Photo: Rt. 288 from River Road, Goochland County

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

Richmond Regional Transportation Planning Organization

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

WEBINAR LINK

NOTES

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

Check out our complete **Public Meeting Participation Guide** online to learn about the different ways you can stay connected and involved.

Meetings are also live streamed and archived on our YouTube Channel at **Plan RVA - YouTube**.

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

Powered By:

PlanRVA
Where the region comes together to look ahead.

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.

e: rrtpo@PlanRVA.org
p: 804.323.2033
w: www.PlanRVA.org

Richmond Regional Transportation Planning Organization

Technical Advisory Committee

Meeting Agenda

Tuesday, September 9, 2026 - 9:00 a.m.

Teams Meeting (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 August 11, 2026, TAC Meeting Minutes** – page 4
    Consent Requested: approval of minutes as presented.

6. **TAC Chair's Report**
(Chair Goyne /5 minutes)

7. **FY24 – FY27 Transportation Improvement Program (TIP) Amendment - Existing Project Request (GRTC034 & UPC 124341)** – page 13
(Myles Busching/5 minutes)
Action Item

8. **FY24 – FY27 Transportation Improvement Program (TIP) Amendment - New Project Request (UPC 130101, UPC 130057, & UPC 130058)** – page 19
(Myles Busching/5 minutes)
Action Item

Road Safety Assessment Pilot Corridor Selection
(Dan Motta/20 minutes)
Discussion Item

Western Spine/Three Notched Trail Alignment Study Overview
(Phil Riggan/20 minutes)
Discussion Item

11. FY27 Work Program Updates
(Myles Busching/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, October 13, 2026, at 9:00 a.m. **in-person**
(Chair Goyne)

16. Adjournment
(Chair Goyne)

e:rrtpo@PlanRVA.orgp:
804.323.2033
w:www.PlanRVA.org

Richmond Regional Transportation Planning Organization
Technical Advisory Committee
Meeting Minutes
Tuesday, August 11, 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	Wood Hudson	
Charles City County		Ashley Austin		Tiffany T. Dubinsky (A)	
Sheri Adams	X	**New Kent County**		**GRTC**	
Chesterfield County		Amy Inman	X	Patricia Robinson	
J.J. Banuelos (Vice Chair)	X	**Powhatan County**		Corey Robinson (A)	X
Barbara K. Smith (A)		Ligon Webb		**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)	
		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

Sarah-Keel Crews advised attendees that the meeting would begin shortly and noted that staff were addressing a technical difficulty. Once everyone was ready, Chair Austin Goyne

called the meeting to order at approximately 9:09 a.m. Ms. Crews called the roll and confirmed there was a quorum.

Chair Goyne then proceeded with the meeting. He asked whether there were any proposed amendments to the agenda, and staff reported that there were none. Hearing no additional requests for amendments, 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 July 14, 2026 TAC meeting minutes from the Committee's in-person meeting. Sharon Smidler of Henrico County moved to approve the minutes as presented. JJ Banuelos of Chesterfield County initially offered a second; however, Ms. Crews requested a second from a member who was not serving as Chair or Vice Chair to maintain the Committee's formal procedure. Sheri Adams then seconded the motion. Chair Goyne called for a roll-call vote on approval of the minutes as presented. All voted in favour and the motion carried.

Chair Goyne provided a brief report, noting that the Smart Scale application process had concluded. He thanked participants for their efforts and stated that the Committee would next await feedback from the Office of Intermodal Planning and Investment and the Virginia Department of Transportation district office. He explained that the Committee would review that feedback and make any necessary adjustments as the process moved forward. Chair Goyne then introduced Agenda Item 7, the draft conformity public review, and turned the presentation over to Will Heller of PlanRVA.

Draft Conformity Public Review

Will Heller presented the draft regional conformity assessment for the FY2027–2030 Transportation Improvement Program (TIP) and the Connect PlanRVA 2050 constrained plan. He explained that federal law required the region's transportation projects to demonstrate conformity with the Clean Air Act. Although the region currently met applicable air-quality standards, it had previously been designated as a nonattainment area and later as a maintenance area under the 1997 eight-hour ozone standard. As a result of a 2018 court decision, regions with a history of nonattainment were required to continue preparing conformity determinations even after attaining newer emissions standards.

