



Photo: Rt. 288 from River Road,
Goochland County



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 Participation Guide](#) online to learn about the different ways you can stay connected and involved.

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

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

Richmond Regional Transportation Planning Organization (RRTPO) Policy Board

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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

Policy Board

Meeting Agenda

Thursday, April 23, 2026 – 9:30 a.m.

PlanRVA James River Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224
and via Teams (webinar link located on agenda cover page)
[PlanRVA Newsletter: The Better Together Connector \(linked\)](#)

A. CALL TO ORDER AND GENERAL ADMINISTRATION (35 Minutes)

1. **Pledge of Allegiance** (*Chair Jody Rogish*)
Chair to welcome any new members
2. **Roll Call & Certification of a Quorum** (*Sarah-Keel Crews*)
3. **Confirmation of Member Participation from a Remote Location** (*Chair Jody Rogish*)
Requested action (if there are member requests to participate remotely): confirm that the Chair's decision to approve or disapprove the member(s) request to participate from a remote location was in conformance with the RRTPO Policy for Meetings Held Through Electronic Communication Means; and, the voice of the remotely participating member(s) can be heard by all persons at the primary or central meeting location (by voice vote).
4. **Consideration of Amendments to the Agenda** (*Chair Jody Rogish*)
5. **Public Comment Period** (*Chair Jody Rogish*)
6. **Consent Agenda**
Requested Action: approve the following consent agenda items as presented:
 - a. **Approval of March 5, 2026, Meeting Minutes** – page 5
Consent Action: approve the meeting minutes as presented
 - b. **FY27 – FY30 TIP and 2045 LRTP Conformity Report** – page 11
Consent Action: approve the draft conformity report as presented
 - c. **FY24 – FY27 Transportation Improvement Program (TIP) Amendment – VDOT Request (UPC 50529)** – page 175
Consent Action: approve the TIP amendment to an existing project as requested by VDOT

- d. **Meeting Dates for FY27**
(Martha Shickle) – page-181

7. DRPT Spotlight and Introduction (DRPT Director Mariia Zimmerman)

B. REGIONAL PLANNING (15 Minutes)

1. Pathways to the Future: Transportation 2050 – Constrained Plan Project Approval & Conformity Initiation

(Dorian Allen) – page 182

Requested action: approve the draft constrained list of projects for the 2050 L RTP and authorize the TAC to review and open public review of the draft regional conformity assessment (voice vote).

C. REGIONAL FUNDING (25 Minutes)

1. FY24 – FY27 Transportation Improvement Program (TIP) Amendment – DRPT Request (PCSS002, GRTC060, LGS001, LGS002, HCS0002, CCSB002, CCH0003, SPAN001, SPAN002)

(Will Heller) – page 194

Requested action: approve the TIP amendment as requested by DRPT (voice vote).

2. FY27 – FY30 Transportation Improvement Program (TIP) Adoption

(Will Heller) – page 207

Requested action: adopt the FY27 – FY30 Transportation Improvement Program (voice vote).

3. FY27 – FY32 Flexible Regional Funding Project Selections

(Will Heller) – page 327

Requested action: approve the award of RRTPO sub-allocated funding to existing and new projects as recommended by the TAC (voice vote).

4. Transportation Alternatives Project Selections

(Phil Riggan) – page 340

Requested action: approve the ranking of projects as presented and authorize staff to coordinate the final allocations with VDOT and report back at a future meeting on the final outcomes (voice vote).

5. FY27 Regional Public Transportation Plan

(GRTC) – page 346

Requested Action: endorse the GRTC spending plan for FY27 CVTA funds

D. MPO ADMINISTRATIVE RESPONSIBILITIES & RRTPO SECRETARY'S REPORT (30 Minutes)

1. RRTPO Self-Certification

(Martha Shickle) – page 360

Requested action: approve a resolution certifying the RRTPO complies with metropolitan planning, air quality conformity, and non-discrimination laws and regulations as required for TIP adoption.

2. FY27 Unified Planning Work Program

(Martha Shickle) – page 373

Requested action: approve the FY27 Unified Planning Work Program (voice vote).

3. Election of Officers

(Martha Shickle)

Requested action: vote to elect the chair and vice-chair for FY27 (voice vote).

E. COMMITTEE & PARTNER AGENCY REPORTS (5 Minutes)

1. Committee Updates (as needed)

a. Community Transportation Advisory Committee *(Chair Gordon Dixon)*

2. Agency Updates

a. FHWA – *Ivan Rucker*

b. VDOT – *Dale Totten*

c. DRPT – *Wood Hudson*

d. GRTC – *Adrienne Torres*

e. RMTA – *Joi Taylor Dean*

f. CVTA – *Chet Parsons*

g. PlanRVA – *Martha Shickle*

F. OTHER BUSINESS (5 Minutes)

1. RRTPO Chair & Member Comments *(Chair Jody Rogish)*

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
POLICY BOARD MEETING MINUTES
PlanRVA James River Boardroom and via Zoom
Thursday, March 5, 2025 - 9:30 a.m.**

MEMBERS and ALTERNATES (A) PRESENT (X), VIRTUAL (V):

VOTING MEMBERS					
Town of Ashland	1	Hanover County	3	City of Richmond	4
Anita Barnhart	X	Sean M. Davis		Andrew Breton	X
Drew Molloy (A)		Faye O. Prichard		Cynthia I. Newbille	V
Charles City County	1	Ryan Hudson (A)		CRAC	1
Ryan Patterson		Henrico County	4	John B. Rutledge	
Byron M. Adkins, Sr. (A)	X	Roscoe Cooper	X		
Chesterfield County	4	Jody Rogish, Chair	X	GRTC Transit System	1
Kevin P. Carroll	V	Dan Schmitt (A)		Adrienne Torres	X
Jessica Schneider	V	New Kent County	2	Sheryl Adams (A)	
Dr. Mark S. Miller (A)	X	John Moyer	V		
LeQuan Hylton	X	Jordan Stewart (A)		RIC Metropolitan Transp. Authority (RMTA)	1
Goochland County	2	Powhatan County	2	Joi Taylor Dean	X
Jonathan Lyle	X	Mark Kinney			
Charlie Vaughters (A)		Denise Morissette		Secretary of Trans. Des.	1
		Steve McClung (A)		VDOT, Dale Totten	X
		Robert Powers (A)		VDOT, Mark E. Riblett (A)	
NON-VOTING MEMBERS					
CTAC		Dept. of Rail & Public Transportation (DRPT)		Federal Highway Administration (FHWA)	
Gordon Dixon		Wood Hudson	X	Edward Ofori	
Bill Walton (A)		Tiffany Dubinsky (A)		Ivan Rucker (A)	X
Dept. of Aviation (DOAV)		Federal Transit Administration (FTA)		RideFinders	
Stephen Smiley	X	Daniel Koenig (Liaison)		Cherika Ruffin	X
				John O'Keefe (A)	

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

A. CALL TO ORDER AND GENERAL ADMINISTRATION

Chair Rogish called the meeting to order at 9:32 and lead the pledge of allegiance. He then gave Mark Miller the floor, who said a few words on behalf of Herbert Richwine. Mr. Richwine was a long-standing CTAC member who

recently passed away. The group also held a moment of silence for the loss. Afterwards, Sarah-Keel Crews, PlanRVA, called roll and certified a physical quorum of 15 votes.

