to westbound Rt. 10 loop ramp and the SB I-95 to EB Rt. 10 loop ramp, signalizing the SB and NB I-95 Rt. 10 off-ramp intersection and widening the NB and SB off-ramps at their respective Rt. 10 intersection to create 3 left turn lanes for both the EB and WB. Additional improvements in phase II of the project include adding a 600' single lane driveway to the facility in the SW loop, adding a NB and SB acceleration lane onto I-95, adding 3400' of sidewalk on the southside of Rt. 10 from the western interchange through the interchange to Old Stage Rd, 750' sidewalk on the north side of Rt. 10 from Chestnut Hill Rd to Old Stage Rd, 600' of sidewalk on the north side of Rt. 10 from Redwater Creek Rd to SB I-95 off Ramp, and modifying the signal at Rt. 10 and Old Stage Rd. to provide a pedestrian crossing.

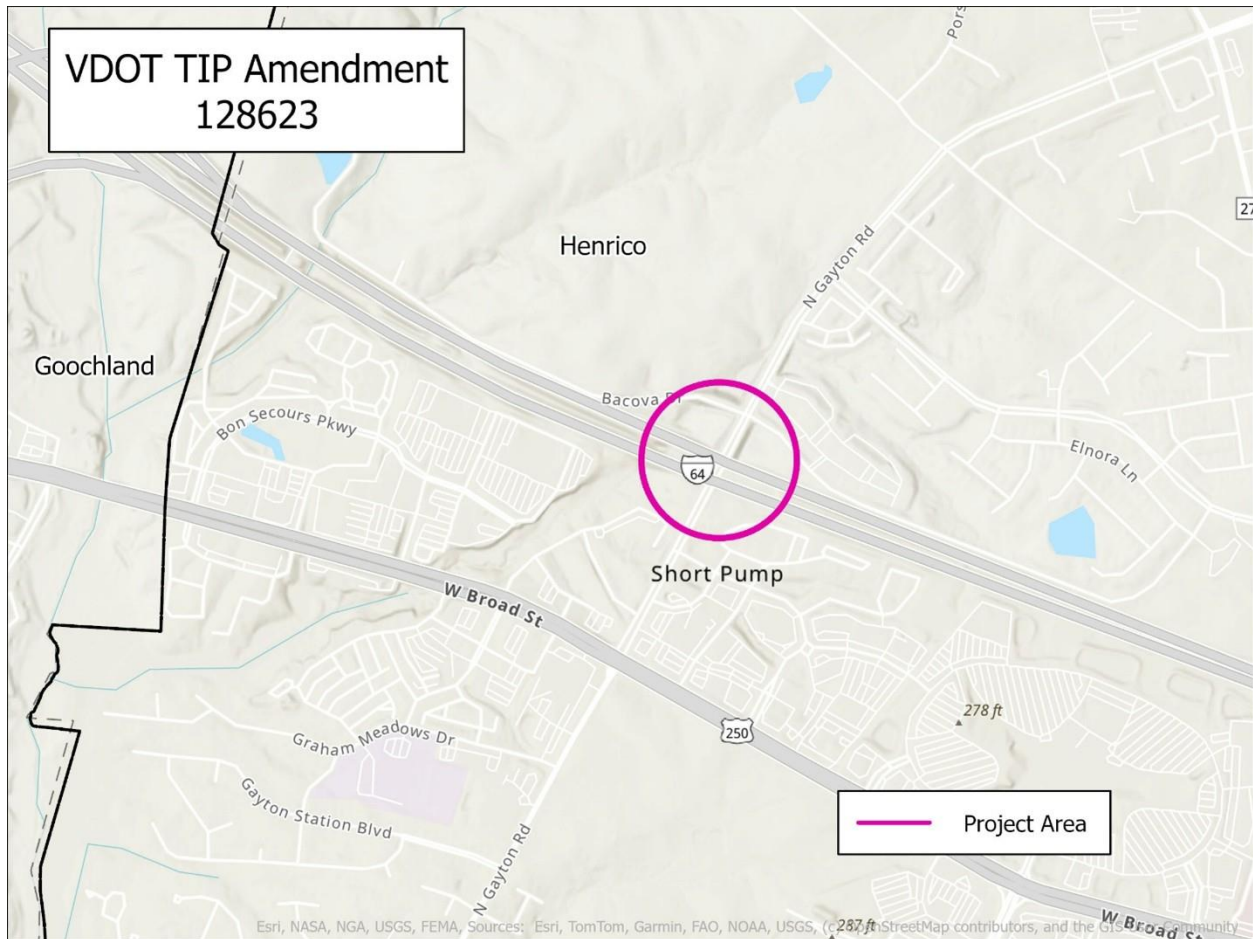


I-64 at N. Gayton Rd. Interchange (128623)

The I-64 at N. Gayton Road Interchange project (UPC 128623) seeks to improve safety at the intersection of I-64 and N. Gayton Road. The project will construct a Diverging



Diamond Interchange (DDI) at the intersection of I-64 and N. Gayton Road. In addition to the interchange improvements, the project also calls for mainline improvements along I-64 and N. Gayton Road, including the addition of new auxiliary lanes and new medians.



Regional Air Pollution Reduction Program – RideFinders (T203).

RideFinders is the non-profit ridesharing and transportation demand management agency for the Richmond Region. The Regional Air Pollution Reduction Program – RideFinders project is a consolidation of the RideFinders Air Reduction Program and the City of Richmond’s Employee Trip Reduction Program. The goal of the project is to develop diverse TDM programs to reduce single-occupancy vehicle commuter trips, thereby alleviating traffic congestion and enhancing air quality. The TIP Amendment being requested would update funding to reflect the annual \$500,000 operational support provided to RideFinders, as well as the \$2,000,000 awarded to pilot the Regional Air Pollution Program.