Mr. Heller explained that the analysis covered projects located within the eight-hour ozone maintenance area and included projects from the Connect PlanRVA 2050 constrained project list, as well as ungrouped projects from the amended draft FY2027–2030 TIP. He noted that the TPO Policy Board had approved the amended draft TIP project list at its July 2 meeting. The draft conformity report had also been approved by the interagency consultation group at its prior meeting. Subject to TAC approval, the report was scheduled for release for public comment beginning August 17, 2026, with the comment period remaining open through September 18, 2026. Mr. Heller requested that TAC review the updated draft regional conformity assessment and authorize its release for public review, consistent with authorization from the RRTPO Policy Board.
Following the presentation, Sharon Smidler of Henrico County moved that TAC approve the draft regional conformity assessment and authorize it for public review, as authorized by the RRTPO Policy Board. Daniel Wagner of the City of Richmond seconded the motion.

Chair Goyne then asked Ms. Crews to conduct a roll-call vote. All voted in favour, and the motion passed.

FY24 – FY27 Transportation Improvement Program (TIP) Amendment - #SMART18 - RICHMOND-HENRICO TURNPIKE -- SOUTH SGMT (UPC 111716)

Will Heller then presented a proposed amendment to the FY2024–2027 Transportation Improvement Program (TIP) for an existing Henrico County project that had been funded through a successful Smart Scale Round 2 application. The Virginia Department of Transportation requested the amendment to update funding for the project's southern segment.

Mr. Heller explained that the project was intended to mitigate congestion, improve intersections, and expand bicycle and pedestrian facilities along the southern segment of the corridor. Planned improvements included widening existing two-lane roadway segments to a four-lane divided roadway, constructing a shared-use path on the eastern side of the road, and adding sidewalks on the western side. He reviewed the TIP funding block provided by VDOT and requested that TAC recommend approval of the proposed TIP amendment. Chair Goyne asked whether there were any questions regarding the proposed TIP amendment. Hearing none, he called for a motion. Sharon Smidler of Henrico County moved to approve the proposed TIP amendment, as requested by VDOT. Joseph Vidunas seconded the motion, and Ms. Crews conducted a roll-call vote. All voted unanimously to recommend approval, and the motion carried.

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

Myles Busching presented an existing-project funding request for the Deepwater Terminal Road Extension Project in the City of Richmond. The project involved constructing approximately 0.7 miles of roadway to extend Deepwater Terminal Road, connecting the northern area near the project corridor beneath Interstate 95 to the road's existing terminus. The improvements were intended to provide additional access to the Port of Richmond and increase vertical clearance beneath I-95, allowing larger trucks to use the route.

Mr. Busching explained that the project had been included in the MPO program since FY2014 and was therefore considered a legacy project. It originally involved separate MPO and revenue-sharing projects, which were combined into the current project identification number in 2019. After several years of development, the project was advertised for construction; however, bids exceeded the engineer's estimate. The City requested additional funding to address the resulting shortfall and allow the project to move into construction.

The project's estimated cost had increased from approximately $4.5 million at its 2019 baseline to approximately $11.8 million, an increase of about 262 percent. Mr. Busching noted that the RRTPO had funded approximately 93 percent of the cost increase to date. The City's current request sought an additional $2.1 million, which would increase the MPO's share to approximately 98 percent of the total cost escalation since 2019.
Mr. Busching reviewed the applicable policy framework, which allowed off-cycle funding requests for construction-phase bid overruns when reasonable, but required localities to seek other available funding before requesting additional MPO funds. He noted that TAC had generally recommended shared responsibility for similar recent requests, with costs divided between the locality and the MPO. Staff therefore recommended that the MPO

provide no more than 50 percent of the $2.1 million request, with the locality funding the remaining share, given the project's long history of cost increases and the MPO's substantial prior contribution.

Finally, Mr. Busching explained that the project exceeded the policy threshold requiring a cost-waiver finding for projects with increases greater than 50 percent. Because it had been included in the MPO program for more than a decade, it qualified as a legacy project eligible for the waiver. TAC was asked to provide a funding recommendation and, if recommending additional MPO funding, make the associated finding that the project qualified for the legacy-project cost waiver.