Chair Rogish noted that there were four individuals, Dr. Cynthia Newbille, Mr. Kevin Carroll, Mr. John Moyer, and Ms. Jessica Schneider, who requested to participate online. On a motion by Jonathan Lyle, seconded by Mark Miller, all voted in favor to approve remote participation.

There were no considerations for amendments to the agenda or public comment, so Chair Rogish moved to the consent agenda. The Policy Board had previously reviewed the February 5th meeting minutes and the FY24 – FY27 TIP Amendment on existing projects. On a motion by Byron Adkins, seconded by Anita Barnhart, the board voted unanimously to approve these items. Dr. Miller abstained from voting, as he was not present at February's meeting.

B. REGIONAL FUNDING

Chair Rogish then moved on to the regional funding portion of the agenda. Will Heller, PlanRVA, presented a VDOT-requested TIP amendment to add two already-funded, authorized-phase projects and asked the Policy Board to approve it, consistent with the Technical Advisory Committee's recommendation. The first project, Route 288 Southbound Hard Shoulder Running Lane, would reconstruct the southbound shoulder between the West Creek Parkway on-ramp and the Route 711 off-ramp to reduce peak congestion, with added ITS upgrades, gantries/signage, and emergency pull-offs; it includes preliminary engineering in FY26 and right-of-way in FY27 and totals just under \$77 million. The second, the Port of Virginia Interchange Commerce Road Streetscapes project, would deliver sidewalk, turning lane, pedestrian/transit access, crossing, interchange, and access management improvements—plus a multi-lane roundabout—along a 0.4-mile segment of Commerce Road and at the Commerce Road/Walmsley Boulevard/I-95 interchange; it includes preliminary engineering in FY26 and right-of-way in FY27 and totals just over \$25.5 million. On a motion by Jonathan Lyle, seconded by Anita Barnhart, the Policy Board voted to approve the TIP.

Rev. Roscoe Cooper entered the meeting at approximately 9:45 a.m.

Kerry Wagenhauser then presented the FY27–FY30 TIP project list, explaining that the TIP was the federally required, multimodal list of regionally significant and federally funded projects and served as the final review step before agreements were executed and projects were authorized, after review by TAC, VDOT, and DRPT. She noted that FHWA/FTA reimbursed eligible costs once phases were authorized, that each listing identified scope, cost, federal funds, and a project administrator, and that all MPO TIPs were incorporated into the statewide STIP, with updates entered there before FHWA/FTA acceptance. She added that listed projects were already selected and funded, that project lists in the packet were vetted by localities, state agencies, and PlanRVA staff, and that some investments appeared as grouped funding categories for flexibility. Ms. Wagenhauser also described the required air quality conformity

review under the Clean Air Act—still applicable due to the region’s prior nonattainment status—to ensure projects aligned with the State Implementation Plan and supported continued attainment. She closed by requesting approval of the project list and delegation to TAC to begin public review of the draft TIP and conformity documents. Rev. Roscoe Cooper made a motion to approve, and it was seconded by Jessica Schneider. All voted in favor.

After Ms. Wagenhauser finished, Myles Busching, PlanRVA, briefed the board on Smart Scale Round 7 regional candidates, explaining that this step fell in the funding phase of project development—after solutions had been identified and as the region sought funding to begin implementation. He described Smart Scale as Virginia’s primary competitive transportation funding program, with two components: the District Grant Program (open only to local governments within the Richmond Construction District) and the High Priority Projects Program (a statewide competition open to local governments, MPOs, transit operators, and planning district commissions), noting that the MPO could submit only to the High Priority program and that eligible project types were more limited and generally focused on capacity improvements on major corridors.

He reported that PlanRVA had up to 12 pre-application slots and 10 full application slots, received 16 candidate projects through the December call for projects plus two additional submissions through the TAC process, and screened the list to 14 projects eligible for the High Priority program based on consistency with the long-range plan, Smart Scale eligibility, readiness/documentation, local leverage, and demonstrated statewide (VTrans) need. The TAC recommended advancing 10 projects through the RRTPO’s slots and forwarding four additional projects to the Commission for consideration under the PDC’s slots; he also presented a last-minute adjustment to swap out the City of Richmond’s Layover Facility project—recently funded through the CBTA—for Hull Street Improvements Phase 2, a long-standing, multi-phase corridor effort (Hay Road to the interchange) that included pedestrian crossing enhancements, streetscape upgrades, shared-use path/sidewalks, and signal modernization, and which staff supported due to eligibility and leverage. He closed by requesting board approval of the 10-project list with the Hull Street swap and endorsement of the four additional projects for Commission consideration, then offered to take questions.

Daniel Wagner offered the correction that it was actually Henrico County that sponsored the project for the Richmond Layover Facility. Otherwise, there were no questions, so Chair Rogish brought it to a vote. On a motion by Andrew Breton, seconded by LeQuan Hylton, all voted in favor and the motion carried.

C. MPO ADMINISTRATIVE RESPONSIBILITIES & RRTPO SECRETARY’S REPORT

After the regional funding presentations were completed, Chair Rogish then moved to the next agenda item and turned the meeting over to Martha Shickle, PlanRVA. Ms. Shickle brought the proposed bylaw amendments back to the Policy Board for a second reading, referencing the materials in the

packet and noting that the changes had been reviewed previously and required a two-thirds affirmative vote for adoption. She summarized the revisions in three main categories aimed at aligning the bylaws with current, practical governance needs: first, updates to CTAC vote allocation to mirror the Policy Board's structure, which would allow certain citizen members to be designated as vote-carrying members in specified circumstances and otherwise adjust vote counts to maintain parity; second, clearer guidance for assigning alternate voting authority when it was not immediately clear, including allowing that authority to be delegated to an executive committee member present in the meeting to support quorum, orderly governance, and compliance with Virginia Code and FOIA in an environment with varied participation methods; and third, administrative improvements to meeting notice and packet production, including reducing the packet publication timeframe from 10 days to 8 days to improve staff turnaround while preserving sufficient time for locality review and helping reduce last-minute slip sheets. She stated that, if approved, staff would implement and circulate the revised bylaws, notify CTAC members, and complete follow-up updates to related guidance documents, including housekeeping changes associated with removing PlanRVA from a voting seat on the TAC. Board leadership confirmed nothing substantive had changed since the February review and, with no questions raised, Chair Rogish asked for a motion to approve the second reading of the bylaw changes. Jessica Schneider made the motion, and it was seconded by Anita Barnhart. All Policy Board members voted in favor to approve the bylaws.

