



Photo: Rt. 288 from River Road,
Goochland County



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WEBINAR
LINK

NOTES

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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, July 14, 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 June 9, 2026, TAC Meeting Minutes](#) – page 4

Consent Requested: approval of minutes as presented.

6. TAC Chair's Report

(Chair Goyne /5 minutes)

7. Virginia Passenger Rail Authority (VPRA) Updates

(VPRA/20 minutes)

Discussion Item

8. [Gillies Creek Greenway Phase IV \(UPC 125641\) Proposed Scope Change – Bridge Removal](#) – page 15

(Myles Busching/20 minutes)

Action Item

9. Prioritization Process Pilot

(Ellen Cook/20 minutes)

Discussion Item

10. FY27 Work Program Updates

(Myles Busching/10 minutes)

Discussion Item

11. Upcoming Interagency Consultation – August 7, 2026

(Myles Busching/5 minutes)

Information 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, August 11, 2026, at **9:00 a.m.**

(Chair Goyne)

16. Adjournment

(Chair Goyne)

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

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	x
Charles City County		Ashley Austin		Tiffany T. Dubinsky (A)	
Sheri Adams, Chair	x	New Kent County		GRTC	
Chesterfield County		Amy Inman	x	Patricia Robinson	
J.J. Banuelos		Powhatan County		Corey Robinson (A)	x
Barbara K. Smith (A)	X	Ligon Webb	x	RMTA	
Goochland County		City of Richmond		Theresa Simmons	
Austin Goyne (Vice Chair)	x	Daniel Wagner	x	RideFinders	
Patrick Longerbeam (A)	x	Andy Boenau (A)		John O'Keeffe	x
Hanover County		CRAC (Capt. Reg. Arprt Co)		VDOT	
Joseph E. Vidunas	x	John B. Rutledge		Naomi Siodmok	x
Randy Hardman (A)		CVTA		Todd Scheid (A)	x
		Chet Parsons	x	Virginia Port Authority	
		Mo Nyamweya		Vacant	

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

A. Welcome and Introductions

The meeting was called to order at 9:01 a.m. by Chair Adams. Sarah-Keel Crews completed the roll call and certified there was a quorum.

Chair Adams asked if there were any amendments to the agenda. Myles Busching let the TAC know that an amendment was requested, received, and distributed to the group. It was a request for additional funding for a Chesterfield project. All voted in favor to add the item to the agenda.

There was no public commentary, so Chair Adams moved on to approval of the May 12th meeting minutes. On a motion by Sharon Smidler, seconded by Beth Mertz-Guinn, all voted unanimously to approve the meeting minutes. Chair Adams did not have a formal report, but noted that, at Myles's request, the group had additional information from Chesterfield County to present related to the tech chair, as well as a new update from VDOT that would also be discussed. Chair Adams also shared that she had heard from constituents that New Kent County may be planning a dedication of the new post office in honor of the late Patricia Page, and she asked Amy Inman whether she had any additional information. Ms. Inman did not have an update, but Chair Adams said she would share more information with the group once she learned more, particularly for anyone who might want to attend a future dedication. She added that Patricia Page is deeply missed and that she was glad to hear of the possible tribute. With no further chair's reports, Adams then moved the meeting to Item 7, Smart Scale Round 7 endorsements, explaining that Myles would provide an update and that the matter would be an action item to recommend endorsement of all the pre-applications being presented.

B. Transportation Program Update

1. SMART SCALE Round 7 Endorsements

Myles Busching provided a brief overview of Smart Scale Round 7, explaining that MPO endorsement is required for projects seeking consideration. He noted that Smart Scale is a competitive process for awarding state and federal transportation funds across the Commonwealth and that, in practice, it operates as two competitions: a statewide competition for projects on major roadways and a more localized competition for jurisdictions within the Richmond construction district. He explained that projects within the MPO study area are generally expected to be consistent with the MPO's planning documents and regional plan, and that Smart Scale distinguishes between projects already consistent with the plan and those that are not. While only projects not clearly consistent would technically require a formal MPO resolution, Mr. Busching said the RRTPO has adopted the practice of endorsing all applications to avoid any uncertainty about regional support.

He further explained that this endorsement approach carries an understanding that, if any project is ultimately funded, the RRTPO would revise its long-range transportation plan as needed to accommodate it. Busching said the agenda packet included a full list of applications received within the region's footprint and that staff had screened them against the

project inclusion guidelines in Connect PlanRVA 2045 and the constrained long-range plan, while also making an effort to account for projects reflected in the forthcoming 2050 plan since that document is expected to take effect during the application cycle. He noted that most projects were already included in or consistent with the plan, while a small number were identified as potentially inconsistent and therefore likely to require additional action if funded. Mr. Busching concluded by stating that the request before the TAC was to recommend endorsement of all pre-applications across the region in order to preserve maximum flexibility for local sponsors as they decide which projects to advance, and he added that the endorsement resolution ultimately considered by the policy board would also cover approval of the RRTPO-specific applications moving from the pre-application stage to full application. Sharon Smidler made a motion to recommend endorsement of all regional pre-applications for SMART SCALE Round 7. The motion was seconded by Joe Vidunas, and all voted in favor to recommend endorsement.