Sharon Smidler stated that she supported staff's recommendation to address the funding shortfall through a 50–50 split between the MPO and the City and to treat the project as eligible for the legacy-project cost waiver. Chair Goyne asked the City to explain the factors contributing to the project's cost increase beyond general inflation.
Daniel Wagner explained that the City had worked with VDOT over an extended period to advance the project, including entering into a revenue-sharing agreement. He stated that the project had completed preliminary engineering and right-of-way phases, but construction bids were significantly higher than anticipated. The lowest bid was approximately $8.3 million, compared with an estimated construction cost of approximately $6 million. Mr. Wagner acknowledged that elevated construction costs had affected projects broadly in recent years but emphasized that the Deepwater Terminal Road Extension would support the Port of Richmond, an economic asset serving the broader region rather than the City alone. He therefore requested consideration of the full funding request.

JJ Banuelos asked about the amount of revenue-sharing funding included in the project. Mr. Busching confirmed that the revenue-sharing amount was approximately $2.25 million. Chair Goyne noted the regional value of the project but also emphasized TAC's recent practice of recommending 50–50 funding splits for off-cycle construction shortfalls. Sharon Smidler then moved that the TPO provide 50 percent of the project's approximately $2.1 million funding deficit—approximately $1 million—and that the project be found eligible for the legacy-project cost waiver. Joseph Vidunas seconded the motion, and Ms. Crews took a roll-call vote. All voted in favor and the motion passed.

Road Safety Assessment Pilot Corridor Selection

Dan Motta introduced a discussion on selecting a corridor for a regional Road Safety Assessment (RSA) pilot under the FY2027 Unified Planning Work Program. He explained that the RSA program was a key action in the regional safety plan and would establish a recurring, multi-jurisdictional process for identifying roadway safety issues and developing recommendations. The program was intended to bring together engineers, planners, law enforcement, and community representatives; use crash data, demographic and health overlays, and community concerns to prioritize locations; and create recommendations that could inform quick-build projects, long-range capital planning, and future funding applications. The selected pilot corridor would serve as the first test of this regional framework.
Mr. Motta emphasized that TAC was being asked to consider a broader corridor for the pilot, rather than determine the specific limits of an eventual RSA. Exact study limits would be refined later in coordination with TAC and affected localities. Staff had identified eight candidate corridors based on the regional high-injury network, crash hotspots,

community-reported concerns, and the potential for multi-jurisdictional coordination. In presenting the candidates, Mr. Motta described the crash history, severity, pedestrian crash patterns, and existing or planned studies and projects for each corridor, with the intent of avoiding duplication of work already underway.

Sharon Smidler provided additional context regarding Henrico County corridors. She noted that Henrico had a locally funded project underway on Staples Mill Road to install pedestrian signals and crosswalks at nine intersections not included in other VDOT-administered improvements; the project was in the right-of-way phase. She also noted that Patterson Avenue had previously been the subject of a pipeline study, which Henrico had used to support applications for STBG and Smart Scale funding for sidewalk improvements. Ms. Smidler also asked whether the corridor described as including Hermitage extended farther north into Henrico County. Mr. Motta explained that the corridor label had not captured every roadway name and agreed that a broader name would better reflect the corridor's full extent and termination point.

Chair Goyne asked whether staff expected TAC to narrow the candidates to a single corridor during the meeting. Mr. Motta initially indicated that staff hoped to identify a corridor if strong consensus emerged, but explained that the discussion could continue if further review was needed. Amy Inman requested a side-by-side summary of the safety statistics and existing studies for each corridor, noting that members had not previously received all of the information needed to make a fully informed comparison. Mr. Motta agreed to prepare and circulate a more detailed comparison and an interactive map. Myles Busching clarified that the item was for discussion only and did not require a formal vote at the meeting. Staff anticipated continuing the conversation at the next TAC meeting.

Chair Goyne agreed that members should have additional time to review the information. He also highlighted safety concerns along Patterson Avenue, including angled crossings and traffic-speed conditions that created visibility and turning challenges for pedestrians, and noted that the County was already considering those issues. Naomi Siodmok identified two corridors as initial priorities based on her preliminary assessment: one corridor that did not appear to have current studies underway and the Arthur Ashe corridor, where existing studies were largely focused on interstate facilities and a surface-street RSA could address a gap. JJ Banuelos likewise stated that a comparative summary would be helpful and identified two multi-jurisdictional corridors as initial areas of interest.

