Unified Planning Work Program

Fiscal Year 2027

July 1, 2026 - June 30, 2027

Richmond Regional Transportation Planning Organization

Amended 9/10/26



VISION

The transportation system in the Richmond Region will reliably and safely connect people, prioritize opportunities for all to thrive and live healthy lives, promote a strong economy, and respect environmental stewardship.

Title VI Notice

Title VI Notice

RRTPO and PlanRVA fully comply with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The RRTPO and PlanRVA will strive to provide reasonable accommodations and services for persons who require special assistance to participate in this public involvement opportunity. For more information on meeting accessibility, or to obtain a Title VI Complaint Form, see PlanRVA.org or call the Title VI Coordinator at (804) 323-2033

Aviso del Título VI

RRTPO y PlanRVA cumplen completamente con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y reglamentos relacionados en todos los programas y actividades. La RRTPO y el PlanRVA se esforzarán por brindar adaptaciones y servicios razonables para las personas que requieran asistencia especial para participar en esta oportunidad de participación pública. Para obtener más información sobre la accesibilidad a las reuniones o para obtener un Formulario de queja de Título VI, consulte PlanRVA.org o llame al Coordinador del Título VI al (804) 323-2033.

Disclaimers

Acknowledgement
The Unified Planning Work Program (UPWP) was prepared by PlanRVA staff in cooperation with the United States Department of Transportation (USDOT), Virginia Department of Transportation (VDOT), and the Virginia Department of Rail and Public Transportation (DRPT), and the Richmond Regional Transportation Planning Organization (RRTPO) member jurisdictions and agencies.

Disclaimer
The contents of this report reflect the analysis of the RRTPO as part of PlanRVA which is responsible for the facts and accuracy of the data presented herein.

The contents do not necessarily reflect the official views or policies of FHWA, FTA, DRPT, VDOT, or the Board of PlanRVA. This report does not constitute a standard, specification, or regulation.

FHWA, FTA, DRPT, or VDOT acceptance of this report as evidence of the fulfillment of the objectives of this program does not constitute endorsement or approval of the need of any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

Table of Contents

Introduction	Page 6
FY2026 Major Achievements	Page 14
FY2027 Planning Priorities	Page 16
Federal Planning Factors	Page 19
Task Details & Deliverables	Page 23
Work Program Budget	Page 42
Changing the Work Plan	Page 45
Other Regional Planning	Page 46
Anticipated Conferences	Page 47

Introduction

The Richmond region is the area covered by PlanRVA or Virginia Planning District Commission 15 which is made up of the City of Richmond, the Town of Ashland, and the counties of Charles City, Chesterfield, Goochland, Hanover, Henrico, New Kent, and Powhatan. The Richmond region covers 2,165 square miles, and is located approximately 100 miles south of Washington, D.C. and midway between Atlanta and Boston.

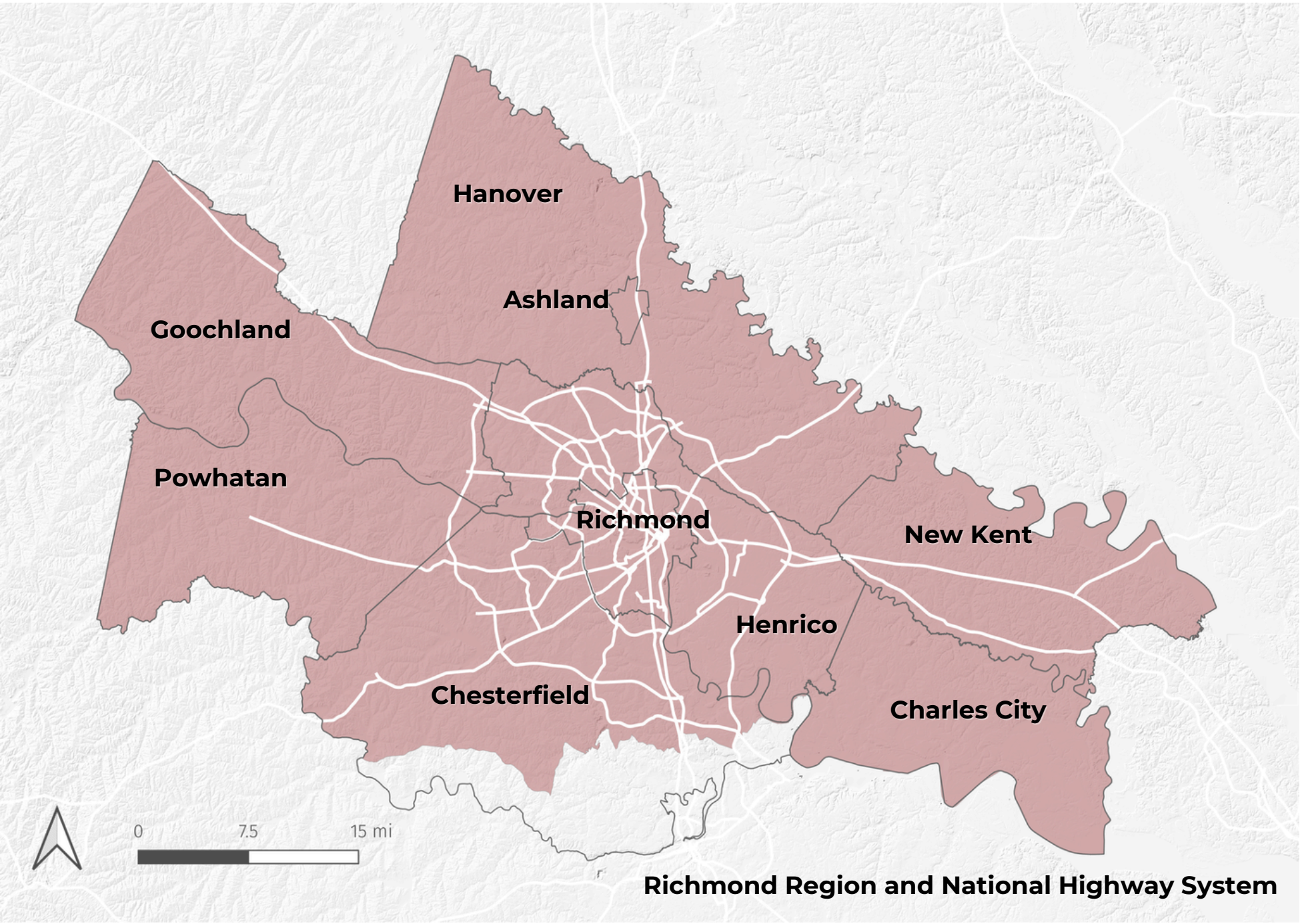
According to the 2050 Long Range Growth Forecast Analysis prepared for ConnectRVA2045, the region had a population of 1.1 million people as of base year 2017. The Richmond region is forecast to grow by nearly 30%, reaching more than 1.4 million residents by 2050. The largest gains in actual population are projected in the three largest localities, Chesterfield, Henrico, and the City of Richmond. In percentage terms, New Kent, Goochland, Powhatan, and Hanover counties are expected to see the highest population growth. This regional population will live in 580,000 households, an increase of nearly 150,000 households by 2050.