2. Flexible Regional Funding Route 60 Sidewalks

Mr. Busching explained that this project update was being added after the agenda packets had already been distributed because staff had not been able to include it earlier. He described the project as a sidewalk and pedestrian crossing improvement effort in the Stonebridge area, formerly the Cloverleaf Mall area, along Midlothian Turnpike from the Brothers area to the newer development near Springline and Kroger. The project covers approximately seven-tenths of a mile on both sides of the road and, he emphasized, addresses a significant pedestrian safety need. He noted that portions of the corridor rank in the top 1 percent for pedestrian safety concern under PSAP, with the remainder in the top 5 percent, making it a particularly urgent project.

JJ Banuelos joined at approximately 9:15am

Mr. Busching said the primary issue was cost escalation. He explained that the project had already been bid twice and, after the first round, had been rescope to remove elements that could be funded separately. Even after those adjustments, the second bid still came in over budget, leaving a shortfall of just over \$1.5 million. For context, he said the project was originally split into two UPCs that were later combined, with a total original cost of \$5.5 million. The latest estimate now exceeds \$7 million, representing a cumulative increase of about 30 percent over the project's life cycle, which triggers the need for policy board approval.

He further explained that the earlier estimate, which had been closer to \$5.8 million, relied primarily on MPO funding with a small amount of no-post funding while the final construction scope was still being evaluated. The current request is to remove the no-post funding and instead fully fund the project through RSTP and CMAQ, resulting in a net increase in TPO funding of \$1,542,000. Mr. Busching told the TAC that its role was to review the request and recommend whether to provide the full additional amount, a partial amount, or some other funding level, with the purpose of the

discussion being to determine the appropriate balance for supporting the project. He concluded by noting that if members had detailed project questions, additional staff, including Barb and JJ, were available to help address them.

Mr. Busching clarified the funding implications of the request after JJ Banuelos noted that Chesterfield had recently covered a separate local shortfall of more than \$2 million on the Woolridge Extension project using local funds, underscoring that localities are contributing additional resources across the region where they can. In response to questions about available funding, Mr. Busching explained that this project fit within the MPO's established out-of-cycle process for projects whose construction bids come in higher than anticipated. He emphasized that approving additional funds for this request would not affect any previously discussed or recommended projects, all of which could still be fully funded as planned, because the money would come from a balance entry specifically reserved for projects approaching construction and facing cost increases. When Amy Inman asked what would remain in that reserve if the request were approved, Mr. Busching said he needed a moment to verify the figures, then reported that the most recent funding balance showed approximately \$23.5 million in CMAQ reserve funding. He explained that using roughly \$1.5 million for this project would still leave about \$22 million available for other projects that might face similar circumstances. After the discussion concluded, Chair Adams asked for a motion. Joe Vidunas made a motion to approve the recommendation and Sharon Smidler seconded. None were opposed, motion carried.

3. Draft Regional Safety Plan

Dan Motta introduced the final draft of the regional safety action plan, *Safe by Design*, and explained that it was being presented for a recommendation to the policy board for adoption. He said the draft had been shared more than a month earlier with TAC members and other regional stakeholders, that the public input period had been extended through May 27 to allow additional review, and that all feedback received had since been incorporated into the version linked in the agenda. Mr. Motta described the plan as focused on coordinated regional safety improvements, including priority safety corridors that cross jurisdictional boundaries and would benefit from regional rather than piecemeal local solutions. He explained that the plan is organized around six actions: the first three would establish shared regional tools such as a Safe Streets design manual, a regional road safety assessment program, and a quick-build library; the fourth would put those tools into practice through implementation projects; the fifth would connect the plan to related policies and plans involving issues such as lighting, accessibility, and land use; and the sixth would provide accountability through ongoing monitoring and a public-facing safety dashboard.

Mr. Motta then summarized the major themes raised during review and the revisions made in response. He said commenters had expressed concern that the earlier draft oversimplified infrastructure relative to other Safe

System elements, questioned the use of the Safe System pyramid instead of the more traditional engineering, enforcement, and education framework, asked for a clearer explanation of the MPO's role as a convener and funder, and noted that engagement responses skewed toward more urban areas. In response, he said the final draft added language emphasizing a more holistic approach to safety and the importance of redundancy across multiple safety measures, expanded the explanation of the Safe System pyramid by tying it to longstanding public health and industrial safety frameworks, clarified the MPO's role in regional funding and safety scoring, and added more transparency in the engagement report about the urban skew in survey responses, including locality-level response detail for better context. He concluded that the final draft was complete, that public engagement was closed and documented, and that the plan had been structured to be action-oriented and competitive for future implementation funding, with the next step being advancement to the policy board for adoption at its July meeting.