ConnectRVA 2045 Consistency:



ConnectRVA 2045 establishes categories of projects which are regional in nature and must be included in the constrained long-range plan (CLRP) prior to the inclusion in the TIP. Conversely, other project types are considered either local or programmatic in nature and can advance without being specifically listed. The project types under each category can be reviewed in Chapter 5 of ConnectRVA 2045. All three of the existing VDOT projects are regionally significant in nature and are included in our CLRP. DRPT's project is programmatic in nature and may be advanced without being listed.

Figure 1 below graphically shows the consistency review process.

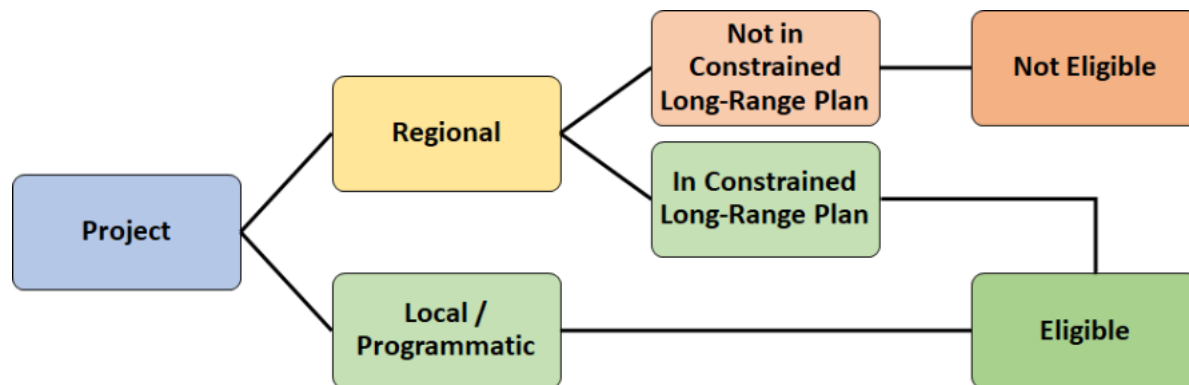


Figure 1: ConnectRVA 2045 Consistency Workflow

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. The VDOT projects, **120374**, **127888**, & **128623** are already included in the Regional Conformity Assessment, they do not require a new assessment. DRPT's project, **T203**, is exempt from air quality conformity according to 40 CFR § 93.126. **T203** is exempt under the *Air Quality* category, Continuation of ride-sharing and van-pooling promotion activities at current levels, and *Other* category, "Specific activities which do not involve or lead directly to construction"

Fiscal Constraint:

The funding changes for the **#CIP – I-64 WB Exit 181 Improve Interchange Configuration (120374)** project are as follows: release \$2,000,000 (AC-NHPP) FFY24, add \$266,556 (AC-NHPP) & \$1,648,690 (NHPP) FFY26, add \$266,556 (ACC-NHPP) FFY27 PE phase; release \$1,000,000 (AC-NHPP) FFY25 RW phase; release \$5,083,553



(AC-Other), add \$7,812,672 (AC-NHPP) FFY26, add \$2,812,672 (ACC-NHPP) FFY27 CN phase.

The funding changes for the **#SMART26 I-95/Rt.10 Interchange Improvement, Ph. II (127888)** project are as follows: add \$1,720,110 (AC-Other) FFY27 RW Phase.

The funding changes for the **I-64 at N. Gayton Rd. Interchange (128623)** project are as follows: add \$10,050,000 (AC-Other) FFY27 RW Phase.

The funding changes for the **Regional Air Pollution Reduction Program – RideFinders (T203)** project are as follows: add \$2,000,000 (CMAQ) and \$500,000 (State Match) to FFY26.

Federal Fund Source Description:

CMAQ – These funds are for projects that can be proven to reduce traffic congestion and/or improve air quality in federally designated non-attainment areas.

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

NHPP – Funds dedicated to improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS.

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

Attachment

- A. Draft TIP Project Blocks

Attachment A – Draft TIP Block

120374 - #164CIP – I-64 WB Exit 181 Improve Interchange Configuration

UPC NO	120374	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Interstate	JURISDICTION	Henrico County	OVERSIGHT	NFO	
PROJECT	#164CIP - I-64WB EXIT 181 IMPROVE INTERCHANGE CONFIGURATION			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.129 Miles West of Parham Road TO: 0.160 Miles East of Parham Road (0.2890 MI)					
PROGRAM NOTE	TIP AMD - release \$2,000,000 (AC-NHPP) FFY24, add \$266,556 (AC-NHPP) & \$1,648,690 (NHPP) FFY26, add \$266,556 (ACC-NHPP) FFY27 PE phase; release \$1,000,000 (AC-NHPP) FFY25 RW phase; release \$5,083,553 (AC-Other), add \$7,812,672 (AC-NHPP) FFY26, add \$2,812,672 (ACC-NHPP) FFY27 CN phase					
ROUTE/STREET	0064			TOTAL COST	\$13,644,365	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - AC CONVERSION	\$0	\$0	\$0	\$0	\$266,556
	Federal - NHS/NHPP	\$0	\$0	\$0	\$1,648,690	\$0
PE TOTAL		\$0	\$0	\$0	\$1,648,690	\$266,556
PE AC	Federal - AC	\$0	\$0	\$0	\$266,556	\$0
CN	Federal - AC CONVERSION	\$0	\$0	\$0	\$0	\$2,812,672
CN AC	Federal - AC	\$0	\$0	\$0	\$7,812,672	\$0
	Federal - AC OTHER	\$0	\$0	\$0	\$3,916,447	\$0
CN AC		\$0	\$0	\$0	\$11,729,119	\$0