The City of Richmond is the capital of the Commonwealth of Virginia. Richmond region employers provide more than 550,000 jobs for area residents. Henrico County remains the

region's largest employment center. The region serves as home to Virginia Commonwealth University, the University of Richmond, Virginia Union University, Virginia State University, Randolph Macon College and Reynolds and Brightpoint Community Colleges with a collective enrollment of approximately 76,000 students.

The region's strategic location south of Washington DC and west of the Hampton Roads coastal area positions it to capitalize on the opportunities offered by its geography. The region is well served by the interstate transportation network, with I-95 and I-64 intersecting near its center. Routes 295 and 288 form an outer circular beltway system. Businesses and residents both prosper from the relatively short 25-minute average work commute. Rail access provides connections to East Coast and Midwest markets, and the region is well positioned to capitalize on anticipated increases in freight movement to the Port of Virginia in Hampton Roads.

The region includes both a well-developed urban core surrounded by vibrant older suburban neighborhoods and traditional subdivisions expanding into the more sparsely populated rural counties. The 2017 population density map shows the City of Richmond with the emerging development pattern of a higher density ring following major thoroughfares extending from the center to meet the outer expressways. The southeastern quadrant of the region is a noticeable departure from this concentric pattern. The James



Richmond Region and National Highway System

River creates the natural boundary while Route 895 provides a connection between the 1-295 bypass and I-95 with potential to facilitate more development by 2050. Employment densities following much the same pattern start to merge with population concentrations to define activity centers throughout the region. A mixed-use area where the density of commercial, industrial, and residential land uses is highest is more conducive to a variety of transportation options, including transit. Twenty (20) activity centers, ranging from urban to suburban to small town represent the areas of highest population and employment density within the Richmond region.

Richmond Regional Transportation Planning Organization (RRTPO)

The RRTPO is a policy-making organization made up of local elected officials from each of the region's nine member jurisdictions and state and federal transportation agencies, and area transportation service/system operators. The RRPDC serves as lead staff providing administrative and technical services for the RRTPO. In addition, the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT) provide additional technical support.

The RRTPO serves as the forum for cooperative regional transportation

decision-making. The RRTPO must carry out metropolitan transportation planning in cooperation with the state and transit providers. The RRTPO develops the region's transportation plans and programs, and approves the long range transportation plan, ConnectRVA 2045, which is a prerequisite for the allocation of federal-aid highway and transit funds. The development of an efficient and effective multimodal transportation network is essential for the region if it is to sustain a strong economy, clean environment, and high quality of life.

Metropolitan Planning Organizations (or Transportation Planning Organizations) are designated under Section 134 of Title 23, U.S. Code, for maintaining and conducting a "continuous, cooperative, and comprehensive" (3-C) regional transportation process that results in plans and programs consistent with adopted plans for development of the metropolitan area. Census defined urbanized areas of 50,000 or greater in population are designated as "MPOs". The Governor, with the concurrence of area local governments, is charged with designating the MPO's member organizations. The RRTPO is designated as a "Transportation Management Area (TMA)," defined as a metropolitan area with a population of over 200,000, creating additional requirements for transportation planning such as the Congestion Management Process (CMP).

Like many metropolitan areas, the

RRTPO encompasses several jurisdictions, each with their own comprehensive plans and transportation programs. In Virginia, planning district commissions, which are established under state code to conduct regional planning, serve as TPO staff for most of Virginia's urbanized areas.

Member Jurisdictions & Partners

The following jurisdictions are voting members of the RRTPO with the number of votes apportioned according to population indicated in parenthesis:

- Charles City County (1)
- Chesterfield County (4)
- Goochland County (2)
- Hanover County (3)
- Henrico County (4)
- New Kent County (2)
- Powhatan County (2)
- City of Richmond (4)
- Town of Ashland (1)

Partner agencies which also hold one vote include the Capital Region Airport Commission, GRTC Transit System, Richmond Metropolitan Transportation Authority (RMTA), and VDOT (as the Secretary of Transportation's designee). Non-voting members represent other RRTPO committees and partner agencies.

TPO Study Area

Under federal requirements, the study area for the RRTPO must encompass both the existing urbanized area and contiguous area expected to become urbanized during the period covered by the long range transportation plan. It must also cover areas designated

by the Environmental Protection Agency (EPA) under the Clean Air Act as part of the non-attainment / maintenance area for air quality standards.