Chair Goyne asked about the timeframe for the crash data used in the analysis. Mr. Motta confirmed that the analysis used the most recent five years of data available, through March 31, 2026. He reiterated that staff would provide a comparative statistics report and interactive map to support TAC's review. The Committee agreed to revisit the candidate corridors and continue discussion at its next meeting.

FY27 Work Program Updates

Myles Busching provided a high-level FY2027 work program update, noting that staff would begin providing monthly status reports on the MPO's 14 work program tasks and 26 primary deliverables. He stated that the monthly updates were intended to keep TAC

informed of major milestones and activities, including for members unable to attend TPO Policy Board meetings.

On the planning front, Mr. Busching reported that the draft RRTPO had been released for public review through August 30, 2026. He noted that the RRTPO represented a multi-year effort supported by the advisory work group and that adoption was scheduled for September 10, 2026. He also reported continued coordination with localities on the Bike Western Spine 3-Notched alignment study, with staff working to narrow several potential corridors to a smaller set for final analysis. In addition, draft 2025 socioeconomic data had been completed in July and distributed to the applicable work group for review and feedback. The data would support an update to the regional travel demand model and establish a new base year.

On the funding front, Mr. Busching reported that the region's Smart Scale applications had been submitted, with most completed in July and a small number submitted in August. He thanked local government, VDOT, and DRPT partners for their support and noted that the application process had proceeded relatively smoothly. He also reported that staff had received responses to a survey related to the P-Quad prioritization process and were incorporating that feedback into an ongoing literature review.

On the administrative front, Mr. Busching reported that PlanRVA had published its FY2026 Annual Engagement Report. The report summarized the agency's outreach activities, including community engagement, events, social-media activity, and public comments received, to help assess whether outreach efforts were effectively supporting informed regional decision-making. Staff planned to share the report link after the meeting, along with information about the ongoing RRTPO public-engagement opportunity.
Finally, Mr. Busching advised that GRTC had requested the addition of a North-South Transit-Oriented Development Study to the "other studies" section of the MPO work program. He explained that the study would not involve MPO funding or staff leadership but needed to be listed to meet a federal requirement associated with the relevant grant. The request was expected to be presented to the TPO Policy Board in September 2026. Mr. Busching invited TAC members to contact him with specific topics they wished to see included in future monthly updates.

Chair Goyne thanked Mr. Busching for the work program update and highlighted the ongoing Three Notch Trail study. He noted that the next study meeting was scheduled for August 21, 2026, and expressed optimism that the project would support tourism and benefit western Henrico County. Chair Goyne also recognized Naomi Siodmok for her work supporting Smart Scale applications, including assistance provided to localities, and thanked her for her contributions.

Amy Inman joined Chair Goyne in recognizing Naomi Siodmok's contributions to the Smart Scale process. Ms. Inman then asked for additional information about the Three Notch Trail study, including the membership of the stakeholder committee, the level of communication provided to TAC, and the involvement of external cycling and community organizations.
Myles Busching agreed to distribute the stakeholder list and proposed that Phil provide TAC with a more comprehensive study update at its September meeting, following the

next stakeholder meeting scheduled for August 21, 2026. Chair Goyne supported that approach.

Ms. Inman asked whether the stakeholder meetings were open and publicly advertised. Mr. Busching explained that the meetings had been limited to the study's stakeholder committee, which included the affected localities and other local and community organizations. He stated that staff would provide the committee membership information. Ms. Inman emphasized that the trail was a regional and interregional project requiring broad participation, input, and support beyond the immediate locality, and recommended expanding opportunities for external participation.

Mr. Busching noted that staff had been coordinating with Fluvanna County, the Thomas Jefferson Planning District Commission, Albemarle County, and the Virginia Office of Trails to account for the trail's broader westward connection and to coordinate work between the two regions. Ms. Inman reiterated her concern that TAC had received limited information about the study. Chair Goyne requested that the September TAC update include both an overview of the study's progress and an explanation of the study process and stakeholder engagement plan.