During discussion, Amy Inman spoke positively about the plan and noted that a statewide safety committee made up of representatives from across the Commonwealth could also be a useful resource once its work is completed. She asked whether it was appropriate to begin referencing the draft plan in regional document uploads ahead of formal adoption, given an approaching deadline, and also reminded the group of the statewide multimodal system design guidelines incorporated into the VDOT road design manual, which she said reflect a systems-based approach and should continue to be referenced. Barbara Smith suggested developing a practical toolbox that would gather key resources in one place, including links to the multimodal design guide and FHWA's low-cost, high-impact safety measures, to make it easier for localities and stakeholders to use the available material. She also asked how the regional road safety assessments would be funded. In response, Mr. Motta said that work was anticipated in the UPWP, and Mr. Myles Busching added that pilot road safety assessments were already included in the upcoming fiscal year work program, with the TAC helping select a corridor for the pilot and with the possibility of supplementing that work through future UPWP funding or other funding sources.

Joe Vidunas said one of his main comments was that the plan should place greater emphasis on education. While expressing support for the plan and praising the work of staff, he argued that education campaigns can be highly effective, pointing to examples such as seat belt and move-over campaigns that have changed driver behavior and likely saved lives. He said that, based on his own observations on surface streets and from reviewing fatality summaries in Hanover, many safety issues involve user behavior such as seat belt nonuse, alcohol, distraction, unsafe walking and running practices, and insufficient visibility, all of which could be addressed in part through stronger public education. Mr. Motta agreed that education has an important role in the region's safety efforts and noted that staff had recently completed a white paper on regional safety messaging, which would help support a greater focus on education in the coming fiscal year.

as a related but distinct effort. Chair Adams then observed that, as Ms. Inman and Ms. Smith had noted, there is already substantial reference material available through VDOT and other sources, and, hearing no further comments, she moved the group toward a motion on whether to advance the plan to the policy board. Joe Vidunas made a motion to recommend adoption of the updated regional safety action plan as presented. JJ Banuelos seconded the motion, and all voted in favor.

4. Critical Urban Freight Corridor (CUFC) Expansion

Dorian Allen provided background on the National Highway Freight Network, explaining that the FAST Act established it to identify the most critical highway components of the nation's freight transportation system. He said the network includes the Primary Highway Freight System, made up of highway segments considered most essential to freight movement, as well as other interstate segments not included in that primary system. He also explained that the framework includes critical rural freight corridors, which are public roads outside urbanized areas that provide access or connections to the primary freight system and the interstate network, and critical urban freight corridors, which serve a similar function within urbanized areas. Mr. Allen noted that designation of critical rural freight corridors is the responsibility of the state in consultation with MPOs and other entities, while designation of critical urban freight corridors is the responsibility of the MPO in coordination with the state and regional representatives.

Mr. Allen emphasized that these corridor designations are voluntary and, in Virginia, do not affect project eligibility for National Highway Freight Program funding, since those funds are allocated through Smart Scale and other established programs. Instead, he said the purpose of the designations is to provide greater programming flexibility. He explained that the last critical urban freight corridor designation occurred in 2022 and that OIPI had worked with the Commonwealth's three main regions to ensure continuity and a logical network, while also identifying a corresponding rural freight network. He added that the Bipartisan Infrastructure Law increased Virginia's maximum allowable mileage for these designations to 300 miles for critical rural freight corridors and 150 miles for critical urban freight corridors, leaving approximately 98 miles of urban corridor designation and about 146 miles of rural corridor designation still unallocated across the Commonwealth.

Turning to the proposal at hand, Mr. Allen said OIPI was recommending an extension of the current critical urban freight corridor designation along I-295. He explained that the proposed extension would run from the Interstate 64/U.S. Route 60 area to the MPO boundary, covering roughly 15 miles. He noted that the corridor carries an average daily traffic volume of about 43,000 vehicles, with approximately 23 percent consisting of freight trucks, and said the surrounding area includes a number of truck-intensive and freight-supporting uses. He specifically cited Richmond International Airport, Meadowville Technology Park, the Richmond UPS hub, and Amazon fulfillment centers as major adjacent freight-related activity

centers that support the case for the designation. Mr. Allen concluded by stating that the recommended action for the Technical Advisory Committee was to review the proposal and recommend approval of the critical urban freight corridor expansion along I-295 as presented. Chair Adams entertained a motion, and Naomi Siodmok made the first. A second motion was made by John O'Keefe, and the TAC voted unanimously to recommend approval.