After the bylaws update, Ms. Shickle introduced the Unified Planning Work Program (UPWP) amendment by noting that the week marked an unusually heavy convergence of major, infrequent deliverables, including work tied to the long-range transportation plan update, approval of the TIP, the federal quadrennial certification review, and other recurring funding cycles such as Smart Scale and CVTA. She explained that the UPWP amendment was coming later than usual because staff had been reconciling figures and tracking deliverables to ensure the agency closed the fiscal year on time and on budget, and she pointed the board to the memo table showing increases and decreases by work activity. She described three primary changes: a \$12,000 transfer from outreach and engagement (Work Code 7210) to the housing and economy work code to support completing and submitting the USED Economic Development District designation application; a reconciliation to transit and passenger rail (Work Code 7320) that reflected the finalized DRPT 5303 carryover balance, which reduced the previously estimated revenue by about \$51,000 (noting this annual reconciliation was specific to 5303 carryover and did not apply the same way to PL funds); and the addition of a new task line for the Prioritization Process Pilot Program, reflecting the projected current-year expenditure of the new \$1.5 million, three-year federal grant and including it in the UPWP for transparency. She stated that the overall UPWP budget increased by \$528,000, driven largely by the new grant line, and emphasized that it required no local match and created no additional financial obligation for member jurisdictions or the Commission. After she answered a question about the spending profile over the next three years—saying it would vary and likely be higher next year as

work fully ramped up—the chair noted there were no further questions and called for a motion to approve the UPWP amendment.

Andrew Breton made the initial motion, and Anita Barnhart seconded it. All voted in favor and the motion carried.

D. COMMITTEE & PARTNER AGENCY REPORTS (20 Minutes)

Community Transportation Advisory Committee

Ernest Moore provided updates on behalf of CTAC and the City's transportation function, explaining that the Department of Transportation had recently been formed and appointed by Mayor Avula within the prior 30 days, replacing what had previously been the Office of Equitable Transit and Mobility when he first joined CTAC. Staff and board leadership acknowledged the update and publicly thanked CTAC members for their strong participation in the federal certification review activities, including a dedicated CTAC session and the public meeting later that same evening, with additional CTAC members planning to attend the symposium the following Friday. The chair reiterated that CTAC was an integral part of the process and expressed appreciation for the committee's work supporting the Policy Board.

Agency Updates

FHWA - Ivan Rucker congratulated the TPO on successfully completing the federal certification review, emphasized that FHWA staff were also community members who were proud of PlanRVA's work, and thanked CTAC members for their participation. Chair Rogish echoed appreciation for the group's collaboration, and Mr. Rucker noted that FTA would brief the board at the next meeting.

VDOT – Dale Totten said crews were actively addressing frost heave and potholes after a difficult winter while managing maintenance spending to finish the fiscal year under budget. He urged use of the 24-hour hotline (1-800-367-ROAD) for VDOT-managed roads (excluding Henrico's secondary system; Richmond residents generally used 311 except for interstates), and he flagged upcoming program milestones for TAP/Revenue Sharing, Smart Scale Round 7 dates, and a March 12 local assistance training; he also offered to share VDOT's road conditions/resurfacing map and noted the tort-claim process for vehicle damage.

DRPT – Wood Hudson announced the FY27 MPO 5303 application portal was open through May 1 and said DRPT was awaiting FTA apportionment tables before sharing MPO distributions. He added that the statewide rail plan was moving into kickoff with a stakeholder survey expected later in the month, and that DRPT was finalizing its grant reviews and six-year plan work with VDOT, thanking regional partners; the new director, Zimmerman, was expected to appear in April.

GRTC – Adrienne Torres thanked DRPT and reported GRTC had applied across grant categories, including a major Western Extension effort, and highlighted recent transit-related CVTA awards (downtown Transfer

Station support, BRT Western Extension funding, and Belt Boulevard-area improvements) with a state match decision expected later in the summer. She also promoted Transit Access Partnership fundraising to support zero fare, including events on March 11 and March 27 (both 4–8 p.m.) and noted the region was approaching six years of zero fare.

RMTA – Joi Taylor Dean reported RMTA’s modernization project had gone live over the weekend, converting to all-electronic tolling with a safe, incident-free rollout and smooth customer travel. She said remaining aesthetic elements and toll-plaza demolition were forthcoming, and she noted E-ZPass usage was about 77%–79% depending on time of day.

CVTA – Chet Parsons reported CVTA had awarded \$147.9 million in its fourth regional funding round for transit, bike/ped, highway, bridge, and other projects, and he noted several TPO-sponsored and locally sponsored Smart Scale applications used CVTA funds as leverage. He credited Reverend Nelson and Mr. Carroll for leadership and highlighted the awards as a regional partnership success.

PlanRVA – Martha Shickle announced PlanRVA would transition meetings from Zoom to Microsoft Teams beginning with the April 23 meeting packet, with similar registration and no change to virtual accessibility or YouTube livestreaming, while improving Microsoft 365 integration and recordkeeping. She promoted the Friday the 13th regional symposium in Mechanicsville (market value analysis and housing-data discussion in the morning; transportation/LRTP input and safety survey in the afternoon), noted parking garage access issues were improving, and reminded members the next Policy Board meeting was rescheduled to April 23 with no May meeting and a full agenda.

E. ADJOURNMENT

With no further business to discuss, Chair Rogish reiterated his gratitude in working with the regional body. He also reminded folks that a few board members would be presenting action items at the next meeting. He adjourned the meeting at 10:45a.m., noting that the next meeting will be on **April 23, 2026, at 9:30 a.m.** at PlanRVA, James River Boardroom, 424 Hull Street, Richmond, VA 23224.

**ACTION ITEM**

April 23, 2026

TO

Policy Board

SUBJECT

FY27 – FY30 Transportation Improvement Program (TIP) & Regional Conformity Assessment Report

BRIEF:

The draft FY27–FY30 Transportation Improvement Program (TIP) is a federally required four-year plan identifying all transportation projects seeking federal funding in the metropolitan planning area, developed in coordination with regional and state partners and aligned with long-range and statewide transportation plans. Organized by jurisdiction and project code, the TIP emphasizes a searchable, web-based project database to improve public access, was released for public comment on March 12, 2026, and is supported by outreach and online engagement, including a staff recommendation and required self-certification for federal compliance. As part of the TIP development, the Richmond–Petersburg region must conduct a Clean Air Act conformity analysis due to its former ozone nonattainment status, incorporating projects from the ConnectRVA 2045 plan and the draft FY27–30 TIP, with the draft conformity report advanced for public comment following interagency consultation and TAC approval in March 2026.

RECOMMENDED ACTION: Review the draft FY27 – FY30 Transportation Improvement Program (TIP) and Regional Conformity Assessment (RCA) Report and approve both documents.

DISCUSSION:

The Transportation Improvement Program (TIP) is a federally mandated planning document required under 49 U.S.C. § 5303(j) for all metropolitan planning organizations (MPOs). The TIP is a four-year, short-range plan that identifies all transportation projects within the metropolitan planning area that seek federal transportation funding. It is developed in coordination with the long-range transportation plan, which covers a minimum 20-year horizon, and must be updated to align with the Statewide Transportation Improvement Program (STIP). Preparation of the TIP involves close coordination with federal, state, regional, and local partners,



including VDOT, DRPT, GRTC, and human services providers, to establish project listings and planned funding obligations.

The draft FY27–FY30 TIP generally follows the organization of the current FY24–FY27 TIP. Projects are assigned a Universal Project Code (UPC) by VDOT for tracking purposes, while non-federal highway or transit projects are assigned a STIP code. Projects are categorized as either ungrouped or grouped. Ungrouped projects are organized by roadway system, such as Interstate, Primary, Secondary, Urban, and Public Transportation, while grouped projects are organized by functional categories including bridge rehabilitation, maintenance and preservation, safety, rail, and transit programs. To enhance transparency and meet federal public participation requirements, a dedicated online TIP engagement website has been developed to improve accessibility, public review, and administration of future amendments.