To ensure that the plan covers all urbanized areas, air quality attainment areas, and areas expected to become urbanized by 2050, the study area has been defined to include:

- Charles City County
- Goochland County
- Hanover County
- Henrico County
- New Kent County
- Powhatan County
- City of Richmond
- Town of Ashland
- A majority of Chesterfield County

The part of Chesterfield County not included in the RRTPO is contained in the Tri-Cities MPO study area. This includes those areas of Chesterfield County near Hopewell, Colonial Heights, and Petersburg.

Unified Planning Work Program

The purpose of the Unified Planning Work Program (UPWP) is to promote a unified regional approach to transportation planning to achieve regional goals and objectives. Additionally, the UPWP serves to document proposed expenditures of Federal, State, and local transportation planning funds, and provides a management tool for RRTPO and the funding agencies in scheduling major transportation planning activities, milestones, and products.

The UPWP is required of all metropolitan planning organizations (MPOs) as a condition to receiving federal funds. RRTPO is the federally designated MPO for the Richmond region.

The goal of the UPWP is a well-functioning process and program that meets the federal and state transportation planning requirements. This effort involves the public, interested parties, and the RRTPO in developing a multi-modal, continuing, comprehensive, and cooperative transportation planning and programming process. A requirement of Section 450.308(c) of the Metropolitan Planning regulations is that Transportation Management Area (TMA) designated MPOs include a discussion of the planning priorities facing the metropolitan planning area. Further discussion of these priorities is provided in the various work tasks.

The UPWP is the RRTPO's budget and work program for the upcoming fiscal year which begins on July 1, 2026, and concludes on June 30, 2027. The UPWP addresses federal/state planning and programming requirements, addresses regional transportation planning issues and needs, and includes activities required for the state and region to remain eligible for federal-aid highway and transit funds. The funding sources supporting the RRTPO program activities come from federal, state, and local funds.

FY26 Major Achievements

The FY2027 UPWP is built on the work accomplished in this current fiscal year. Ongoing work program tasks, such as routine project administration, are not included in this summary and only major accomplishments completed by UPWP adoption in April 2026 are listed with a completion date. *A full listing of FY26 deliverables and accomplishments can be found in the annual work status report published at the close of the fiscal year.*

Data, Coordination, and Engagement

(Activity 7200)

- Worked with consultant team to update future year model network and develop new performance measures (PMs) **(Dec 2025)**
- Evaluated and prioritized almost 200 candidate projects from the LRTP using the updated PMs **(Feb 2026)**
- Engaged more than 3,500 people year to date across a variety of plans and studies
- Developed an internal Regional Ecological Framework (REF) user guide to implement consistently across projects **(Mar 2026)**
- Supported freight analysis for the Comprehensive Economic Development Strategy (CEDS)
- Coordinated with housing strategy as part of GRTC's North-South BRT Transit Oriented Development plan and the residential Market Value Analysis

Long Range Planning
(Activity 7300)

- Continued development of the 2050 Long Range transportation plan including developing a universe of project solutions, evaluating the options, creating multiple constrained packages, and selecting a final project set **(April 2026)**
- Coordinated with transit operators and business leaders in the development of a strategy to maintain access to transit access
- Advanced the Western Spine/Three Notched Trail corridor study including initial data collection, identifying potential corridors with a stakeholder group
- Continued freight data collection and organization; strengthened relationships with freight partners

Short Range Planning
(Activity 7400)

- Reviewed and approved 31 amendments and 6 administrative modifications to the FY24 - FY27 Transportation Improvement Program (TIP) **(thru April 2026)**
- Developed new FY27 - FY30 TIP in coordination with state and local partners including joint conformity process with Tri-Cities **(April 2026)**
- Conducted project selection for the TA and flexible regional funding programs (STBG/CMAQ/CRP) awarding approximately $60M to priority projects **(April 2026)**
- Reaffirmed safety targets approach **(Feb 2026)** and developed a new regional safety action plan with adoption expected in July

FY27 Planning Priorities

The FY27 UPWP priorities focus on fully addressing the recommendations from the 2026 federal certification report, completing existing work tasks that span from FY26 to FY27, and advancing new initiatives. These priorities are outlined below.

2026 Federal Certification Report

All metropolitan planning areas serving a population of 200,000 people or more are designated as transportation management areas (TMAs). TMAs are subject to review every four years by a review team from USDOT primarily comprised of FHWA and FTA representatives.

The Richmond TMA encompasses both the the Richmond Regional Transportation Planning Organization (RRTPO) and the Tri-Cities Area MPO (TCAMPO).

The federal team visited the Richmond area February 24-25, 2026 and reviewed the planning process in the TMA region. The RRTPO received notice of certification in early March, but the report summarizing any recommended or corrective actions is expected this spring. These items will be a major focus for the upcoming year to ensure the program continues to meet all federal requirements.

On-going Regional Efforts

- Continue to **develop the Regional Travel Demand Model** to support transportation planning, research and analysis, including small area, sub-area, corridor and scenario planning tasks.
- Continue **support of regional public transportation service that provides more frequent, accessible service** including expansion of bus rapid transit to the west along the Broad Street Corridor and North-South through downtown Richmond.
- Continue **advancing the Fall Line** with local, regional, state, and national partners and evaluate opportunities for funding and amenities.
- **Advance the recommendations from prior year studies** (BikePedRVA 2045, Regional Park and Ride Study, Transit Vision Plan Short Range Priorities, etc.) through follow-up studies, project applications, policies, or other implementation efforts.
- **Support the CVTA as a funding partner** through data-driven analysis, cost estimating support, and prioritization and ranking tools.
- Continue to **build public engagement and outreach strategies** for the RRTPO and ensure compliance with Title VI.