5. FY27 Election of Officers – page 23

Myles Busching introduced the item on the election of officers for the upcoming fiscal year and began by thanking Chair Adams for her work as chair over the past year and for keeping the committee moving forward. He then explained that it was time to select new officers and reminded members that the policy board's nonbinding guidance documents establish a rotation among localities to help provide a regular and orderly transition. Although he noted that the TAC is not required to follow that framework, he said the committee has generally done so since its adoption. Under that rotation, he explained, Vice Chair Austin Goynes was next in line to move into the chair position for the coming fiscal year.

Mr. Busching went on to explain that Powhatan County was next in line for the vice chair position, but that Mr. Webb had expressed concerns about his availability and was open to passing on the opportunity so that it could move to the next locality in the rotation. He said that would make Chesterfield County next in line and noted that Mr. JJ Banuelos had indicated that he was available to serve. Based on that framework, Mr. Busching said the staff recommendation would be Goochland for chair and Chesterfield for vice chair, while also emphasizing that the TAC remained free to make whatever nominations it wished. He concluded by stating that he had nothing further on the item and that Ms. Crews would lead the committee through the nomination process.

Sarah-Keel Crews opened the nomination process for officers by inviting motions for the chair position. Patrick Longerbeam of Goochland moved to nominate Goochland to serve as chair for the year, and Sharon Smidler seconded the motion. Ms. Crews then asked whether there were any additional nominations for another locality, and hearing none, turned the matter over for a voice vote. Chair Adams called for those in favor to say aye, received affirmative responses, then asked whether anyone was opposed. Hearing no opposition, Ms. Adams announced that Goochland would serve as chair.

The committee then moved to nominations for vice chair for 2027. Chair Adams asked for nominations, and Joseph Vidunas nominated Chesterfield County to serve as vice chair. Daniel Wagner seconded the nomination. Chair Adams then restated the nomination for Mr. JJ Banuelos of Chesterfield to serve as vice chair and called for a voice vote. Members responded in support, and when Chair Adams asked whether anyone was opposed, no opposition was voiced. With the vote complete, Chesterfield was confirmed as vice chair. Chair Adams then thanked the committee,

said it had been a pleasure to serve during the year, and expressed appreciation for the experience and for the group's continued support before moving the meeting on to Item 12, the fiscal year 2027 meeting schedule.

Daniel Wagner left the meeting at 10:23 a.m.

6. FY27 Meeting Schedule – page 25

Myles Busching Myles Busching introduced the fiscal year 2027 meeting schedule and invited discussion about whether the committee should hold more in-person meetings during the upcoming year. He noted that the work program would be somewhat lighter, with no TIP development and DRPT work concluding, which could create more space for broader policy discussions that might benefit from in-person engagement.

Several members expressed support for increasing in-person meetings. Mr. Joseph Vidunas said he would support holding all meetings in person because he finds the committee more effective and engaging that way. Ms. Naomi Siodmok said she was flexible and open to a range of options, while Ms. Sheri Adams, Mr. JJ Banuelos, Ms. Beth Mertz-Guinn, Ms. Amy Inman, and Ms. Sharon Smidler generally supported a quarterly in-person approach as a practical compromise that would improve engagement while still supporting attendance and representation. Ms. Inman also praised staff's management of virtual meetings and commended Ms. Adams for her service as chair.

After discussion, Ms. Adams observed that the group appeared to favor quarterly in-person meetings. Mr. Busching said staff could support that approach and proposed making the July meeting the first in-person meeting of the fiscal year, followed by one in-person meeting each quarter thereafter, coordinated with the new chair. Ms. Adams agreed, thanked members for their input, and then moved the meeting on to the regional bike counter white paper discussion.

7. Regional Bike Counter White Paper

Philip Riggan provided a status update on the regional bike counter white paper, explaining that the effort was intended to evaluate the current bike counter program and identify options for improvement. He said PlanRVA's existing counters, which have been used through a lending program for localities, are now outdated and largely no longer useful because of failing batteries, obsolete technology, and the need for manual data downloads. As a result, he said replacement would be more practical than attempting to upgrade the existing equipment.

Mr. Riggan also described VDOT's broader active transportation counting efforts and noted that regional data currently comes from a mix of VDOT-owned and locally maintained counters, many of which are also aging or beginning to fail. Drawing on case studies from other regions, he said the white paper reviewed several replacement options and found that movable counters would best support PlanRVA's lending model, even though lower-cost options often cannot distinguish among different types of users. He

also noted practical challenges related to installation, right-of-way access, and the need for trained personnel.

As a path forward, Mr. Riggan recommended pursuing improved movable counters while continuing to coordinate with VDOT on possible bulk purchasing, shared contracts, or data hosting arrangements to reduce costs. He also suggested that future project funding requests could include the cost of counters so localities could collect before-and-after usage data. He concluded by noting that the white paper would be shared with TAC members for review and that the item was for discussion only, with no action requested.