In addition, as required by the Clean Air Act (CAA) and federal transportation planning regulations, the Richmond–Petersburg area must demonstrate air quality conformity for both the TIP and the long-range transportation plan. While the region is currently in attainment for all applicable air quality standards, it was previously designated as a nonattainment and later a maintenance area for the 1997 8-hour ozone standard. A 2018 federal court decision requires continued conformity determinations for areas with this history, even if they meet newer standards. The conformity analysis includes projects from the constrained ConnectRVA 2045 plan and the ungrouped projects in the draft FY27–FY30 TIP within the former maintenance area, which were approved by the policy board on March 5, 2026. Following required interagency consultation, the draft conformity report was advanced to the Technical Advisory Committee, which approved release of the document for public comment.

PUBLIC PARTICIPATION: The Richmond Regional Transportation Planning Organization (RRTPO) conducted a public comment period for the draft FY27–FY30 Transportation Improvement Program (TIP) from March 12 through April 13, 2026. Notice of the public comment period was advertised in the Richmond Free Press and the Richmond Times-Dispatch during the weeks of March 12, 2026 and April 13, 2026. The draft TIP was posted on the new TIP Engagement website, which also included additional web-based tools and resources allowing users to view, search, and review individual projects.

Public outreach also included participation in PlanRVA's Pathways to the Future Regional Symposium: Housing and Transportation Futures, held on March 13, 2026, at the Richmond Times-Dispatch office in Hanover. The symposium provided an in-person opportunity for attendees to view the updated TIP and ask questions. As of March 31, 2026, the TIP Engagement website recorded 147 unique visitors, and seven



(7) public comments were received. All comments will be discussed and addressed at the Policy Board meeting on April 23, 2026.

For more information, please contact Kerry Wagenhauser at KWagenhaser@planrva.org or +1 804-924-9616

Attachment

- A. [FY27-30 Finalized TIP Draft](#)
- B. [Draft Regional Conformity Assessment](#)
- C. [Engagement Overview](#)
- D. [Comments](#)
- E. [Draft Resolution](#)

Transportation Improvement Program

FFY 2027 – FFY 2030



Notices and Disclaimers

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.

Acknowledgement

The Transportation Improvement Program (TIP) 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 the FHWA, the FTA, the DRPT, the VDOT, or the Board of PlanRVA. This report does not constitute a standard, specification, or regulation.

The 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.

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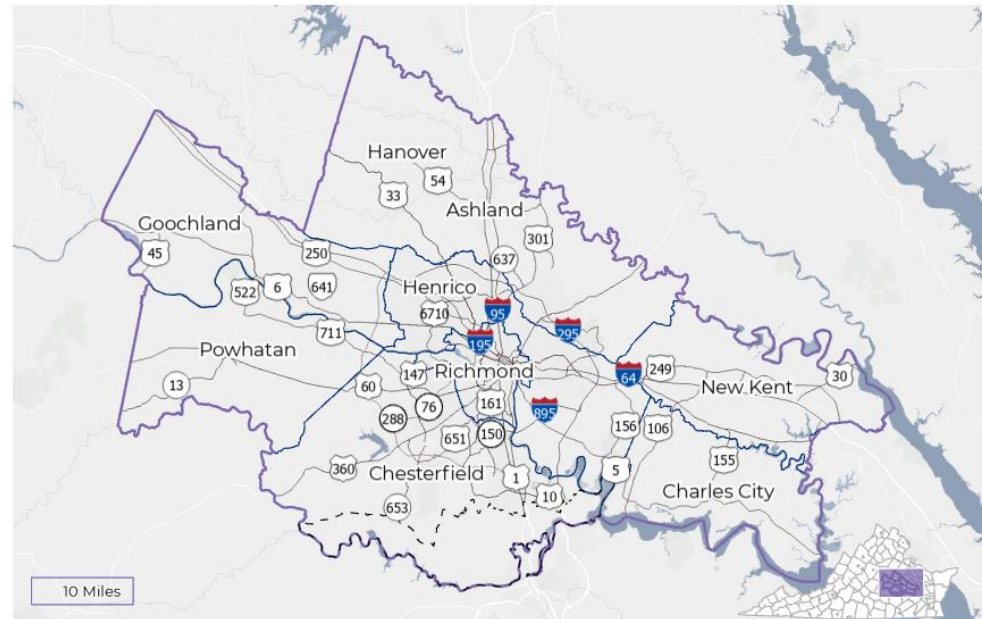
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The Richmond Region

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 2045 Long Range Growth Forecast Analysis prepared for Pathways to the Future: Transportation 2045, 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 a total of 1.4 million residents by 2045. 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 552,000 households, an increase of nearly 125,000 households by 2045.



Richmond Region

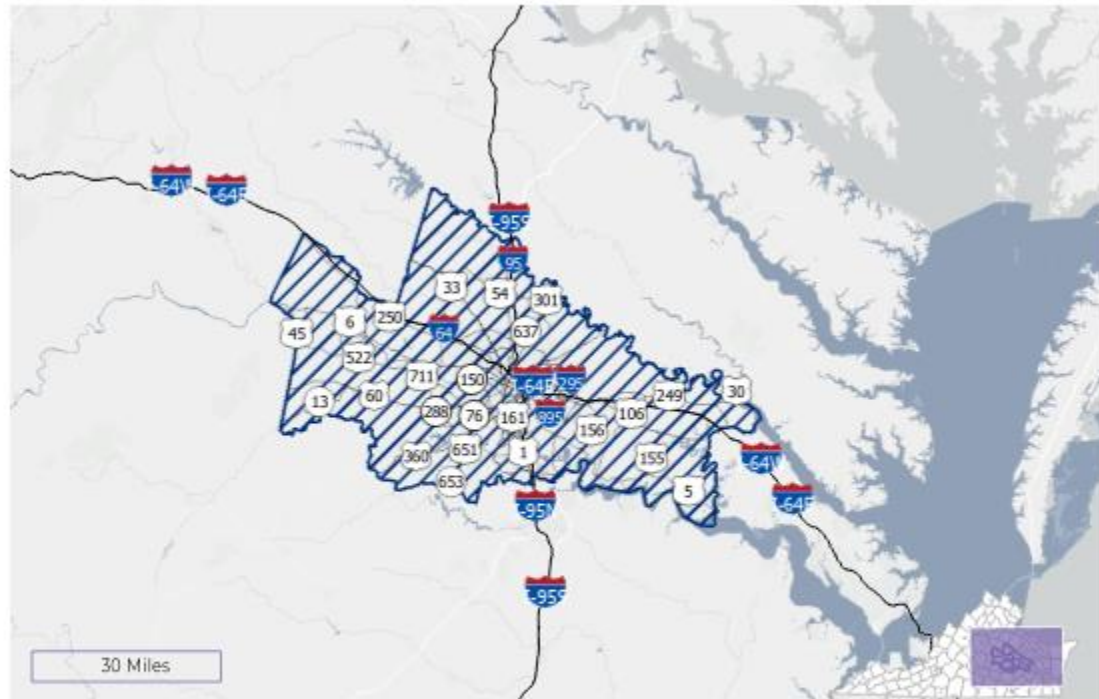
Localities PDC Non MPO

Figure 1 Map of PlanRVA Localities



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 24-minute, on average, work commute. Rail access provides connections to east coast and mid-west markets, and the region is well positioned to capitalize on anticipated increases in freight movement to the Port of Virginia in Hampton Roads.