127888 - #SMART26 I-95/Rt.10 Interchange Improvements, Phase II

UPC NO	127888	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Chesterfield County	OVERSIGHT	NFO	
PROJECT	#SMART26 I-95/ROUTE 10 INTERCHANGE IMPROVEMENT, PHASE II			ADMIN BY	VDOT	
DESCRIPTION	FROM: .37 N of Rte 10 TO: .4 miles South of Rte 10 (0.7910 MI)					
PROGRAM NOTE	TIP AMD - add \$1,720,110 (AC-Other) FFY27 RW phase					
ROUTE/STREET	I-95N (0095)			TOTAL COST	\$49,199,419	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - NHS/NHPP	\$0	\$0	\$0	\$2,432,280	\$0
	Other	\$0	\$0	\$0	\$1,000,000	\$0
PE TOTAL		\$0	\$0	\$0	\$3,432,280	\$0
PE AC	Federal - AC	\$0	\$0	\$0	\$1,061,320	\$0
RW AC	Federal - AC OTHER	\$0	\$0	\$0	\$0	\$1,720,110

128623 - I-64 at N Gayton Rd Interchange

UPC NO	128623	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Henrico County	OVERSIGHT	NFO	
PROJECT	I-64 AT N GAYTON ROAD INTERCHANGE			ADMIN BY	VDOT	
DESCRIPTION						
PROGRAM NOTE	TIP AMD - add \$10,050,000 (AC-Other) FFY27 RW phase					
ROUTE/STREET	N GAYTON RD (0064)			TOTAL COST	\$157,400,000	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE AC	Federal - AC OTHER	\$0	\$0	\$0	\$7,350,000	\$0
RW AC	Federal - AC OTHER	\$0	\$0	\$0	\$0	\$10,050,000

T203 – Regionwide Air Pollution Reduction Program - Ridefinders

UPC NO	T203	SCOPE	Transit			
SYSTEM	Miscellaneous	JURISDICTION	Richmond	OVERSIGHT	NFO	
PROJECT	Regionwide Air Pollution Reduction Program - Ridefinders			ADMIN BY	DRPT	
DESCRIPTION	Regionwide Air Pollution Reduction Program					
ROUTE/STREET	COMPOOL INC.(RIDEFINDERS) (RAPR)			TOTAL COST	\$17,688,219	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - CMAQ	\$201,800	\$407,200	\$400,000	\$2,000,000	\$0
	State Match		\$102,000	\$100,000	\$500,000	\$0

**ACTION ITEM**

February 17, 2026

TO Technical Advisory Committee**SUBJECT** FY24-FY27 Transportation Improvement (TIP) – New Projects**BRIEF:**

The Virginia Department of Transportation (VDOT) submitted a request to amend the Transportation Improvement Program (TIP) to add two new projects to the TIP, the Rt. 288 Southbound Hard Shoulder Running Lane project and the Port of Virginia Interchange/Commerce Rd Streetscape project. Each of these projects will serve to reduce congestion and improve throughput on their respective roadways.

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 2045, and the regional conformity assessment. All proposed revisions are also evaluated for fiscal constraint, or the ability to fund the project with projected revenues.