Chair Adams invited members to share any experience they had using bike and pedestrian counters and noted that updating the technology seemed worthwhile. Amy Inman said bicycle and pedestrian counts should be treated like other project data needs and incorporated into project costs, adding that trail use, especially on facilities like the Capital Trail, may be underreported. She said better count data would help demonstrate demand and support future investment decisions.

At Amy Inman's request, Dorian Allen shared that Norfolk had used bike and pedestrian counters as an important part of its multimodal planning and funding efforts, including support for bike lanes and trail improvements along Route 60 in Ocean View. Amy Inman noted that those counters were able to distinguish between bicyclists and pedestrians.

Chair Adams agreed that measuring bike trail usage is important for justifying investments. Naomi Siodmok offered to help coordinate with VDOT staff if needed, and Mr. Riggan said he had already been in contact with the appropriate staff and that the main challenge was procurement, not communication. Chair Adams then closed the discussion and moved on to transportation agency updates.

C. Transportation Agency Updates

DRPT: Wood Hudson shared several DRPT updates. He said the fiscal year 2027–2032 Six-Year Improvement Program was scheduled to go to the CTB on June 17, which would complete DRPT's six-year plan development process and allow the agency to move into contract implementation once approved.

He also provided an update on the state rail plan, noting that public survey feedback shows strong support for expanding passenger rail access, especially to more destinations within Virginia. He said respondents also emphasized improving reliability and frequency, making rail more competitive with driving, shifting more freight from highways to rail, and better integrating rail stations into transit-oriented development and last-mile connections. He added that survey results suggest growing rail usage and further opportunity to expand ridership through outreach and advertising, with additional public engagement expected in July.

As a housekeeping item, Mr. Hudson reminded staff to send approved UPWPs to the FTA Region 3 office in addition to FHWA. He also reported that DRPT's Bike Month effort in

May was highly successful, with more than 4,800 bike trips logged in the ConnectingVA app, resulting in more than 1 million calories burned, over 1,000 gallons of gas saved, and about 2,500 miles not driven.

After Wood Hudson's update, Amy Inman asked DRPT to share ridership information for the new Tidewater Breeze service, noting the Colonial Downs stop and her interest in tracking its performance. Mr. Hudson said the information had recently been published and that he would send it to her.

Amy Inman also highlighted the Virginia Scenic Railway excursion service, including the historic 611 steam locomotive, and said rail tourism and station improvements in rural communities could support future service and economic development. Sheri Adams agreed and then moved the meeting on to the GRTC update.

GRTC: Corey Robinson reported that GRTC and the Richmond Economic Development Authority are continuing to advance plans for a permanent downtown transfer hub, with four development teams selected to move into the request for proposals phase. He said the project is intended to create a modern transit hub that improves rider comfort, service reliability, and regional connectivity while supporting mixed-use development in downtown Richmond.

He also shared that GRTC recently received four statewide awards from the Virginia Transit Association, recognizing transit marketing, staff service, employee contributions, and the Public Safety Ambassador Program. In addition, he reminded members that Tap into Transit Day will be held on July 14 from 4:30 to 7:30 p.m. at Main Street Station as a community fundraiser and public event focused on the value of open-access transit in the region. He then concluded his update and invited questions.

RideFinders: John O'Keeffe reported that RideFinders has been working with Virginia Home on commuter options related to its planned move from Richmond to Hanover County in 2028, including discussions on carpooling, vanpooling, and employee matching, as well as coordination with GRTC on a density plot map. He noted that the relocation will affect more than 200 employees, including some who currently use transit, and said RideFinders also plans to participate in a future employee benefits fair.

He also shared that RideFinders attended a number of recent outreach events, launched two new vanpools, and presented to the GRTC board. In addition, he reported that RideFinders received the 2026 Outstanding Public Transit Marketing Award from the Virginia Transit Association for its County Change It campaign, was named a finalist for the Association for Commuter Transportation's 2024 TDM Plan of the Year award, and was notified it will receive at least one national communications award from the National Federation of Press Women. He then concluded his report and thanked Chair Adams for her service.

VDOT: Naomi Siodmok provided a brief VDOT update, noting that materials from the May Commonwealth Transportation Board meeting, including procurement items and Six-Year Improvement Program amendments, would be posted online. She said the next CTB meeting would be held June 16 for the workshop and June 17 for the action meeting, with the Six-Year Improvement Program on the agenda.

She also said Smart Scale final applications had opened in early June and that VDOT staff are reaching out to localities and agencies to discuss application comments and answer any concerns. In project updates, Ms. Siodmok noted that construction on Fall Line Trail Design-Build 2, from Patton Park to Chester Linear Park, is expected to begin in October 2026, and that the Powhite Parkway Extension toll removal project is expected to advertise for demolition in September 2026.