FY27 Regional Priorities

- **2026 Federal Certification** The RRTPO was certified by FHWA and FTA in March of 2026. Any findings or recommendations in the federal certification report (pending at this time) will provide a foundation and focus for the 2027 fiscal year.
- **Core Planning Requirements** FY27 will include completion of the 2050 Long Range Transportation Plan (Pathways to the Future: Transportation 2050) and rollout of the new FY27 - FY30 Transportation Improvement Program (TIP).
- **Prioritizing Safety** This effort represents a pivot toward implementing the 2026 regional safety plan including follow up studies of the high-injury network, engagement with safe routes to schools programs, and coordination with localities on regional messaging and education.
- **Envisioning our Multimodal Future** The focus of this effort is the continued development of our active transportation, freight, and transit networks across the region. A major emphasis continues to be completion of the study for the western spine of the regional bike network.

Federal Planning Factors

Development of this UPWP has been guided by regulations requiring the RRTPO planning process to consider and implement projects, strategies, and services that address ten Metropolitan planning factors.

Each of these planning factors affects nearly every task; the degree of consideration and analysis is based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment, and housing and community development (23 CFR 450.306(b)). Each task has blue color dots which summarize the applicability of each Metropolitan planning factor to the 2027 work program tasks.

The FY27 UPWP continues to be organized with four core program areas: Program Management; Data, Coordination, and Engagement; Long Range Planning; and Short Range Planning.

Program Management is the policy, management and operations platform that supports the remaining three program areas. The program objectives, work elements, budgets, and schedules are included within each core program area. Unless listed, this work will be undertaken by PlanRVA in support of the RRTPO.

1. **Economic Vitality** - Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

2. **Safety** - Increase the safety of the transportation system for motorized and non-motorized users

3. **Security** - Increase the security of the transportation system for motorized and non-motorized users

4. **Access & Mobility** - Increase accessibility and mobility of people and freight

5. **Integrated Planning** - Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

6 **Efficiency** - Promote efficient system management and operation

7 **Preservation** - Emphasize the preservation of the existing transportation system

8 **Resiliency** - Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation

9 **Intermodal** - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

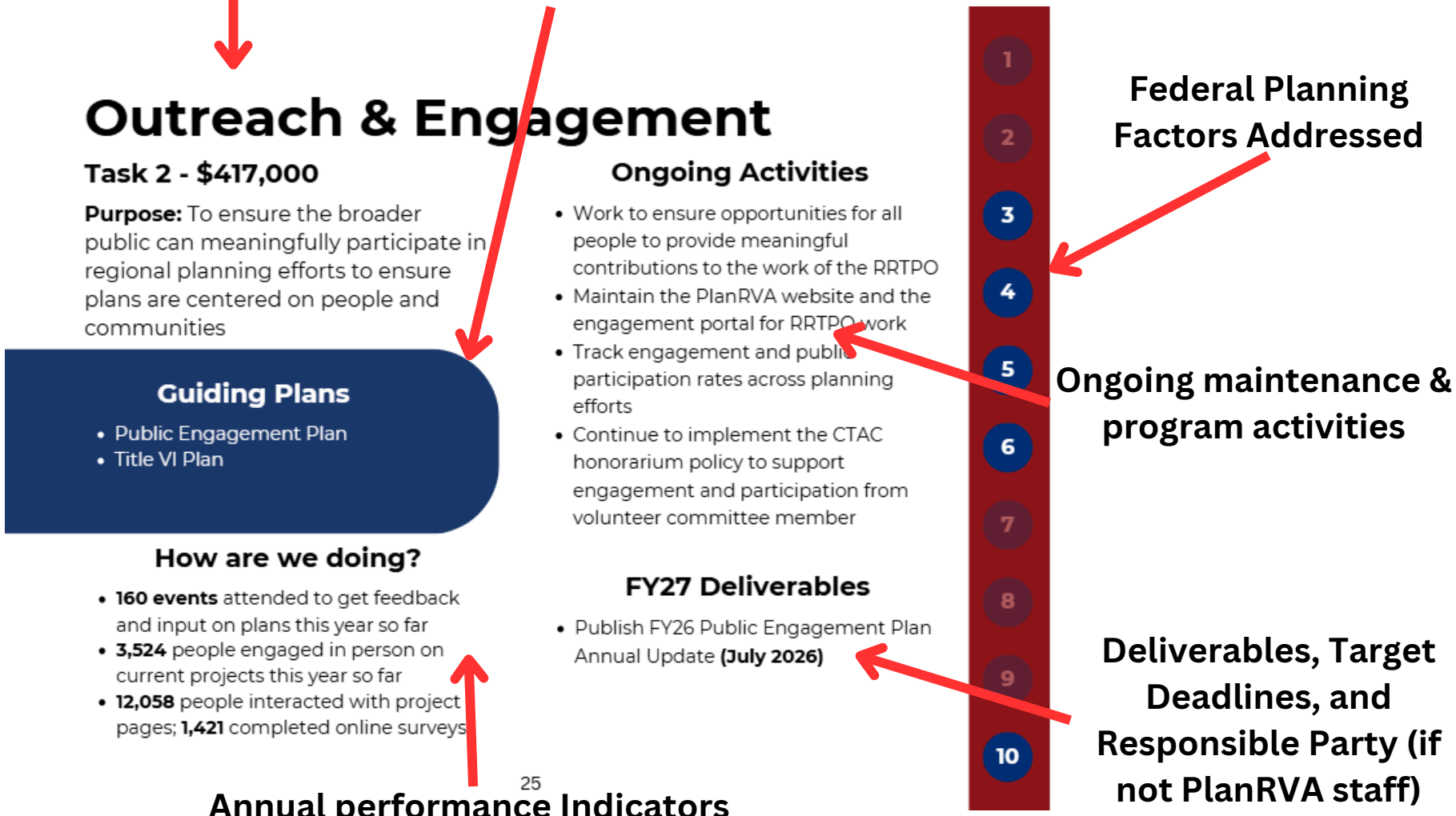
10 **Tourism** - Enhance travel and tourism