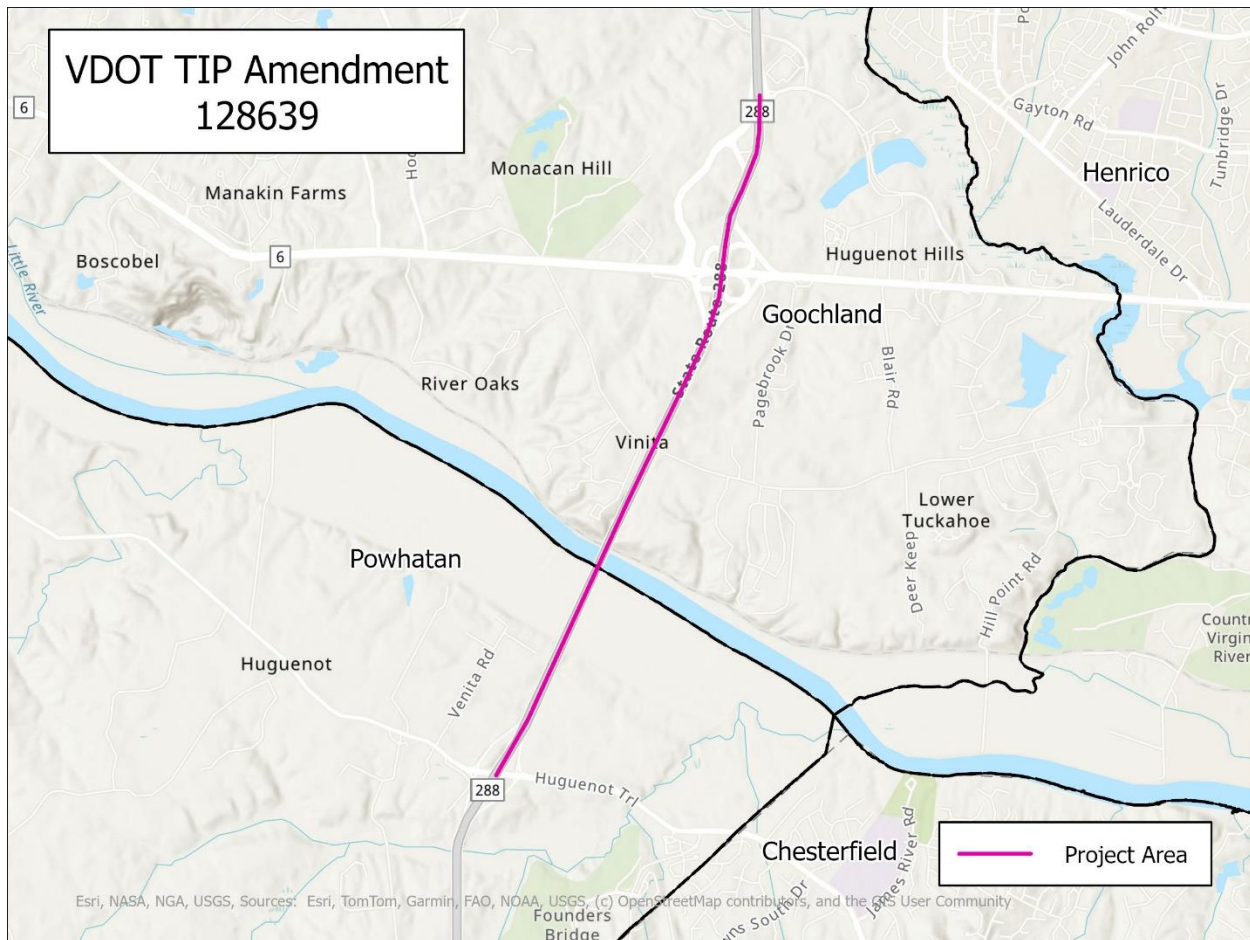
The proposed amendments requested by VDOT have been reviewed by staff and found consistent with the requirements for RRTPO approval. Draft TIP blocks can be found in Attachment A. A summary of the findings for each requirement is included below.



Project Overview:

Rt. 288 Southbound HSR (T31146/128639)

The Rt. 288 Southbound Hard Shoulder Running Lane will reconstruct the shoulder on the southbound side of Rt. 288 between the on ramp at West Creek Parkway and the off ramp at Rt. 711. The goal is to provide a hard shoulder running lane that can be used during peak PM travel hours. The project also involves installing gantries with explanatory signage and ITS improvements within the corridor and constructing emergency pull-offs for disabled vehicles while the hard shoulder running lane is in use.