Finally, she noted that a local assistance training on construction project administration would be held June 24 from 8:00 a.m. to noon at the Richmond District Office, with possible virtual options available.

D. Adjournment

Chair Adams then asked whether there were any additional comments from committee members or any further VDOT district updates beyond Naomi Siodmok's report. Myles Busching said a written VDOT update would be posted with the meeting materials on the tech calendar event and shared once available.

Chair Adams then confirmed that the next meeting would be held in person on Tuesday, July 14, at 9:00 a.m. With no further business, she adjourned the meeting at 10:40 a.m.

**ACTION ITEM**

July 14, 2026

TO Technical Advisory Committee**SUBJECT** Gillies Creek Greenway Phase IV (UPC 125641) Proposed Scope Change – Bridge Removal**BRIEF:**

The Richmond Regional Transportation Planning Organization (RRTPO) selected the Gillies Creek Greenway Phase IV project for funding in the FY25 cycle of flexible regional funding. This project was expected to construct the fourth phase of the Gillies Creek Greenway including a shared use path along Jennie Scher Road from the current terminus at Stony Run Parkway to E. Richmond Road, including a dedicated pedestrian bridge over the Gillies Creek spillway. The estimate has been reviewed for scoping and the cost of the project as proposed is likely to significantly exceed the proposed budget. The City of Richmond has proposed removing the bridge element to stay within the limits of available funding. Staff have concerns with the proposed revision as this corridor is designated as a regional spur which is intended to serve as an all ages and abilities connection to the Virginia Capital Trail. TAC is requested to review the appropriateness of this major scope change.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should review the request to rescope the previously selected project and provide a recommended solution. TAC may recommend:

1. Scaling back the project as proposed
2. Requiring the project to advance with the bridge as initially requested (with later review of estimate and funding solutions)
3. Cancellation of the project

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 August 2025, the Policy Board adopted [updated project selection and allocation guidelines](#), which were applied to this evaluation cycle to ensure consistency, transparency, and alignment with regional priorities. This framework establishes the process for reviewing projects which exceed their approved funding levels.

Project Overview

The Gillies Creek Greenway is a planned greenway connection which will ultimately connect the Fulton, Montrose Heights, Oakwood, and Church Hill North neighborhoods to the James River and Virginia Capital Trail. This greenway is largely being constructed within City-owned property along Stony Run Road, Jennie Scher Road, and Richmond Road. This greenway is a designated regional spur trail in the [BikePedRVA 2045 Plan](#).



Figure 1: Map of the Gillies Creek Greenway

Phase IV of the Greenway will construct a shared-use path along Jennie Scher Road from the intersection of Stony Run Road to E. Richmond Road, adding about 0.45 miles of dedicated bike and pedestrian infrastructure to the existing greenway (currently in advertisement for construction). The project includes a dedicated



bridge structure over the Gillies Creek spillway which is currently traversed by a two-lane roadway bridge on Jennie Scher Road. This alignment is shown in Figure 2.