Highways and the MPO

 MPO  Major Highways

Figure 2 MPO and Major Highways



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 southeastern quadrant of the region is a noticeable departure from this concentric pattern. The James River creates the natural boundary while Route 895 provides a connection between the I-295 bypass and I-95 with potential to facilitate more development by 2045. 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.

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. PlanRVA 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, Pathways to the Future: Transportation 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

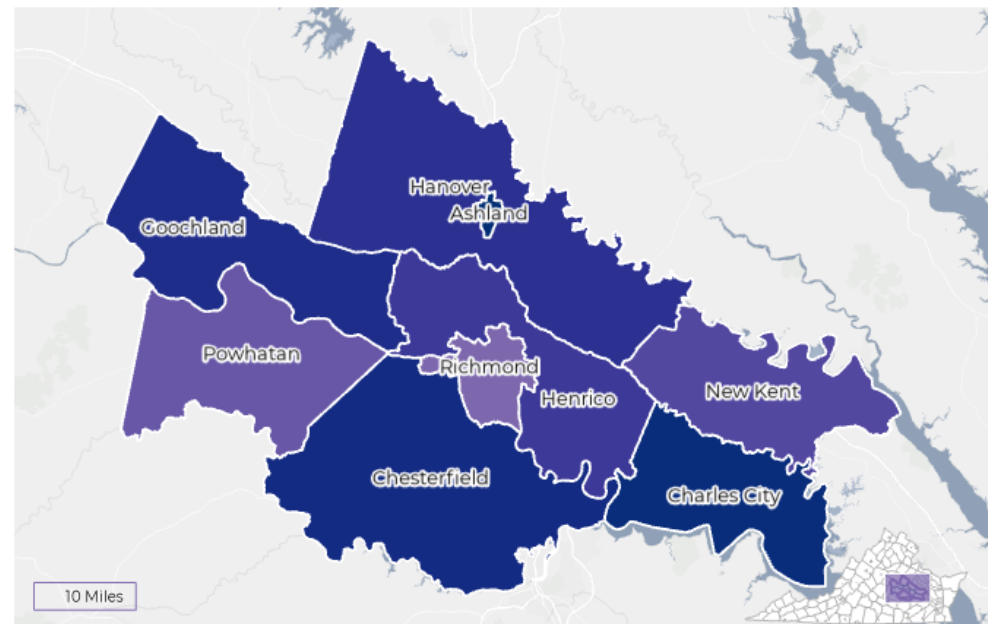
governments, is charged with designating the MPO's member organizations. The RRTPO is designated as a "Transportation Management Area (TMA)," defined as a metropolitan area with a population of over 200,000, creating additional requirements for transportation planning such as the Congestion Management 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 and Partner Agencies

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)



Localities
Ashland Chesterfield Hanover New Kent Richmond
Charles City Goochland Henrico Powhatan

Figure 3 Map showing all 9 localities in the PlanRVA Region

- Town of Ashland (1)

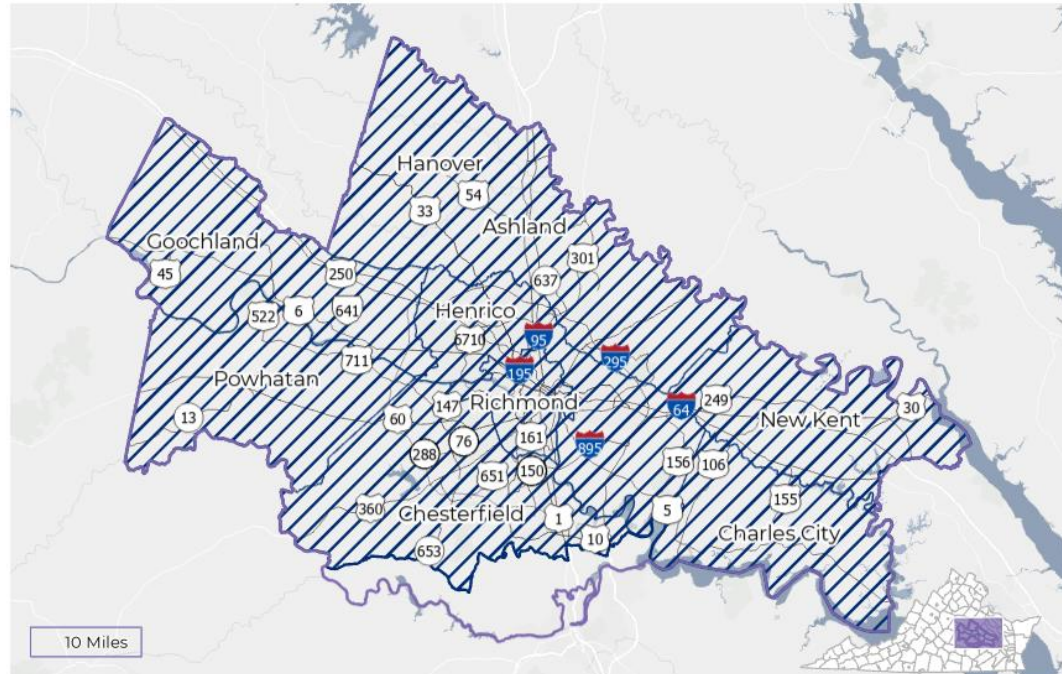
Partner agencies which also hold one vote include the Capital Region Airport Commission, Greater Richmond Transit Company (GRTC), Richmond Metropolitan Transportation Authority (RMTA), and VDOT (as the Secretary of Transportation's designee). Non-voting members represent other RRTPO committees and partner 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 2045, 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



Richmond Region MPO

Localities PDC MPO

Figure 4 Richmond Region MPO



- Town of Ashland
- The 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.

The Transportation Improvement Program (TIP)

The TIP is the region's collaborative list of transportation investments for a four-year period. This TIP covers federal fiscal years 2027 to 2030 and has an anticipated effective start date of October 1, 2026.

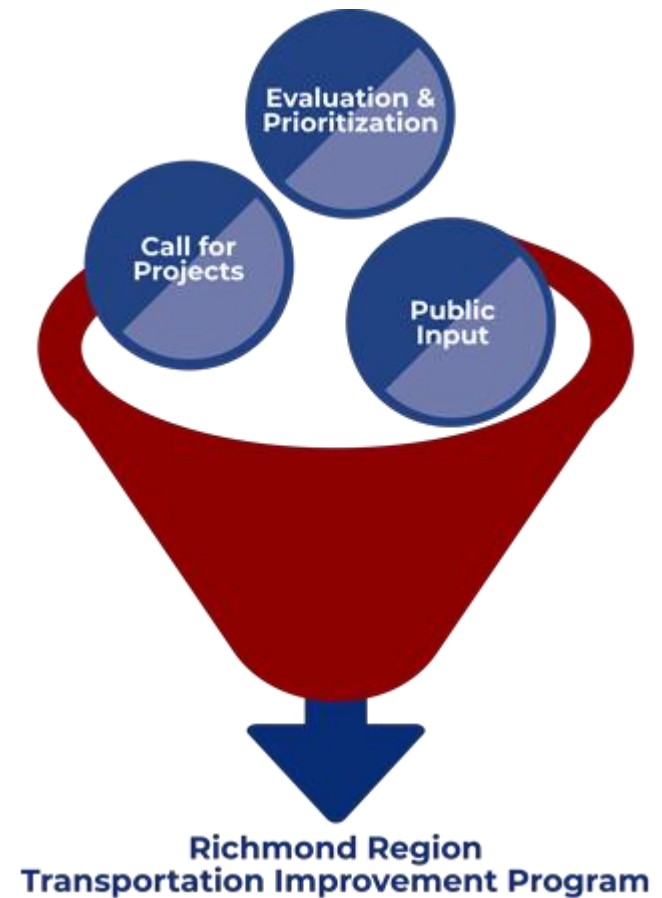
The TIP includes:

- Projects awarded RRTPO's federal funds,
- Projects using federal and state dollars managed by the Virginia Department of Transportation (VDOT) or Department of Rail and Public Transportation (DRPT) and,
- Regionally significant projects, regardless of funding source, which must be included in the air quality analysis and conformity determination.

Development of the TIP is the region's opportunity to review regionally significant projects and projects awarded federal funding through various competitive processes to ensure they align with the goals and vision for the future in *Pathways to the Future: Transportation 2045*, the long-range transportation plan. Through the TIP process, the region works to develop consensus on a list of projects to move forward. Once a project is in the TIP, the project or a phase of the project can be authorized in a federal agreement under which the federal government commits to reimburse the state for a share of eligible costs. This commitment is called an obligation.

Projects or project phases are only included in the TIP if full funding for the project is reasonably anticipated to complete the project. To meet this requirement, the TIP includes a financial analysis showing how the planned projects can be undertaken with expected revenues.

After the TIP is approved, the TIP is included in the Statewide Transportation Improvement Program (STIP). The STIP includes all TIPs in the state as well as projects to be undertaken outside of MPO boundaries. The approved TIP documents are sent to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for review and acceptance.



Financial Plan

Introduction

Federal law requires the TIP include a financial plan showing how the proposed projects can be reasonably implemented with public and private funds. The revenue projections and project costs in the TIP have been cooperatively developed with the Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT), and Greater Richmond Transit Company (GRTC). The following tables show expected revenues and obligations for each of the four years covered by the TIP. In addition to construction projects, financial projections have also been made to show revenues for maintaining and operating the region's highway and transit systems during the same 4-year period.

Some projects listed in the TIP may have no planned obligations. These projects include informational purposes. There are several reasons this may occur and include:

- The project is completed and awaiting final closeout.
- The project is already underway, but the next phase will not happen during the four-year window covered by the TIP.

In addition, the TIP includes a section for illustrative projects. These are regional priority projects which cannot be achieved within the expected revenues but would be undertaken if additional funding sources were found. In general, these projects are expected to seek discretionary grant funding to allow for implementation.

The TIP funding summary tables summarize by year and by funding source the revenue amounts estimated and committed for fiscal year 2027 - 2030. The tables include expenditures and estimate revenues expected for each funding source and show that the program is financially constrained by year. The financial summary tables are based on total funds available, which include annual allocations of funds including any state and local matching dollars. These revenue sources are all reasonably expected to be made available and committed to the project phase during the programmed year of the TIP.

Highway Revenues

This section of the plan covers revenues and projects with oversight from the Virginia Department of Transportation (VDOT) and Federal Highway Administration (FHWA). This includes funds such as CMAQ and RSTP which are subsequently flexed to transit projects. This section of the financial plan contains four tables summarizing various aspects of financial planning for highway projects. Table 1 shows planned federal obligations for the fiscal years covered by the TIP. This table also includes state match funds and other non-federal contributions to projects.

Table 2 covers conversion of advance construction projects to federal obligations. Advance Construction is an innovative funding mechanism that allows states to proceed with projects without federal obligation authority while maintaining the ability to convert a project to federal obligations in the future. Funds in this table are shown based on the year of conversion to federal obligations.

Table 3 shows planned federal obligations for projects that impact the Richmond area but also serve other metropolitan planning areas (MPOs) or rural areas of the state. In general, these projects are either located along the interstate highway system or are programmatic in nature.

Table 4 shows funding programmed for maintenance of the existing highway system. This table demonstrates the region is investing in adequately maintaining the condition of existing roadways and bridges while planning for capital improvements.

The revenue projections for this section of the plan were developed by VDOT and provided to the MPO.

Table 1: Federal Obligations, State and Local Matching Funds

Fund Source	FFY 2027		FFY 2028		FFY 2029		FFY 2030		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
Federal										
BR	\$0	\$0	\$1,480,251	\$1,480,251	\$7,392,097	\$7,392,097	\$0	\$0	\$8,872,348	\$8,872,348
CMAQ (2)	\$6,236,399	\$6,236,399	\$3,312,781	\$3,312,781	\$238,877	\$238,877	\$374,944	\$374,944	\$10,163,001	\$10,163,001
CRP/F	\$11,069,181	\$11,069,181	\$0	\$0	\$1,521,556	\$1,521,556	\$2,092,345	\$2,092,345	\$14,683,082	\$14,683,082
DEMO	\$268,798	\$268,798	\$0	\$0	\$0	\$0	\$0	\$0	\$268,798	\$268,798
HIP/F	\$7,994,026	\$7,994,026	\$0	\$0	\$0	\$0	\$0	\$0	\$7,994,026	\$7,994,026
HSIP	\$5,240,467	\$5,240,467	\$12,831,935	\$12,831,935	\$988,281	\$988,281	\$0	\$0	\$19,060,683	\$19,060,683
NHFP	\$4,938,177	\$4,938,177	\$0	\$0	\$0	\$0	\$0	\$0	\$4,938,177	\$4,938,177
NHPP/E	\$2,703,113	\$2,703,113	\$6,813,573	\$6,813,573	\$0	\$0	\$16,800,855	\$16,800,855	\$26,317,541	\$26,317,541
NHS/NHPP	\$16,217,019	\$16,217,019	\$34,314,594	\$34,314,594	\$11,400,863	\$11,400,863	\$126,495,039	\$126,495,039	\$188,427,515	\$188,427,515
PROTECTPRGM	\$0	\$0	\$3,392,767	\$3,392,767	\$3,238,699	\$3,238,699	\$0	\$0	\$6,631,466	\$6,631,466
RSTP (2)	\$12,554,082	\$12,554,082	\$10,824,704	\$10,824,704	\$22,848,980	\$22,848,980	\$238,860	\$238,860	\$46,466,626	\$46,466,626
STP/STBG	\$5,697,443	\$5,697,443	\$9,518,181	\$9,518,181	\$105,508	\$105,508	\$23,073,513	\$23,073,513	\$38,394,645	\$38,394,645
TAP	\$3,892,734	\$3,892,734	\$6,517,985	\$6,517,985	\$0	\$0	\$0	\$0	\$10,410,719	\$10,410,719
Subtotal -- Federal	\$76,811,439	\$76,811,439	\$89,006,771	\$89,006,771	\$47,734,861	\$47,734,861	\$169,075,556	\$169,075,556	\$382,628,627	\$382,628,627
Other										
Non-Federal	\$9,269,317	\$9,269,317	\$0	\$0	\$0	\$0	\$0	\$0	\$9,269,317	\$9,269,317
State Match	\$7,234,411	\$7,234,411	\$3,534,369	\$3,534,369	\$5,771,963	\$5,771,963	\$153,446	\$153,446	\$16,694,189	\$16,694,189
Subtotal -- Other	\$16,503,728	\$16,503,728	\$3,534,369	\$3,534,369	\$5,771,963	\$5,771,963	\$153,446	\$153,446	\$25,963,506	\$25,963,506
Total	\$93,315,167	\$93,315,167	\$92,541,140	\$92,541,140	\$53,506,824	\$53,506,824	\$169,229,002	\$169,229,002	\$408,592,133	\$408,592,133