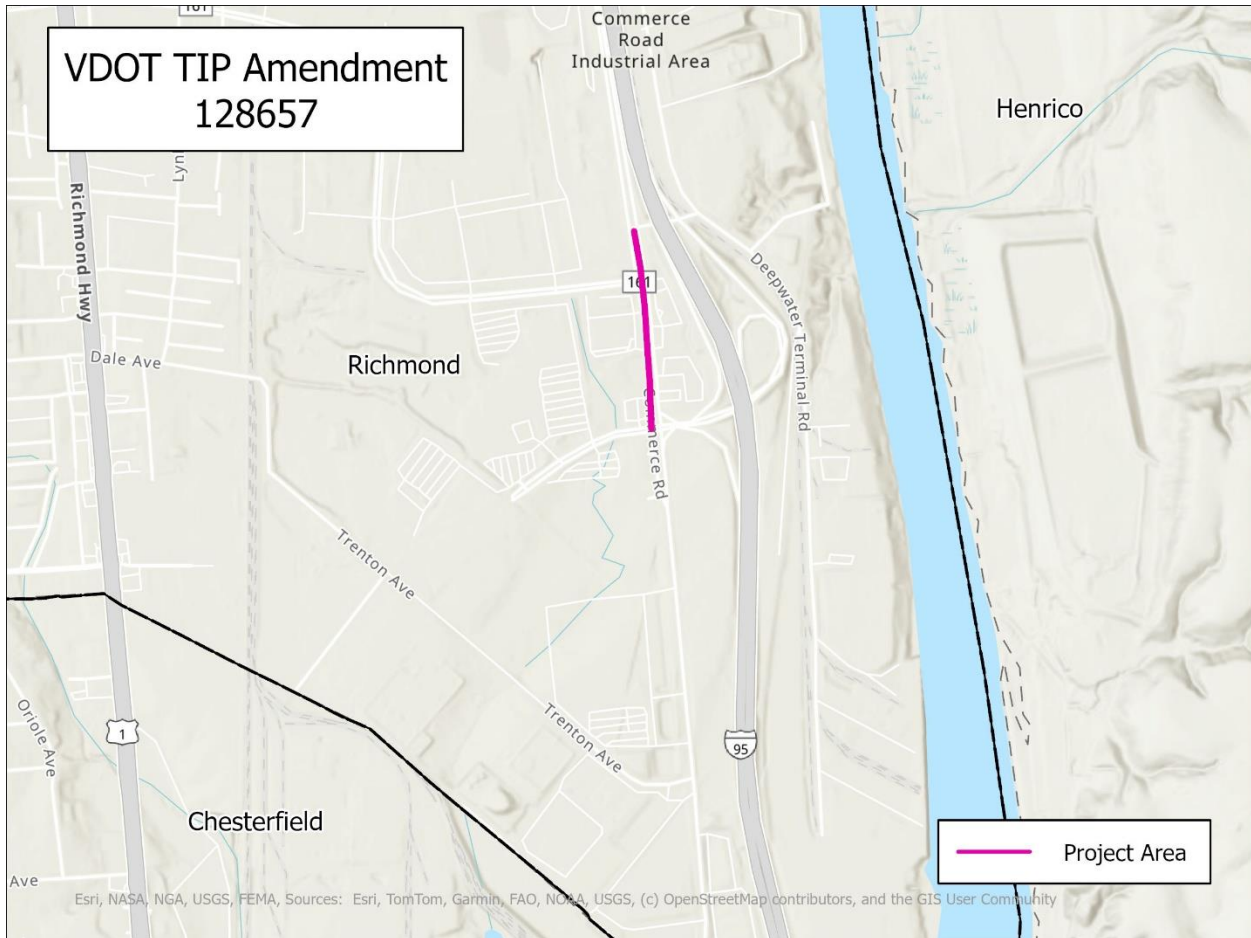


Port of Virginia Interchange/Commerce Rd Streetscape (T31145/128657)

The Port of Virginia Interchange/Commerce Rd Streetscape project will provide multiple improvements along a 0.4 mile stretch of Commerce Rd between Bells Access Rd and Walmsley Blvd/I-95. Multimodal safety and operational improvements



between Bells Access Rd and Walmsley Blvd/I-95 include a 5' sidewalk with 4' buffers, pedestrian and transit access improvements and crossing accommodations at two existing intersections and three transit stops, and new dedicated turn lanes. This project will also provide improvements at the intersection of Commerce Rd and Walmsley Blvd/I-95 Interchange by providing a multilane roundabout, improving lane configurations, and providing pedestrian access improvements and crossing accommodations. In addition to operational and safety improvements this project will also improve access management by consolidating commercial entrances, removing two and relocating one further away from the Commerce Rd./Walmsley Blvd intersection.



ConnectRVA 2045 Consistency:

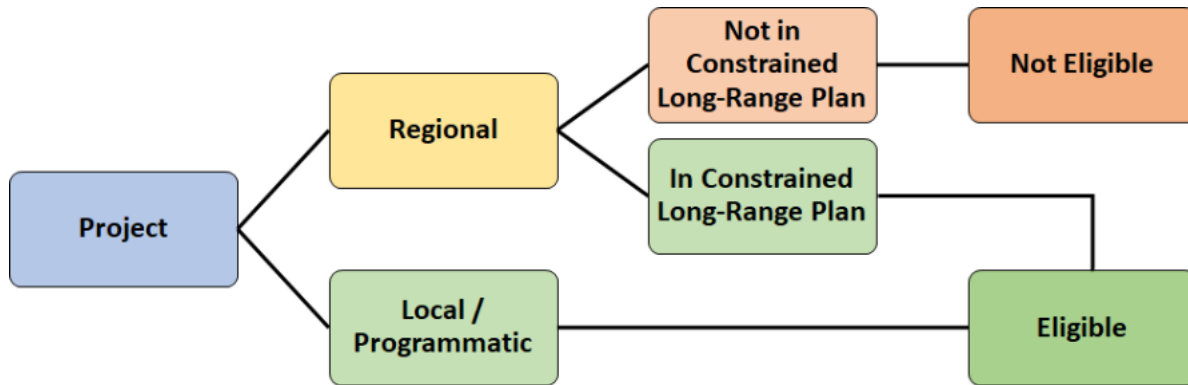
ConnectRVA 2045 establishes categories of projects which are regional in nature and must be included in the constrained long-range plan (CLRP) prior to the inclusion in the TIP. Conversely, other project types are considered either local or programmatic in nature and can advance without being specifically listed. The project types under



each category can be reviewed in Chapter 5 of ConnectRVA 2045. The **Rt. 288 Southbound HSR (T31146/128639)** project is considered regionally significant and is already included in our CLRP under project ID, *FHW-161*. The **Port of Virginia Interchange/Commerce Rd Streetscape (T31145/128657)** project is not considered regionally significant and is already in our CLRP, as project ID *FHW-19*.

Figure 1 below graphically shows the consistency review process.

Figure 1: ConnectRVA 2045 Consistency Workflow



Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. The **Rt. 288 Southbound HSR (T31146/128639)** project falls outside of the Air Quality Conformity Demonstration area. The **Port of Virginia Interchange/Commerce Rd (T31145/128657)** project is not considered regionally significant and is already included in the regional conformity analysis report.

Fiscal Constraint:

Rt. 288 Southbound HSR (T31146/128639)

The funding changes are as follows: add \$5,814,100 (AC Other) to FFY26 PE phase and add \$713,790 (AC Other) to FFY27 RW phase.

Port of Virginia Interchange/Commerce Rd Streetscape (T31145/128657)

The funding changes are as follows: add \$2,072,300 (AC Other) to FFY26 PE phase and add \$4,506,925 (AC Other) to FFY27 RW phase.