Transportation Agency Updates

DRPT: There were no representatives from DRPT present, so no update was given.
GRTC: Corey Robinson reported that Tap into Transit Day had successfully brought together riders, partners, and community members in support of open-access transit. The event had generated more than $50,000 in revenue to date, with final art-sale proceeds still being processed, and had helped build public awareness and community support for sustaining open-access transit.
He also reported that GRTC implemented service improvements in July, including a new stop at Brightpoint Community College on the 95X Petersburg Express. The stop restored service to the campus and expanded transit access and connections between Petersburg and the Richmond region.
Looking ahead, Mr. Robinson advised that GRTC was preparing for a major repaving project at the Downtown Transfer Station, anticipated to begin at the end of August 2026. The project would repair deteriorated bus bays and concrete at the station entrance and exit and was expected to require an approximately two-week closure. During construction, buses would use nearby temporary stops in the area of the former temporary transfer plaza. GRTC planned to share final schedule and service information through its website and social-media channels.

RideFinders:
John O'Keeffe provided a RideFinders update. He reported that staff had been coordinating with Teleperformance and Rosie's at Colonial Downs to schedule meetings and discuss RideFinders services. Both organizations had responded to RideFinders outreach mailers and expressed interest in commuter-support options, including vanpool and carpool programs. Staff was also exploring on-site engagement opportunities with those employers.
Mr. O'Keeffe further reported that RideFinders had initiated outreach to the Virginia Department of Human Resource Management regarding the potential establishment of a commuter-choice program for state employees. He noted that not all state agencies currently offer transportation options or commuter-choice programs and that vanpooling was a particular area of focus.

Mr. O'Keeffe then stated that he met with VDOT staff to discuss a shared-use park-and-ride lot pilot and potential locations that could respond to emerging park-and-ride usage trends. He noted that data-center construction activity in other areas of Virginia had resulted in construction workers occupying park-and-ride spaces early in the day, reducing availability for commuters. The discussion considered how similar issues and potential pilot approaches could apply in the Richmond region.

Mr. O'Keeffe reported that RideFinders had used messaging around fluctuating fuel prices to promote vanpooling as a reliable, cost-effective, and environmentally sustainable commuting option. He also highlighted RideFinders' participation in Tap into Transit Day, where staff provided interactive educational displays and promoted the role of open-access transit in connecting residents to jobs, health care, education, and other essential destinations.
He further reported that Executive Director Sharika Ruffin and Account Executive Brigitte Carter attended the 40th Annual Association for Commuter Transportation International Conference. At the conference, the RideFinders Commuter Assistance Program Strategic Plan received the 2026 Transportation Demand Management Plan of the Year award. Mr. O'Keeffe explained that the award recognizes a strategic and well-executed plan to advance alternative transportation options, including transit, bicycling, walking, carpooling, vanpooling, and telework.

VDOT:
Naomi Siodmok provided a VDOT update. She reported that the Commonwealth Transportation Board discussed the Revenue Sharing Program at its July 2026 workshop, including concerns that some revenue-sharing projects have not advanced within expected delivery timeframes and may take as long as 14 years to complete. One potential response under discussion was requiring technical memoranda and regional or local studies as part of Revenue Sharing applications. Ms. Siodmok noted that the Richmond District team had raised concerns with Mr. Davis, the area's CTB member, that such requirements could create barriers for localities seeking accessible project funding. VDOT staff would continue working with the CTB member to preserve Revenue Sharing as a practical funding source for local governments.

Ms. Siodmok reported that the Smart Scale application period closed on August 3, 2026. The Richmond District submitted 72 applications, representing approximately 25 percent of the 293 applications submitted statewide. She thanked the VDOT team members who supported the process, including Todd, Landon, Liz, and Catherine. Staff was reviewing scope-understanding packages prepared by the Office of Intermodal Planning and Investment to confirm a shared understanding of each project's purpose, scope, and intended improvements. These materials would be provided to applicants for feedback. VDOT was also beginning application validation and would coordinate with applicants regarding any questions about project sketches, estimates, or other supporting information.
Ms. Siodmok noted that key projects, including the Fall Line Trail and the Parkway, remained generally in the same status as reflected in the written report, with no major updates to report.

She also highlighted two upcoming Local Assistance Division training opportunities. A full-day Cost Estimation Tool Workshop is scheduled for August 26, 2026, from 8:15 a.m. to 4:00 p.m. The workshop will cover VDOT's cost-estimating practices and use of its cost-estimation tool. A shorter Bridge and Traffic Engineering and Operations Plan Review session is scheduled for September 2, 2026, from 8:45 a.m. to 10:30 a.m. and will address bridge-related considerations in transportation plan reviews.