Table 2: Advance Construction Conversion

Fund Source	FFY 2027		FFY 2028		FFY 2029		FFY 2030		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
NHS/NHPP	\$5,612,035	\$5,612,035	\$30,465,906	\$30,465,906	\$36,347,471	\$36,347,471	\$6,301,549	\$6,301,549	\$78,726,961	\$78,726,961
STP/STBG	\$0	\$0	\$0	\$0	\$2,755,727	\$2,755,727	\$0	\$0	\$2,755,727	\$2,755,727
Subtotal	\$5,612,035	\$5,612,035	\$30,465,906	\$30,465,906	\$39,103,198	\$39,103,198	\$6,301,549	\$6,301,549	\$81,482,688	\$81,482,688

Table 3: Statewide or Multiple MPO

Fund Source	FFY 2027		FFY 2028		FFY 2029		FFY 2030		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
CMAQ (2)	\$9,852,982	\$9,852,982	\$4,992,225	\$4,992,225	\$0	\$0	\$0	\$0	\$14,845,207	\$14,845,207
NHS/NHPP	\$2,043,049	\$2,043,049	\$0	\$0	\$0	\$0	\$0	\$0	\$2,043,049	\$2,043,049
Non-Federal	\$8,427,820	\$8,427,820	\$0	\$0	\$0	\$0	\$0	\$0	\$8,427,820	\$8,427,820
Subtotal	\$20,323,851	\$20,323,851	\$4,992,225	\$4,992,225	\$0	\$0	\$0	\$0	\$25,316,076	\$25,316,076

Table 4: Maintenance

Fund Source	FFY 2027		FFY 2028		FFY 2029		FFY 2030		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
CMAQ (2)	\$430,385	\$430,385	\$0	\$0	\$0	\$0	\$0	\$0	\$430,385	\$430,385
HSIP	\$322,984	\$322,984	\$0	\$0	\$0	\$0	\$0	\$0	\$322,984	\$322,984
NHFP	\$2,258,000	\$2,258,000	\$2,264,000	\$2,264,000	\$6,401,000	\$6,401,000	\$2,278,000	\$2,278,000	\$13,201,000	\$13,201,000
NHS/NHPP	\$20,573,687	\$20,573,687	\$14,875,000	\$14,875,000	\$14,900,000	\$14,900,000	\$19,464,000	\$19,464,000	\$69,812,687	\$69,812,687
STP/STBG	\$29,053,861	\$29,053,861	\$26,238,708	\$26,238,708	\$26,052,708	\$26,052,708	\$25,554,708	\$25,554,708	\$106,899,985	\$106,899,985
Subtotal	\$52,638,917	\$52,638,917	\$43,377,708	\$43,377,708	\$47,353,708	\$47,353,708	\$47,296,708	\$47,296,708	\$190,667,041	\$190,667,041

Highway Program Descriptions

BR (Bridge Rehabilitation and Replacements): Provides funding for bridge improvements both on and off the National Highway System (NHS).

CMAQ (Congestion Mitigation and Air Quality Improvement): Provides flexible funding for congestion reduction and air quality improvement projects and programs; funding is only available for areas not meeting federal air quality standards or maintenance areas. Some of these projects are selected directly by the RRTPO consistent with [the regional funding framework](#).

CRP/F (Carbon Reduction Program): Funding for projects that reduce on-road emissions of climate change causing pollutants.

DEMO (Demonstration Program): Provides specialized funding for demonstrations, priority, pilot, or special interest projects.

EB/MG(Equity Bonus (Minimum Guarantee)): Historic program providing minimum guaranteed funding for localities.

HIP/F (Highway Infrastructure Program): Provides funding for restoration, repair, and construction of federal aid eligible roads, bridges, and tunnels.

HSIP (Highway Safety Improvement Program): Funds projects to reduce traffic fatalities and serious injuries on public roads; set aside for Railway Highway Crossings Program.

NHFP (National Highway Freight Program): Provides funding to improve the movement of freight on the National Highway Freight Network (NHFN).

NHPP/E: Funds dedicated to improving infrastructure conditions, safety, congestion reduction, system reliability, or freight movement on the NHS.

NHS/NHPP (National Highway System/National Highway Performance Program): Funds projects to construct new facilities on or improve the condition and performance of the National Highway System (NHS).

RSTP (Regional Surface Transportation 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.

STP/STBG (Surface Transportation Block Grant): Provides flexible funding for a wide range of eligible projects and programs to address state and local transportation needs.

TAP (Transportation Alternatives Program): Funding dedicated to bicycle and pedestrian facilities through the Surface Transportation Block Grant. Some of these projects are selected directly by the RRTPO consistent with the regional funding framework.

Transit Revenues

This section of the plan covers revenues and projects with oversight from the Virginia Department of Rail and Public Transportation (VDRPT) and Federal Transit Administration (FTA). This section includes projects from GRTC and smaller providers offering mobility options for seniors and people with disabilities. Table 5 summarizes projected revenues and obligations by year and funding source.

The revenue projections in this section were developed cooperatively with the Greater Richmond Transit Company (GRTC) and DRPT to forecast obligation authority and program funding. As the program manager, DRPT also provided revenue projections and forecasting for the 5310 program.

Table 5: Transit Funding

Fund Source	FFY 2027		FFY 2028		FFY 2029		FFY 2030		Total	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
FTA 5307	\$37,540.00	\$37,540.00	\$5,502.86	\$5,502.86	\$23,206.86	\$23,206.86	\$2,960.70	\$2,960.70	\$69,210.42	\$69,210.42
FTA 5310	\$4,797.00	\$4,797.00	\$5,149.00	\$5,149.00	\$5,536.00	\$5,536.00	\$5,951.00	\$5,951.00	\$21,433.00	\$21,433.00
FTA 5339	\$3,462.00	\$3,462.00	\$4,158.00	\$4,158.00	\$9,375.00	\$9,375.00	\$4,490.00	\$4,490.00	\$21,485.00	\$21,485.00
Local	\$13,306.60	\$13,306.60	\$11,079.60	\$11,079.60	\$5,568.00	\$5,568.00	\$2,950.40	\$2,950.40	\$32,904.60	\$32,904.60
Other Federal	\$2,400.00	\$2,400.00	\$2,800.00	\$2,800.00	\$33,400.00	\$33,400.00	\$13,400.00	\$13,400.00	\$52,000.00	\$52,000.00
State	\$21,453.20	\$21,453.20	\$17,167.57	\$17,167.57	\$36,986.17	\$36,986.17	\$21,396.34	\$21,396.34	\$97,003.28	\$97,003.28
Total	\$82,958.80	\$82,958.80	\$45,857.03	\$45,857.03	\$114,072.03	\$114,072.03	\$51,148.44	\$51,148.44	\$294,036.31	\$294,036.31

Transit Program Description

FTA 5307 (Urbanized Area Formula Funding program): Provides funding to public transit systems in large urban areas for capital, planning, job access projects, and some operating expenses such as ADA paratransit and preventive maintenance.