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 804-924-961

Attachment

- A. Draft TIP Project Blocks

Attachment A – Draft TIP Block

128657 – Port of Virginia Interchange/Commerce Rd Streetscape

UPC NO	128657	SCOPE	Safety			
SYSTEM	Primary	JURISDICTION	Richmond	OVERSIGHT	NFO	
PROJECT	PORT OF VIRGINIA INTERCHANGE / COMMERCE ROAD STREETSCAPE			ADMIN BY	VDOT	
DESCRIPTION						
PROGRAM NOTE	TIP AMD – add \$2,072,300 (AC-Other) FFY26 PE phase, add \$4,506,925 (AC-Other) FFY27 RW phase					
ROUTE/STREET	COMMERCE ROAD (0161)			TOTAL COST	\$25,554,090	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE AC	Federal - AC OTHER	\$0	\$0	\$0	\$2,072,300	\$0
RW AC	Federal - AC OTHER	\$0	\$0	\$0	\$0	\$4,506,925

128639 - Rt. 288 Southbound Hard Shoulder Running Lane

UPC NO	128639	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Primary	JURISDICTION	Richmond District-wide	OVERSIGHT	NFO	
PROJECT	ROUTE 288 SOUTHBOUND HARD SHOULDER RUNNING LANE			ADMIN BY	VDOT	
DESCRIPTION						
PROGRAM NOTE	TIP AMD - add \$5,814,100 (AC-Other) FFY26 PE phase, add \$713,790 (AC - Other) FFY27 RW Phase					
ROUTE/STREET	ROUTE 288 (0288)			TOTAL COST	\$76,957,652	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE AC	Federal - AC OTHER		\$0	\$0	\$5,814,100	\$0
RW AC	Federal - AC OTHER		\$0	\$0	\$0	\$713,790

**ACTION ITEM**

February 17, 2026

TO Technical Advisory Committee**SUBJECT** FY27 – FY30 Transportation Improvement Program (TIP) – Project List**BRIEF:**

The Department of Rail and Public Transportation (DRPT) and the Virginia Department of Transportation (VDOT), the Greater Richmond Transit Company (GRTC), and Richmond Regional TPO (RRTPO) localities have provided the RRTPO with their lists of projects for inclusion into the FY27-FY30 Transportation Improvement Program. RRTPO localities and GRTC have had the opportunity to review their project lists and suggest changes. The draft project list must be approved by the RRTPO to advance the TIP to final development and conduct the air quality conformity process required by federal law.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should recommend approval of the proposed TIP project list as requested by VDOT and DRPT.

DISCUSSION:

The RRTPO does not have authority to select projects for all funding programs but is responsible for adding projects to the Transportation Improvement Program (TIP), the short-term plan for how federal transportation funding will be used over the next four (4) years. 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. All proposed revisions are also evaluated for fiscal constraints, or the ability to fund the project with projected revenues.

The proposed Project Lists provided by VDOT and DRPT have been reviewed by localities, agencies, and staff. They have been found to be consistent with the requirements of the RRTPO approval. They can be found on attachments A and B.

Project Overview: DRPT and VDOT have provided their lists of FY27-FY30 TIP projects. GRTC and RRTPO member localities have had the opportunity to review and suggest changes to their specific list of projects. DRPT provided their final updated list Thursday, December 11, 2025. VDOT provided their final updated list Thursday, January 22, 2026. Localities had the opportunity to review from July 28, 2025, to August 8, 2025. Other interested agencies had the opportunity to add projects from August 14th, 2025, to September 5, 2025.



All projects have been screened for consistency with the long-range transportation plan, ConnectRVA 2045. In general, most projects have been previously vetted before seeking funding through the SMART SCALE or MPO funding programs. Figure 1 below graphically shows the consistency of the review process.

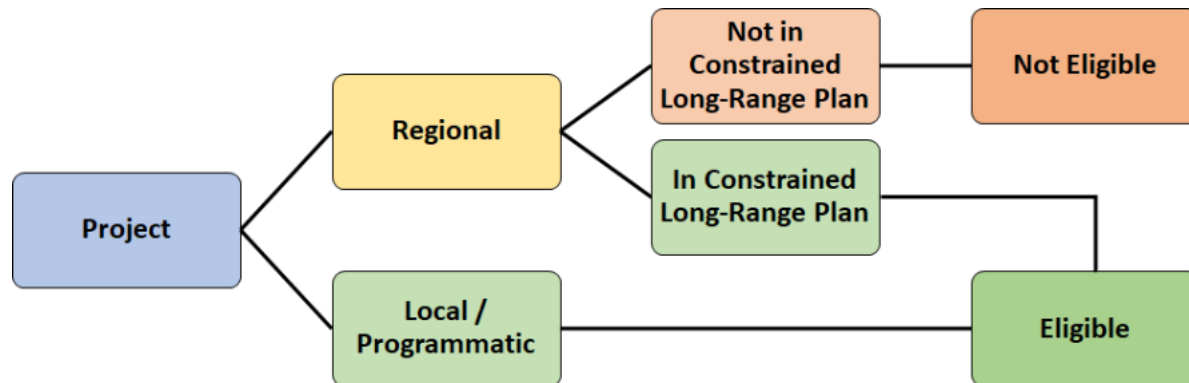


Figure 1: ConnectRVA 2045 Consistency Workflow

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. Upon approval of the TIP project lists by the RRTPO and Tri-Cities Area MPO, an interagency consultation group meeting will be held on March 10th to review the project list and initiate the conformity review process.

Fiscal Constraint:

Projects included in the TIP are required show fiscal constraint. Projects included in this project list have funding allocated or reasonably expected funding in future fiscal years. Tables demonstrating this fiscal constraint will be included in the draft TIP.

Federal Fund Source Description:

Federal funding found in the TIP includes the following

- Federal Highway Funding
 - **BR:** Provides funding for bridge improvements both on and off the National Highway System
 - **CMAQ:** Provides flexible funding for congestion reduction and air quality improvement projects and programs; funding only available for areas not meeting federal air quality standards or maintenance areas.