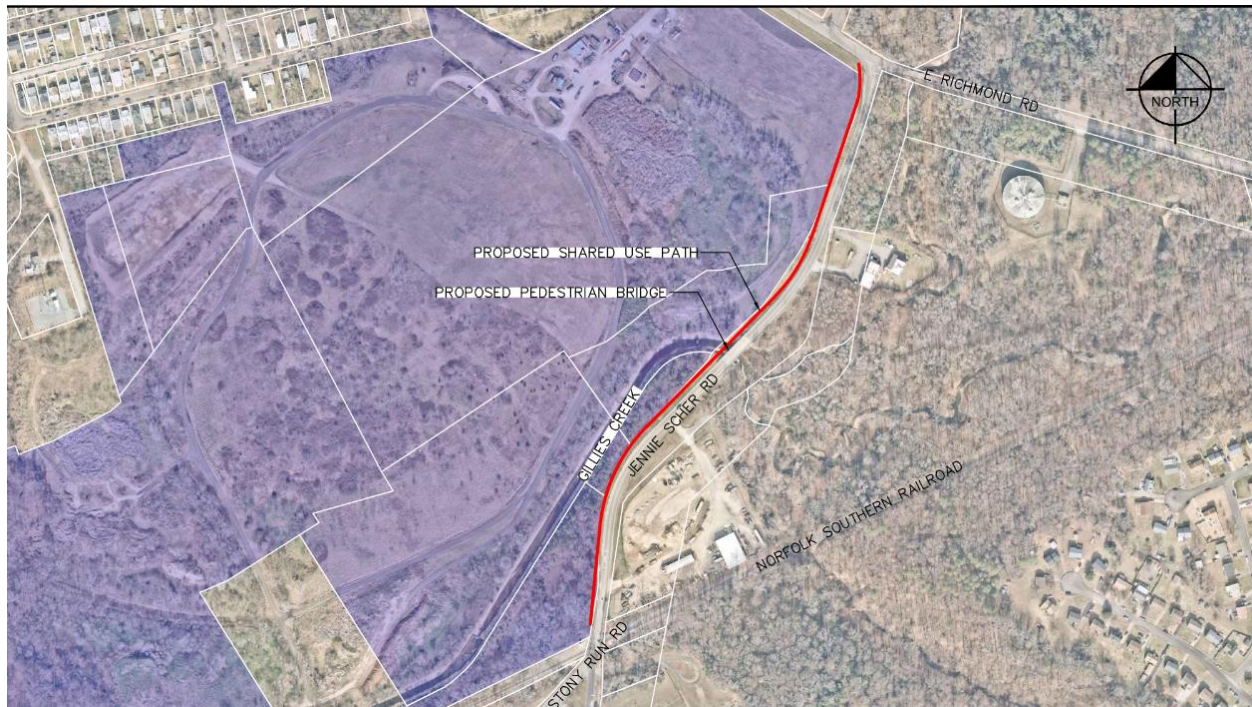


Figure 2: Phase IV Original Proposal with City-Owned Parcels

Proposed Scope Change

During initial project scoping, the City of Richmond's project team has identified that the proposed bridge structure will be significantly more complex than originally expected and will not be feasible within the project budget. The bridge was intended to keep the shared-use path separated from traffic on the existing roadway bridge to achieve an all ages and abilities (AAA) connection [consistent with the vision for Spines and Spurs in BikePedRVA](#).

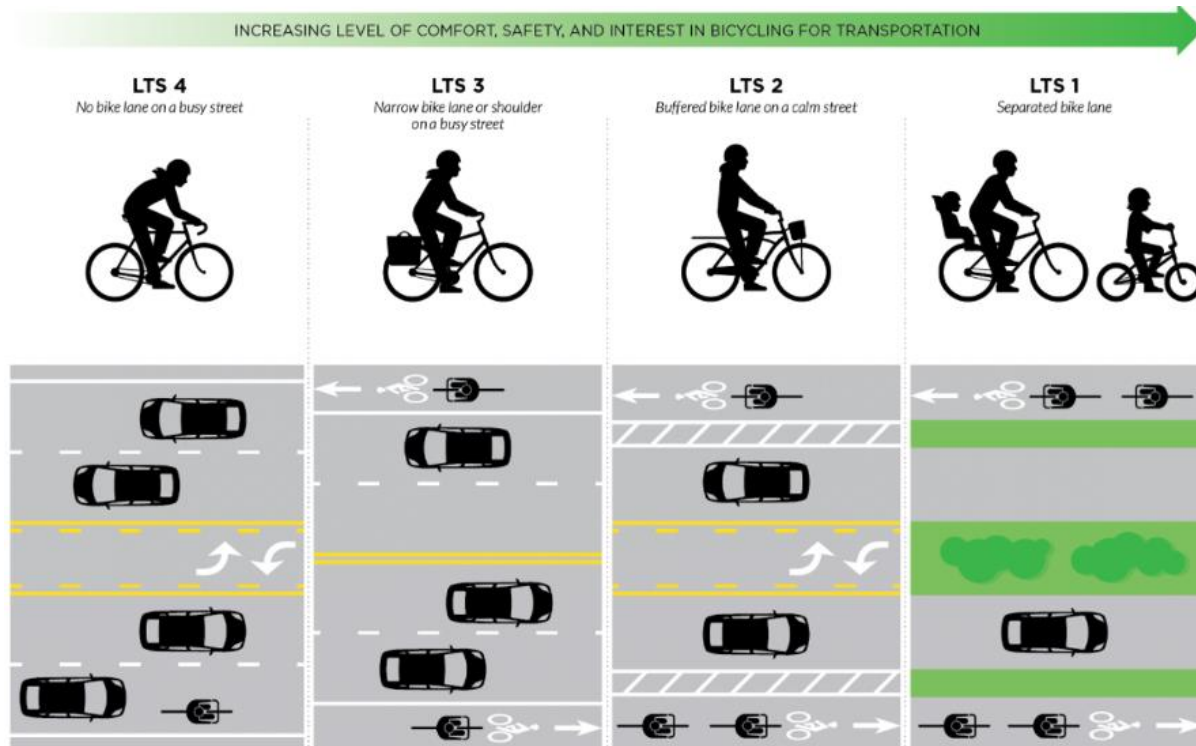


Figure 3: Level of Traffic Stress (Alta Planning + Design)

To maintain the existing budget, City of Richmond staff have proposed removing the bridge from the project scope. Some potential options on how this can be achieved include:

- ADA-compliant ramp transitions before the bridge area
- Shared roadway accommodations (if acceptable)
- Sharrow/shared lane concepts
- Other potential alternatives that may still satisfy VDOT/FHWA expectations and maintain project eligibility

Staff have concerns with the proposed revisions as it shifts the project from an all ages and abilities corridor to a high stress corridor at the bridge. While this road is posted at 25 mph, the 50th percentile speed is 36 mph and the 85th percentile speed is 40 mph per the [City of Richmond speed dashboard](#). Level of traffic stress, a measure of comfort, suggests that this corridor would be LTS 2 as posted but LTS 4 based on actual speed of traffic on the corridor. Mixed traffic on this bridge would create a high-stress conflict point along a corridor designated for AAA access.