ID	Task	Factor 1	Factor 2	Factor 3	Factor 4	Factor 5	Factor 6	Factor 7	Factor 8	Factor 9	Factor 10
1	Program Administration	X	X	X	X	X	X	X			
2	Outreach & Engagement			X	X	X	X				X
3	Data & Modeling	X	X	X	X	X	X	X	X	X	X
4	Housing & Economy	X			X	X	X	X			X
5	System Readiness	X		X	X	X	X	X			X
6	Environmental Linkages	X			X	X	X			X	X
7	Long Range Plan	X	X	X	X	X	X	X	X	X	X
8	Transit & Passenger Rail	X	X	X	X	X	X		X	X	
9	Active Transportation		X	X	X	X	X		X		X
10	Freight & Intermodal	X			X	X	X			X	
11	Financial Programming	X	X	X	X	X	X	X	X	X	X
12	Safe Streets & Roads		X	X	X		X				
13	System Reliability	X			X	X	X	X	X		
14	Project Prioritization Pilot Program	X	X	X	X	X	X	X	X	X	X

How to Read Task Pages

Task Title, Budget, and Purpose

Key Plan(s) Informing Task



Federal Planning Factors Addressed

Ongoing maintenance & program activities

Deliverables, Target Deadlines, and Responsible Party (if not PlanRVA staff)

Annual performance Indicators

Program Administration

Program Administration

Task 1 - $325,377

Purpose: To provide oversight, management, and staff development needed to support the RRTPO work program and committees

Guiding Plans

- Unified Planning Work Program
- RRTPO Bylaws
- ConnectRVA 2045

Ongoing Activities

- Staffing and coordination for standing committees, ad-hoc committees, and working groups
- Coordinate consultant related activities
- Active participation and leadership in various professional organizations to learn and share best practices nationally as shown in the conferences and trainings table
- Addressing any findings or recommendations from the 2026 Federal Certification report

FY27 Deliverables

- Administration and reporting on FY27 UPWP progress **(monthly)**
- Develop FY28 UPWP **(May 2027)**

Data, Coordination, & Engagement

Outreach & Engagement

Task 2 - $417,000

Purpose: To ensure the broader public can meaningfully participate in regional planning efforts to ensure plans are centered on people and communities

Guiding Plans

- Public Engagement Plan
- Title VI Plan

How are we doing?

- **160 events** attended to get feedback and input on plans this year so far
- **3,524** people engaged in person on current projects this year so far
- **12,058** people interacted with project pages; **1,421** completed online surveys

Ongoing Activities

- Work to ensure opportunities for all people to provide meaningful contributions to the work of the RRTPO
- Maintain the PlanRVA website and the engagement portal for RRTPO work
- Track engagement and public participation rates across planning efforts
- Continue to implement the CTAC honorarium policy to support engagement and participation from volunteer committee member
- Review and update websites and content to ensure access for all users

FY27 Deliverables

- Publish FY26 Public Engagement Plan Annual Update **(July 2026)**

Data & Modeling

Task 3 - $529,000

Purpose: To gather and analyze data and develop models and tools to support a data-informed planning process

Did you know...

The region has a tool to collect reports of near misses so we can proactively improve road safety?

Learn more at
nearmiss.planrva.org

Ongoing Activities

- Maintain dashboards of key regional indicators to inform RRTPO and other regional planning efforts
- Data collection and analysis to support plans, studies, and reports
- Standardization of regional datasets for use across planning products

FY27 Deliverables

- Support VDOT development of an updated regional travel demand model in coordination with the Tri-Cities area MPO **(December 2027)**
  - Adopt base year socioeconomic data for 2025 **(September 2026)**
  - Adopt future year socioeconomic data for 2055 **(January 2027)**

Housing & Economy

Task 4 - $100,000

Purpose: To align transportation planning with regional economic development and housing plans

Guiding Plans

- Comprehensive Economic Development Strategy
- Residential Market Value Analysis
- Local Comprehensive Plans

How are we doing?

- **24.8 minute** mean commute time (2024 5-year ACS)
- **51% of renters** are cost burdened (2024 5-year ACS)
- **20% of homeowners** are cost burdened (2024 5-year ACS)

Ongoing Activities

- Coordinate with localities to align transportation with local housing and economic development planning efforts
- Track status of Economic Development District (EDD) designation and support any transportation related analysis

FY27 Deliverables

- Building on the residential Market Value Analysis, develop a regional housing policy and programs playbook to address housing affordability, displacement, and transportation access which can be incorporated into the next Long Range Transportation Plan **(December 2026)**

System Readiness

Task 5 - $100,000

Purpose: To coordinate planning for a transportation system that avoids and recovers from manmade and natural disasters

Guiding Plans

- Hazard Mitigation Plan
- Regional Air Quality Plan
- Natural Resources Plan

How are we doing?

- **525 miles** of roadway vulnerable to future floods and storms
- **49 bridge and culvert** segments vulnerable to future floods and storms

Ongoing Activities

- Maintain and update a digital tool that will provide current information on potential impacts and priority infrastructure needs for flooding and other hazards
- Support transportation analysis for regional resilience hubs to provide critical services during manmade and natural disasters

FY27 Deliverables

- Building on regional extreme heat data and sidewalk gap analysis, complete an analysis of the walkshed of transit stops to assess each stop and walkshed for heat mitigation measures. *This item is a carryover from FY26.* **(September 2026)**

Environmental Linkages

Task 6 - $100,000

Purpose: To avoid, minimize, and mitigate impacts to communities and the natural environment from transportation plans and projects

Guiding Plans

- Natural Resources Plan
- Regional Air Quality Plan

How are we doing?