A. Adjournment

After agency updates concluded, Chair Goyne opened up the meeting to member comments. Sheri Adams of Charles City County invited members to attend a public meeting on the Route 106 Corridor Study, to be held Monday, September 21, 2026, from 6:30 to 8:30 p.m. at the County's General Administration Building. The meeting will include a review of study results with Liz Byman, Kittelson, and VDOT staff.

Ms. Adams also shared the passing of former Charles City County Board member Florida Miles, Sr. She noted that an opportunity to pay respects would be held in Charles City County on Thursday, August 13, from 2:00 to 4:30 p.m.

Chet Parsons provided an update on Central Virginia Transportation Authority activities. He reported that CVTA's Technical Advisory Committee had recommended approval of preliminary engineering funding for an interchange project at Interstate 64. He also noted that CVTA's Finance Committee would consider a request for 30 percent design funding for the Vaughan Road Overpass project. Both items were expected to be considered by the CVTA Board at its August 28 meeting.

Chair Goyne reported that the bid award for Henrico County's major Diverging Diamond Interchange project was expected the following month. He noted that the bid was approximately $20 million below budget and expressed optimism that construction-cost pressures may be beginning to stabilize.

With no further comments from TAC members, Chair Goyne adjourned at 10:08 a.m., noting that the next meeting is September 8th at 9:00 a.m., via Teams.

ACTION ITEM September 8, 2026

TO Technical Advisory Committee

SUBJECT FY24 – FY27 Transportation Improvement Program (TIP) Amendments: Existing Projects

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

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

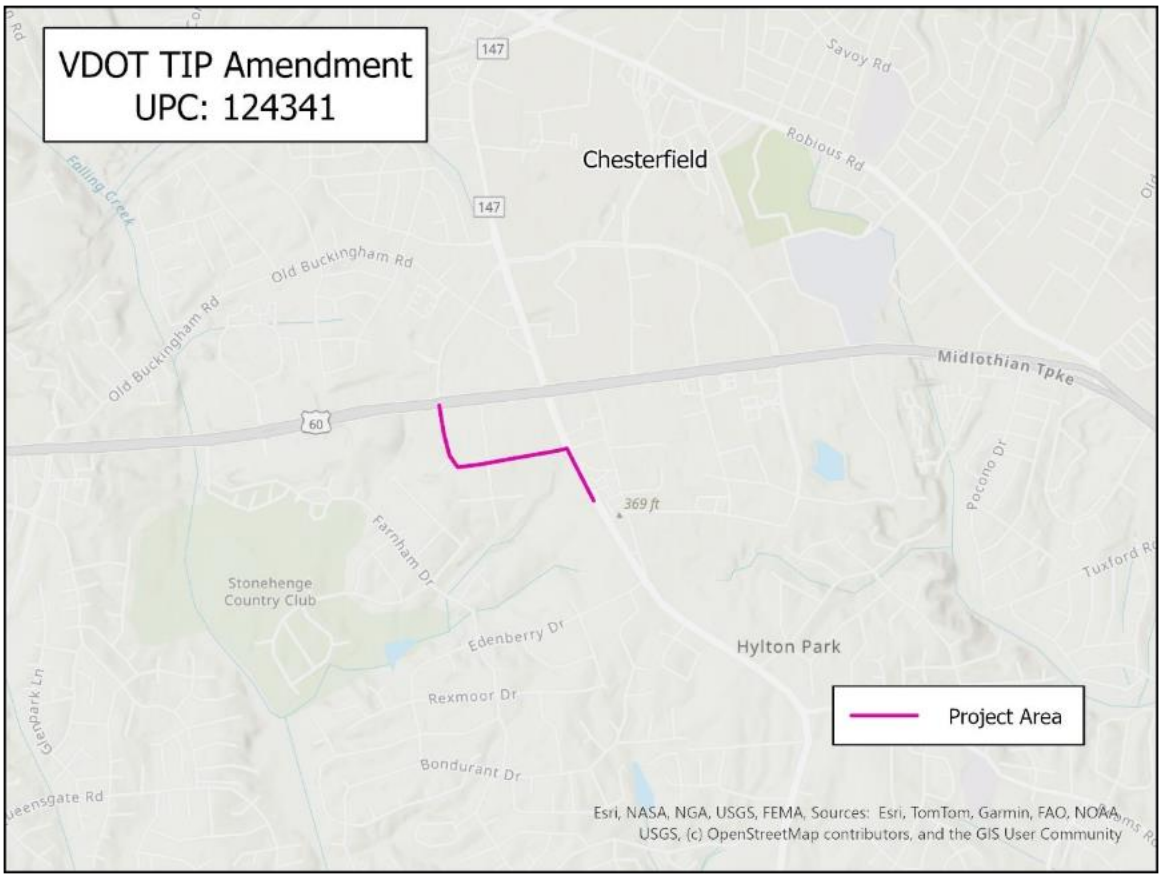
For other funding programs, the RRTPO does not have authority to select projects but is responsible for adding projects to the Transportation Improvement Program (TIP). Based on federal regulations and RRTPO policy, all projects proposed to be added to the TIP are screened for consistency with the regional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