Table 4. Criteria for Level of Traffic Stress in Mixed Traffic

Speed Limit	Street Width		
	2-3 lanes	4-5 lanes	6+ lanes
Up to 25 mph	LTS 1 ^a or 2 ^a	LTS 3	LTS 4
30 mph	LTS 2 ^a or 3 ^a	LTS 4	LTS 4
35+ mph	LTS 4	LTS 4	LTS 4

Note: ^a Use lower value for streets without marked centerlines or classified as residential and with fewer than 3 lanes; use higher value otherwise.

Figure 4: Level of Traffic Stress by Lane Count and Speed (Mineta Institute)

The bridge is a 2-lane structure with an estimated 3,600 AADT per [National Bridge Inventory reporting](#). The bridge is in good condition (General Condition Rating = 7) and is not likely to be replaced soon. This proposed solution would require bikes and pedestrians to use the existing bridge area which limits options for dedicated space.

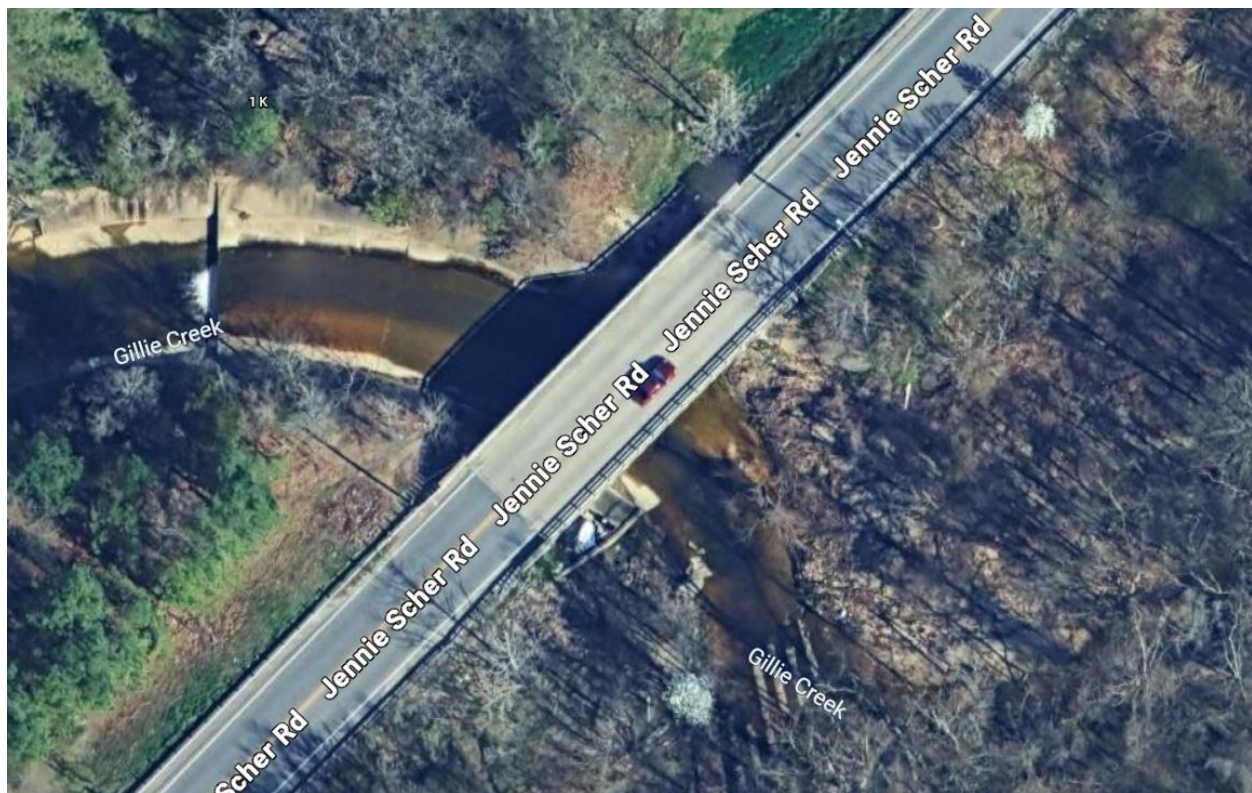


Figure 5: Aerial View of existing bridge over Gillies Creek spillway

For more information, please contact Myles Busching at mbusching@planrva.org or 804-924-9618.