- **1 ozone exceedance day** last year
- **2 current planning efforts** incorporate the regional ecological framework (REF)

Ongoing Activities

- Support National Environmental Policy Act (NEPA) studies needed to advance regional projects
- Maintain environmental data and the Regional Ecological Framework for desktop screening and analysis

FY27 Deliverables

- Complete update regional mapping of criteria pollutant emissions to inform transportation planning. *This item is a carryover from FY26.* **(September 2026)**
- Develop toolkit for local governments to identify and prioritize emission reduction actions that help mitigate hazards to transportation infrastructure and users **(June 2027)**

Long Range Planning

Long Range Plan

Task 7 - $232,000

Purpose: To develop policies to address regional planning goals and needs and prioritize regional investments over the long-term (20+ year planning horizon)

Guiding Plans

- ConnectRVA 2045
- Pathways to the Future Scenario Plan

How are we doing?

- **17.6%** of the projects in the ConnectRVA 2045 constrained plan has been been funded
- **26.1%** of the projects by value have been funded

Ongoing Activities

- Monitor and track funding awards and implementation of constrained plan projects
- Review proposed amendments as needed based

FY27 Deliverables

- Complete development and adopt Pathways to the Future: Transportation 2050 with the following key milestones **(October 2026)**
  - Complete air quality conformity assessment with Tri-Cities MPO
  - Evaluate impacts of proposed investments against all future land use scenarios from Pathways to the Future Scenario Plan
- Develop preliminary scope and schedule for the 2055 plan **(June 2027)**

Transit & Passenger Rail

Task 8 - $141,000

Purpose: To develop and implement a strategy for public transportation to be a convenient option for regional travel with frequent, reliable service

Guiding Plans

- Greater RVA Transit Vision Plan
- Rural Transportation Analysis
- Regional Park & Ride Strategy

How are we doing?

- **60 miles** of high-frequency routes (15-minute service or better)
- **7 miles** of dedicated transit lanes
- **1.0% of people** 16 and older commute by public transportation (2024 5-year ACS)

Ongoing Activities

- Support GRTC efforts to implement the North-South BRT, Western Pulse Extension, and Permanent Downtown Transfer Hub
- Support implementation of the Coordinated Human Services Mobility Plan
- Support local efforts to expand public transportation consistent with the Rural Transportation Analysis

FY27 Deliverables

- Coordinate with GRTC to develop the FY28 Regional Public Transportation Plan for investment of Central Virginia Transportation Authority (CVTA) funding **(May 2027)**

Active Transportation

Task 9 - $208,000

Purpose: To develop and implement a strategy for active transportation infrastructure that is safe and comfortable for users of all ages and abilities

Guiding Plans

- BikePedRVA 2045
- Ashland-to-Petersburg Study

How are we doing?

- **82.5 miles** of protected cycle tracks and shared use paths
- **111 people killed or seriously injured** while biking or walking each year
- **1.7% of people** 16 and older commute by active transportation (2024 5-year ACS)

Ongoing Activities

- Continue tracking and supporting complete streets projects and initiatives across the region
- Support outreach, coordination, and data collection to promote the Fall Line and other regional trails and greenways
- Conduct bike counts and identify opportunity for permanent counters

FY27 Deliverables

- Complete study to identify preferred alignment for the western spine in coordination with VDOT, localities, and advocates **(December 2026)**
- Update last-mile-to-transit sidewalk gaps analysis using new VDOT statewide pedestrian infrastructure inventory **(June 2027)**

Freight & Intermodal

Task 10 - $183,000

Purpose: To develop and implement a strategy for the efficient and reliable movement of goods in the region

Guiding Plans

- Regional Intermodal Strategies Study
- Commerce Corridor Study

How are we doing?

- **4.7%** of freight by volume moved by barge or rail
- Truck travel in the worst congestion is **52% longer** than median travel time in the region

Ongoing Activities

- Continue to consolidate freight data in the regional freight database
- Support freight-related efforts by VDOT, DRPT and member localities including rail planning

FY27 Deliverables

- Develop standardized classification for freight generating areas to incorporate into travel demand modeling and planning work **(June 2027)**
- Develop the scope and schedule for the intermodal freight strategy update incorporating data collection and analysis completed over the past two years **(June 2027)**

Short Range Planning

Financial Programming

Task 11 - $78,000

Purpose: To prioritize regional investments in the near-term to address regional planning goals and transportation needs

Guiding Plans

- Transportation Improvement Program
- Regional Funding Framework

How are we doing?

- **138** individual projects included in the FY24 - FY27 TIP
- **$489 million** in federal funding planned for obligation next federal fiscal year

Ongoing Activities

- Monitor and update TIP as needed for project development
- Coordinate with local governments and transit operators on regional strategy to fund priority projects

FY27 Deliverables

- Conduct FY28 - FY33 flexible regional call for existing projects requests and allocation process **(April 2027)**
- Support CVTA project review & selection for off-year requests **(April 2027)**
- Complete rollover amendments for FY27 - FY30 TIP when approved **(February 2027)**
- Update project tracking site for FY27 - FY30 TIP **(December 2026)**
- Publish annual obligations report for federal fiscal year 2026 **(December 2026)**

Safe Streets & Roads

Task 12 - $139,000

Purpose: To reduce the number of people killed and seriously injured on our roadways

Guiding Plans

- Regional Transportation Safety Plan

How are we doing?

- **120 people killed** each year while using our roadways
- **1.182** people killed per 100 million vehicle miles traveled
- **855 people seriously injured** each year while using our roadways
- **8.178** people seriously injured per 100 million vehicle miles traveled

Ongoing Activities

- Monitor and track crash data and trends across the region
- Support VDOT and locality safety studies and initiatives included Road Safety Assessments
- Maintain the near miss dashboard for tracking dangerous locations before crashes happen
- Support regional messaging and outreach on roadway safety

FY27 Deliverables

- Select one high-injury network corridor with TAC and conduct a road safety assessment with VDOT, impacted localities, and advocates **(June 2027)**
- Set 2027 roadway safety targets **(February 2027)**

System Reliability

Task 13 - $28,000

Purpose: To improve the reliability of regional travel through travel demand management, asset management, and operational improvements

Guiding Plans

- Congestion Management Process
- Regional ITS Architecture Implementation Plan

How are we doing?