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

Project Overview:

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

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



ConnectRVA 2045 Consistency:

ConnectRVA 2045 establishes categories of projects which are regional in nature and must be included in the constrained long-range plan (CLRP) prior to the inclusion in

the TIP. Conversely, other project types are considered either local or programmatic in nature and can advance without being specifically listed. The project types under each category can be reviewed in Chapter 5 of ConnectRVA 2045. **GRTC034** and **Busy St. Extended** are considered local/programmatic and may be advanced without being specifically listed.

Figure 1 below graphically shows the consistency review process.

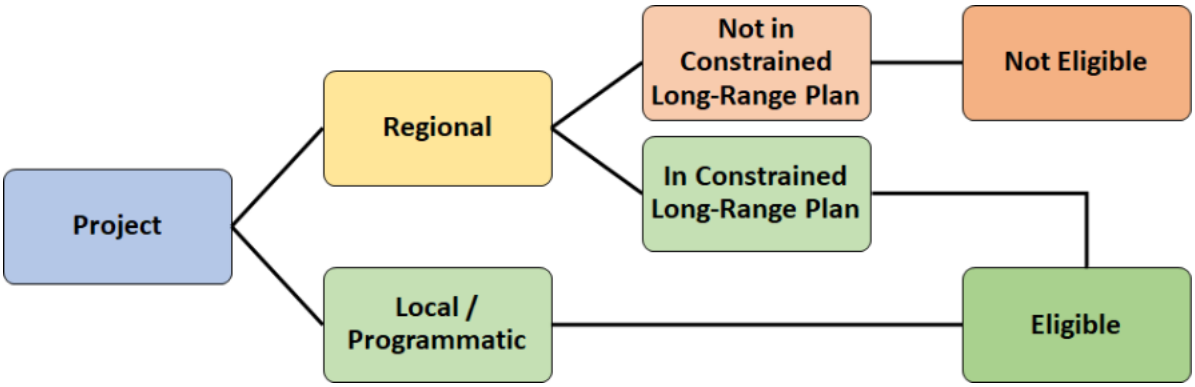


Figure 1: ConnectRVA 2045 Consistency Workflow

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. **GRTC034** has been determined to be exempt from air quality conformity according to 40 CFR § 93.126, "*Other- Specific activities which do not involve or lead directly to construction.*" The **Busy St. Extended** project is not exempt from air quality conformity; however, this type of project has previously been determined to be not regionally significant and is already included in the TIP.

Fiscal Constraint:

GRTC034

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

Busy St. Extended (UPC 124341)

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

Federal Fund Source Description:

GRTC034

FTA 5307 – Section 5307 funding, managed by the Federal Transit Administration, provides funding to states and local recipients for transit capital and operating assistance and transportation related planning in urbanized areas.

Busy St. Extended (UPC 124341)

RSTP – The Rural Surface Transportation Grant Program provides funding for a broad range of capacity, operational, and congestion mitigation related improvements. These projects are selected directly by the RRTPO consistent with the regional funding framework.