- **CRP/F**: Funding for projects that reduce on-road emissions of climate change causing pollutants.
 - **DEMO**: Provides specialized funding to demonstration, priority, pilot, or special interest projects.
 - **EB/MG**: Historic program providing minimum guaranteed funding for localities.
 - **HIP/F**: Provides funding for restoration, repair, and construction of federal aid eligible roads, bridges, and tunnels.
 - **HSIP**: Funds projects to reduce traffic fatalities and serious injuries on public roads; set aside for Railway Highway Crossing Program.
 - **NHFP**: Provides funding to improve the movement of freight on the National Highway Freight Network (NHFN).
 - **NHPP/E**: Funds dedicated to improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS.
 - **NHS/NHPP**: Funds projects to construct new facilities on or improve the condition and performance of the National Highway System (NHS)
 - **RSTP**: Provides funding for a broad range of capacity, operational, and mitigation related improvements.
 - **STP/STBH**: Provides flexible funding for a wide range of eligible projects and programs to address state and local transportation needs.
 - **TAP**: Funding dedicated to bicycle and pedestrian facilities through the Surface Transportation Block Grant.
- Federal Transit Funding
 - **FTA 5307**: Provides funding to public transit systems in large urban areas for capital, planning, job access projects, and some operating expenses such as ADA paratransit and preventative maintenance.
 - **FTA 5310**: Program to assist local transit agencies, governments, and nonprofit groups in meeting needs of seniors and people with disabilities.
 - **FTA 5339**: Provides funding to transit agencies and states to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

For more information, please contact Kerry Wagenhauser at 804-924-9616 or email KWagenhauser@PlanRVA.org.



Attachment –

- A. [Project Lists](#)

**ACTION ITEM**

February 17, 2026

TO Technical Advisory Committee**SUBJECT** Flexible Regional Funding – Existing Project Request**BRIEF:**

The RRTPO has determined that these projects are eligible for RSTP (Regional Surface Transportation Program), CMAQ (Congestion Mitigation and Air Quality), and CRP (Carbon Reduction Program). These are already existing projects that have funding attached to them and have an identified funding gap. RSTP, CMAQ, and CRP funding can be used to fill the funding gap in these projects; this money also requires regular check-ins to gauge the progress of the projects. These projects are set forth to improve the infrastructure around the region and are submitted by localities to receive this funding.

RECOMMENDED ACTION: The Technical Advisory Committee (TAC) should recommend approval of the proposed additional funding as requested by the RRTPO. This recommendation will be included in the allocations plan and inform the new project awards.

DISCUSSION:

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

In September 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 seven (7) 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 shortfall. To address these deficits, the projects are seeking financial support from the RRTPO to ensure their successful completion.



Project Overview:

Localities submitted projects they believed were eligible for RSTP/CMAQ/CRP funding. These projects were then reviewed by PlanRVA Staff. These projects were received before September 30th, 2025.

All projects have been screened for consistency with the long-range transportation plan, ConnectRVA 2045. In general, most projects have been previously vetted before seeking funding through the SMART SCALE or MPO funding programs. Figure 1 below graphically shows the consistency of the review process.

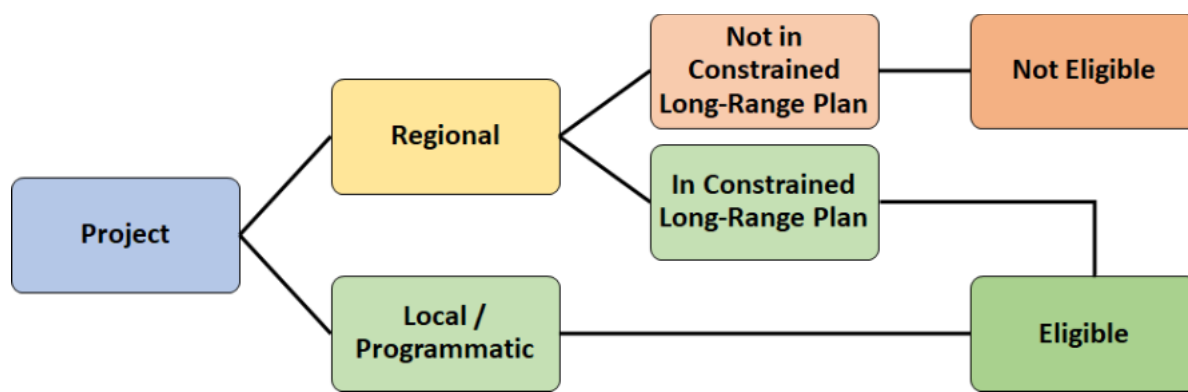


Figure 1: ConnectRVA 2045 Consistency Workflow

Estimate Reviews: Following established practice, the project estimates were reviewed by VDOT Richmond District to ensure VDOT administered projects are adequately funded and to provide a baseline against which to compare locally administered project estimates.

Federal Fund Source Description:

Federal funding for these projects includes the following

- **CMAQ:** Provides flexible funding for congestion reduction and air quality improvement projects and programs; funding is only available for areas not meeting federal air quality standards or maintenance areas.
- **CRP/F:** Funding for projects that reduce on-road emissions of climate change causing pollutants.
- **RSTP:** Provides funding for a broad range of capacity, operational, and mitigation-related improvements.

For more information, please contact Kerry Wagenhauser at 804-924-9616 or email KWagenhauser@PlanRVA.org.