- **5.6%** of national highway system (NHS) bridges by deck area are in good condition, **4.2%** are in poor condition
- **53.4% of interstate** and **22.4% of non-interstate** pavement on the NHS is in good condition
- **95.8% of interstate** and **96.7% of non-interstate** travel on the NHS is reliable

Ongoing Activities

- Monitor and update regional pavement and bridge condition data
- Monitor and update regional congestion and reliability data to support Congestion Management Process
- Support regional efforts to implement park and rides and other demand management strategies

FY27 Deliverables

- Evaluate and adopt new 4-year bridge and pavement condition performance targets **(March 2027)**
- Evaluate and adopt new 4-year reliability performance targets **(March 2027)**

Prioritization Process Pilot

Task 14 - $1,325,000

Purpose: To develop a transparent prioritization process that accounts for lifecycle cost accounting, multidisciplinary benefits, and future uncertainty building on the Pathways to the Future scenario planning process

Guiding Plans

- Pathways to the Future
- Transportation Improvement Program
- Regional Funding Framework

Deliverables

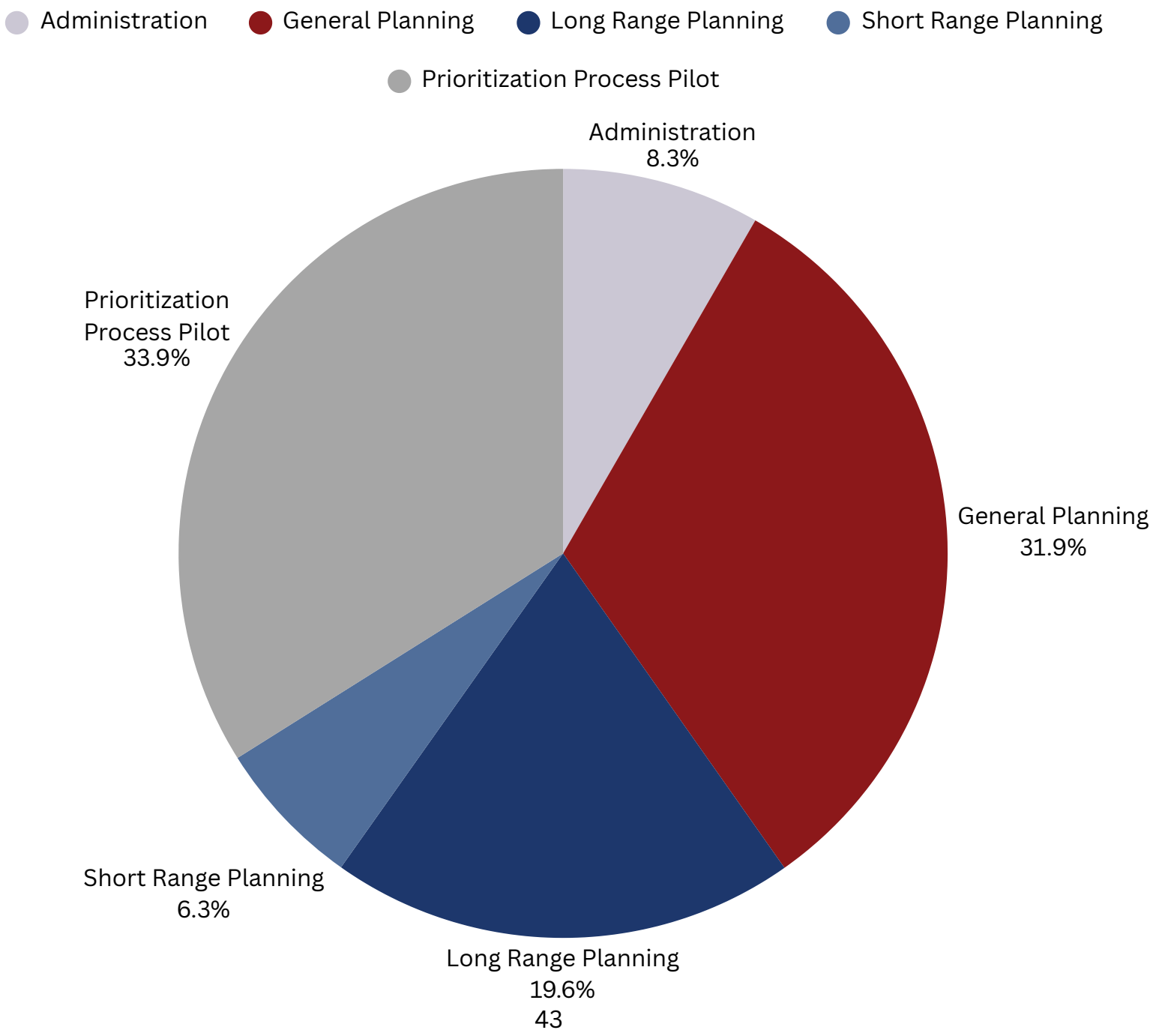
- Finalize and adopt literature review and detailed methodology for project evaluation including lifecycle costs and monetized benefits and disbenefits (**Sept 2026)**
- Acquire, refine, and process data needed to implement methodology **(April 2027)**
- Create tools for benefit and burden calculations, including updated travel demand model and investment strategy modeling **(Sept 2027)**
- Develop new or refine existing website to present project scoring and ROI information clearly and transparently to the public **(Sept 2027)**
- Update regional project selection framework to incorporate the refined approach **(Sept 2027)**

Work Program Budget

Primary responsibility for the UPWP rests with PlanRVA staff. There are cases where other UPWP agencies are assigned primary responsibility for specific activities, as delineated in the task description. PlanRVA will provide support for these activities. The PlanRVA Director of Transportation is responsible for overall program support and administration of RRTPO's work program tasks, as well as for interagency coordination with the other UPWP Agencies. Each staff person dedicated to direct support of the work program is charged with primary responsibility for accomplishing specific tasks or subtasks.