For more information, please contact Kerry Wagenhauser at kwagenhauser@planrva.org or 804-924-9616 Ext. 151

Attachment

A. Draft TIP Project Blocks

Attachment A – Draft TIP Blocks

UPC 124341 – Busy Street Extended

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

	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – RSTP	$396,451	$0	$0	$1,585,802	$0
RW	Federal – RSTP	$7,329	$0	$0	$29,317	$0
	Other	$0	$0	$0	$4,147,735	$0
RW TOTAL		$7,329	$0	$0	$4,177,052	$0

GRTC034 – Computer Software

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

	FUND SOURCE	FY24	FY25	FY26	FY27
	Federal - FTA 5307	$846,000	$0	$317,000	$612,000
	State	$985,000	$0	$772,000	$1,489,000
	Local	$168,000	$0	$45,000	$87,000

ACTION ITEM September 8, 2026

TO Technical Advisory Committee

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

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

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

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

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

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

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

Project Overview:

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

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

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

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

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

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

ConnectRVA 2045 Consistency:

ConnectRVA 2045 establishes categories of projects which are regional in nature and must be included in the constrained long-range plan (CLRP) prior to the inclusion in the TIP. Conversely, other project types are considered either local or programmatic in nature and can advance without being specifically listed. The project types under each category can be reviewed in Chapter 5 of ConnectRVA 2045. **UPC 130101** is in the preliminary engineering phase, and **UPC 130057** & **UPC 130058** are each considered local/programmatic in nature. Neither **UPC 130101**, **UPC 130057**, or **UPC**

130058 are regionally significant and all may be advanced without being specifically listed.

Figure 1 below graphically shows the consistency review process.

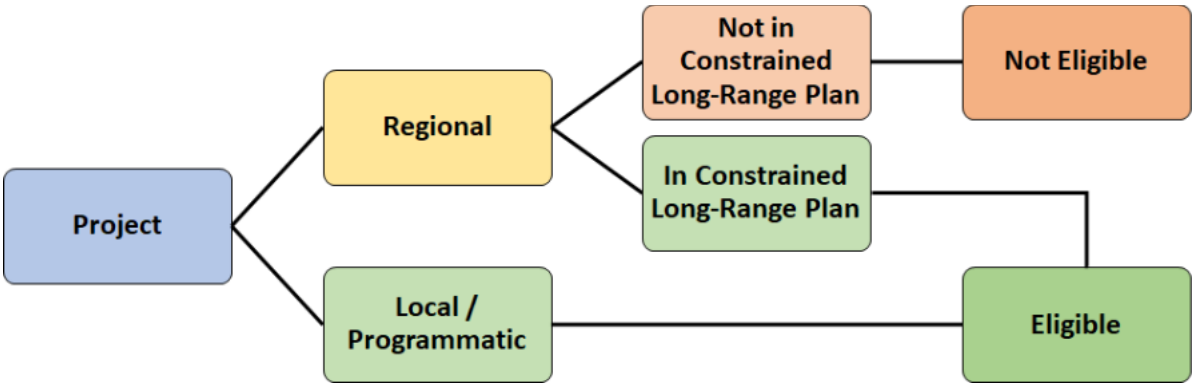


Figure 1: ConnectRVA 2045 Consistency Workflow

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. **UPC 130101** is only for the preliminary engineering phase and is exempt from air quality conformity as its preliminary engineering status will not directly lead to construction. Both **UPC 130057** and **UPC 130058** have been determined to be exempt from air quality conformity according to 40 CFR § 93.128, "*Traffic Signal Synchronization projects.*"

Fiscal Constraint:
UPC 130101
The funding changes are as follows: Add $8,000,000 (HIP) FFY27 PE phase.

UPC 130057
The funding changes are as follows: Add $855,600 (RSTP) FFY27 PE phase.

UPC 130058
The funding changes are as follows: Add $670,062 (CRP) FFY27 and $3,802,938 (AC – CRP) FFY27 PE phase.

Federal Fund Source Description:
UPC 130101

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

UPC 130057

RSTP – The Rural Surface Transportation Grant Program provides funding for a broad range of capacity, operational, and congestion mitigation related improvements. These projects are selected directly by the RRTPO consistent with the regional funding framework.

UPC 130058

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

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

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

Attachment

A. Draft TIP Project Blocks

Attachment A – Draft TIP Blocks

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

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

UPC 130057 – Richmond Signal Smart City Network Upgrade

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

UPC 130058 – Traffic Signal Optimization With Transit Signal Priority

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

	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – CRP/F	$0	$0	$0	$0	$670,062
PE AC	Federal – AC	$0	$0	$0	$0	$3,802,938