Attachment –

A. Existing Projects Summary

**DISCUSSION ITEM**

February 17, 2026

TO Technical Advisory Committee

SUBJECT Flexible Regional Funding – New Projects

BRIEF:

The RRTPO has determined that these projects are eligible for RSTP (Regional Surface Transportation Program), CMAQ (Congestion Mitigation and Air Quality), and CRP (Carbon Reduction Program). These goals of these projects are to improve the infrastructure around the region and are submitted by localities to receive this funding. The awarded funding is used to fill the funding gaps in these projects; this money also requires regular check-ins to gauge the progress of the projects. These projects have been scored based on their impact on Land Use & Environmental, Safety, Mobility, and Economic Development. Their raw scores are then normalized against the total and then added up and compared to their costs to give us the cost benefit score we use to determine their ranking.

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.

Project Screening:

Localities submitted new projects they believed were eligible for RSTP/CMAQ/CRP funding. These projects were then reviewed and scored by PlanRVA Staff. These projects were received before September 30th, 2025. The following project: Route 288 Southbound Hard Shoulder Running Lane, has been removed from the list with the permission of submitting locality. Further details can be given upon request about the removal timeline and process.

All projects have been screened for consistency with the long-range transportation plan, ConnectRVA 2045. In general, most projects have been previously vetted before seeking funding through the SMART SCALE or MPO funding programs. Figure 1 below graphically shows the consistency of the review process.

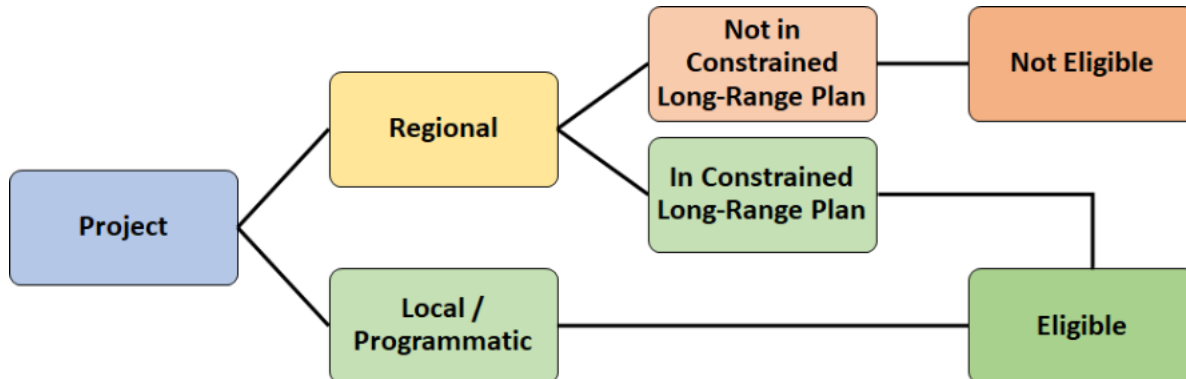


Figure 1: ConnectRVA 2045 Consistency Workflow

Estimate Reviews: Following established practice, the project estimates were reviewed by VDOT Richmond District to ensure VDOT administered projects are adequately funded and to provide a baseline against which to compare locally administered project estimates. Following the VDOT review, sponsoring agencies were provided the estimates to review where there was a difference. If a candidate project is expected to be locally administered if awarded, the sponsoring agency was able to approve the VDOT estimate, stick to the original estimate, or provide an updated estimate based on the VDOT review.

Project Prioritization: Projects are prioritized using the methodology first established in ConnectRVA 2045. This methodology focuses on five goal areas, consistent with Federal regulations and the statewide SMART SCALE prioritization process. These goals are measured using 15 performance measures that capture the expected benefits of individual projects to the regional transportation system. The table on the following page summarizes the goals, performance measures, and relative weights used in project assessments. The benefit of each project is then compared with the funding request in tens of millions of dollars to calculate an overall project score and ranking. Projects which request leveraging funds are scored on the cost of the preliminary engineering (PE) phase only and can only be awarded funding up to the cost of the PE phase.



L RTP Goal	Goal Weight	Performance Measure	Measure Weight
Safety	25%	Crash Frequency	17.5%
		Crash Rate	7.5%
Mobility	15%	Person Throughput	7.5%
		Person Hours of Delay	7.5%
Accessibility & Equity	25%	Access to Jobs	7.5%
		Access to Destinations	7.5%
		Access to Jobs for Communities of Concern	5%
		Access to Destination for Communities of Concern	5%
Economic Development	15%	Job Growth	7.5%
		Connection to Truck Intensive Areas	3.75%
		Truck Throughput	3.75%
Environment & Land Use	20%	Impact to Sensitive Environmental and Cultural Resources	5%
		Reduction in Air Pollution	5%
		Reduction in Vehicle Miles Traveled per Capita	5%
		Connection to Activity Centers	5%

Draft Allocation & Transfer Plans: Allocation has not been determined yet; we are set to receive the budget before the close of the first quarter. Once the budget is determined, we will select projects for funding based on the program's eligibility and the ranking of the individual project. Of course, if the funding of the existing projects is approved, those will take priority over the new projects in terms of funding.



Federal Fund Source Description:

Federal funding for these projects includes the following

- **CMAQ:** Provides flexible funding for congestion reduction and air quality improvement projects and programs; funding only available for areas not meeting federal air quality standards or maintenance areas.
- **CRP/F:** Funding for projects that reduce on-road emissions of climate change causing pollutants.
- **RSTP:** Provides funding for a broad range of capacity, operational, and mitigation-related improvements.

For more information, please contact Kerry Wagenhauser at 804-924-9616 or email KWagenhauser@PlanRVA.org.

Attachment –

- A. [New Projects Scorecards](#)