The chart on the next page shows the FY27 RRTPO budget by major activity. The table on the following pages detail planned FY27 expenditures by tasks described in this UPWP. For each planning task, total expenditures, type of federal funds, and source of matches are identified. The cost and share by funding program are rounded to the nearest dollar.

The proposed PL and 5303 budgets contain no carryover funds from FY26 and all funds shown are based on expected FY27 funding only. PPPP funds are estimated based on project phases scheduled for FY27 and expenditures planned through FY26.


Administration
General Planning
Long Range Planning
Short Range Planning
Prioritization Process Pilot
Administration
8.3%
General Planning
31.9%
Long Range Planning
19.6%
43
Short Range Planning
6.3%
Prioritization
Process Pilot
33.9%

ID	Task	Federal PL/MPP	Federal 5303 (Current)	VDOT Match	DRPT Match	PlanRVA Match	Federal PPPP	Total
1	Program Administration	$184,039	$76,262	$23,005	$9,533	$32,538	$ -	$325,377
2	Outreach & Engagement	$233,520	$100,080	$29,190	$12,510	$41,700	$ -	$417,000
3	Data & Modeling	$296,240	$126,960	$37,030	$15,870	$52,900	$ -	$529,000
4	Housing & Economy	$56,000	$24,000	$7,000	$3,000	$10,000	$ -	$100,000
5	System Readiness	$56,000	$24,000	$7,000	$3,000	$10,000	$ -	$100,000
6	Environmental Linkages	$56,000	$24,000	$7,000	$3,000	$10,000	$ -	$100,000
7	Long-Range Plan	$129,920	$55,680	$16,240	$6,960	$23,200	$ -	$232,000
8	Transit & Passenger Rail	$78,960	$33,840	$9,870	$4,230	$14,100	$ -	$141,000
9	Active Transportation	$116,480	$49,920	$14,560	$6,240	$20,800	$ -	$208,000
10	Freight & Intermodal	$102,480	$43,920	$12,810	$5,490	$18,300	$ -	$183,000
11	Financial Programming	$43,680	$18,720	$5,460	$2,340	$7,800	$ -	$78,000
12	Safe Streets & Roads	$77,840	$33,360	$9,730	$4,170	$13,900	$ -	$139,000
13	System Reliability	$15,680	$6,720	$1,960	$840	$2,800	$ -	$28,000
14	Project Prioritization Pilot Program (PPPP)	$ -	$ -	$ -	$ -	$ -	$1,325,000	$1,325,000
	GRAND TOTAL	**$1,446,839**	**$617,462**	**$180,855**	**$77,183**	**$258,038**	**$1,325,000**	**$3,905,377**

Changing the Work Program

Amendments

Amendments are the most significant type of UPWP modification. An amendment involves a major change to a work task or the budget. The list below provides examples of amendments:

- Adding or removing a work task
- Significantly revising the concept or scope of a work task
- Changing the budget distribution between activities
- Changes to the total program budget

All amendments are made available for public review before adoption. Amendments are subject to Federal approval.

Administrative Modifications

Administrative modifications, also known as adjustments, are minor changes to the UPWP. Examples of minor changes include:

- Changing the budget of tasks (e.g. Task 3 and 4) while maintaining the overall activity total
- Revising the concept or scope of a work task in a limited way

Administrative modifications do not undergo public review but do require Federal approval. Administrative modifications are processed by RRTPO staff and submitted to VDOT or DRPT as needed for approval.

Other Regional Planning

Additional planning activities for the Richmond region, beyond those identified in this budget and work program, are undertaken by other agencies. One of the primary roles of the RRTPO is to coordinate and support these planning activities to make effective use of limited local, state, and federal resources.

The following section is a placeholder for regionally significant planning activities by other agencies in the region expected in FY 2027 and will be revised to reflect the latest planning work across the region as needed.

North-South BRT Transit Oriented Development (TOD) Study

GRTC will plan for Transit-Oriented Development (TOD) along a proposed second BRT line. The TOD study will be applied to an expanded BRT project which will travel north and south on Chamberlayne Avenue from Henrico County through downtown Richmond and into Chesterfield County.

$750,000 - FTA 5303/5304

Anticipated Conferences

There are about 20 staff who draw salaries from the UPWP budget. A general upper-level estimate for the number of persons attending the conferences listed below could be approximately 10-15, at a maximum cost of $30,000.

Conference	Location & Date	Staff Attending	Approximate Cost per Person
Association of Metropolitan Planning Organizations (AMPO) Annual Meeting	Sacramento, CA (September 2026)	2 - 3	$2,500
AMPO Planning & Tools Symposium	TBD (April 2027)	1 - 2	$1,500
Transportation Research Board (TRB) Annual meeting	Washington, DC (January 2027)	1 - 2	$2,500
National Association of Regional Councils (NARC) Annual Conference	TBD (June 2027)	1 - 2	$2,500

Conference	Location & Date	Staff Attending	Approximate Cost per Person
National Association of Development Organizations (NADO), National Regional Transportation Conference	Atlanta, GA (July 2026)	1 - 2	$1,500
Virginia Governors Transportation Conference	TBD (October 2026)	2 - 3	$1,500
Virginia Land Conservation & Greenways Conference	TBD (April 2027)	1 - 2	$1,000
American Planning Association Virginia Conference	Danville, VA (July 2026)	2 - 3	$1,500

* Includes an estimate for registration and for travel, lodging and incidental expenses when travel may be required.

***Note:** PlanRVA staff subject matter experts are invited, at times, to speak at conferences and seminars in the transportation planning field. Decisions to accept these invitations are based on available resources, current workload, and a determination that the conference/seminar aligns with the work program.

Amendment History

September 10, 2026
Approved revision to Other Regional Planning to list the GRTC North-South TOD study as a regionally significant study not undertaken by the RRTPO