FTA 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities): Program to assist local transit agencies, governments, and nonprofit groups in meeting the needs of seniors and people with disabilities.

FTA 5339 (Grants for Buses and Bus Facilities program): Provides funding to transit agencies and states to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Ungrouped Projects

Introduction

As a short-term plan for the next four years, the core of the TIP is the list of projects to be implemented in the near term. The TIP includes capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects, and safety projects. Projects that impact the capacity of arterials are considered “regionally significant” and are required to be individually listed in the TIP. By practice, all transit projects are also listed individually in the TIP. The TIP includes projects that receive FHWA or FTA funds, projects that require FHWA or FTA approval, and projects that are regionally significant but funded with other funds including state, local, and private sources.

Project Screening

Every project included in the FY27 – FY30 TIP was screened against the goals and objectives of [ConnectRVA 2045, the region’s long-range transportation plan](#) (LRTP). These goals were developed through a cooperative, iterative process with input from members of the LRTP advisory committee and feedback from the public and were ultimately approved by the RRTPO’s policy board. The goals and objectives are summarized below. More information about the development and selection of these goals and objectives [can be found here](#).

- A. **Safety** – improve the safety of the transportation system for all people
 - 1. Enhance safety and comfort of bicycle and pedestrian facilities.
 - 2. Work to eliminate all serious injuries and fatalities resulting from vehicular crashes.
- B. **Environment/Land Use** - Reduce the negative impact the transportation system has on the natural and built environment.
 - 1. Address roadways prone to flooding and consider climate impacts in transportation planning.
 - 2. Reduce transportation related pollutants, including decarbonizing transportation.
 - 3. Reduce vehicle miles traveled (VMT) per capita.
 - 4. Increase number and share of trips taken by shared and active transportation modes.
 - 5. Tie land use planning to transportation investments through encouragement of walkable and transit-oriented communities.
 - 6. Minimize impacts of transportation system on natural resources and communities with particular emphasis on Environmental Justice (EJ) populations.
- C. **Equity/Accessibility** - Improve equitable access through greater availability of mode choices that are affordable and efficient

1. Reduce trip lengths for all people with a focus on Environmental Justice (EJ) populations.
2. Increase access to jobs and community services via transit, walking, and biking for all people with a focus on EJ populations.

D. **Economic Development** - Improve connectivity and mobility for strong economic vitality

1. Reduce peak period travel times.
2. Increase transportation investment which focuses on economic vitality.
3. Improve reliability and accessibility of travel to and within the regional activity centers.
4. Reduce freight bottlenecks.
5. Increase multimodal access to tourist destinations.

E. **Mobility** - Increase travel efficiency and mode choices by maintaining the transportation system in a state of good repair

1. Increase the percentage of complete streets across the highway network to maximize use of available capacity.
2. Increase system efficiency through operational, transportation demand management (TDM), and technology-based solutions.
3. Improve system reliability across all modes.

Each project was screened by staff to assess the project's ability to help meet the objectives. This assessment ensures projects that are implemented advance the region's planning goals.

How to Read a Project

RRTPO has taken a web-first approach to the TIP and public accessibility. All projects can be found in an interactive format at <https://www.rrtpotip.org>. These pages include project details, maps (where available), consistency with ConnectRVA goals, planned obligations, and the ability to comment directly on the project. An example of the page format is below. Please note that the website will not be updated to include the information from this document until the anticipated effective start date of October 1, 2026.

#HB2.FY17 Rte 10 (Bermuda Triangle Rd To Meadowville Rd)

Details

UPIC: 101020

JURISDICTION: Chesterfield County

SCOPE: Reconstruction w/ Added Capacity

SYSTEM: Primary

ADMINISTRATION: Locally

OVERSIGHT: Non-Federal

ROUTE: West
Hwy 10 (Meadowville Old
Bermuda Hwy/Road)
(Rte 101)

FROM: 172 MI. W OF Rte. 608 (Old
Bermuda Hundred Rd)

TO: 0.27 MI. E OF Rte. 608 (Old
Bermuda Hundred Road)

REGIONALLY
SIGNIFICANT: Yes

COST: \$66,093,025

Location Map

ConnectRVA 2045 Goals

Safety: Yes	Mobility: Yes	Access: Yes	Land Use: No	Economy: Yes
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Planned Obligations

PHASE	FUND	MATCH	2024	2025	2026	2027
BW	AC	\$0	\$7,648,804	\$0	\$0	\$0
CH	AC	\$0	\$16,709,865	\$5,469,477	\$0	\$0
CH	AC CONVERSION	\$0	\$0	\$1,260,368	\$1,321,439	\$1,384,964
CH	NHS/NHPP	\$0	\$307,340	\$0	\$0	\$0

AC: Innovative financing technique which allows a project to proceed without federal obligation authority while maintaining the ability to convert to federal obligations in the future

AC CONVERSION: Conversion of advance construction funds to federal obligations; corresponding federal funding programs identified

NHS/NHPP: Funds projects to construct new facilities on or improve the condition and performance of the National Highway System (NHS)

Modifications

No Modifications

Comment Form

Name:

Email Address:

In this document, projects are also listed in a format that matches the Statewide Transportation Improvement Program (STIP). Below is an example from a previous TIP.

UPC NO	101020	SCOPE	Reconstruction w/ Added Capacity				Basic Project Information - Location, Scope, Cost etc.
SYSTEM	Primary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO		
PROJECT	#HB2.FY17 RTE 10 (BERMUDA TRIANGLE RD TO MEADOWVILLE RD)		ADMIN BY	Locally			
DESCRIPTION	FROM: 1.73 mi. W of Rte. 618 (OLD BERMUDA HUNDRED RD) TO: 0.27 mi. E of Rte. 618 (OLD BERMUDA HUNDRED ROAD) (2.0000 MI)						
PROGRAM NOTE	Includes \$3,601,251 GARVEE DS Prin Prev, \$1,157,140 GARVEE DS Prin FFY24, \$1,260,368 GARVEE DS Prin FFY25, \$1,321,439 GARVEE DS Prin FFY26, \$1,384,964 GARVEE DS Prin FFY27 Total GARVEE DS Prin \$21,468,256. Corresponding DS UPC 110393						
ROUTE/STREET	WEST HNDRD/MEADOWVILLE/OLD BERMUDA HNDRD/RVRSBND (0010)			TOTAL COST	\$66,061,655		
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27	Planned Obligations by Phase, Year, and Funding Source
RW AC	Federal - AC OTHER	\$0	\$7,648,824	\$0	\$0	\$0	
CN	Federal - AC CONVERSION	\$0	\$0	\$1,260,368	\$1,321,439	\$1,384,964	
	Federal - NHS/NHPP	\$0	\$1,157,140	\$0	\$0	\$0	
CN TOTAL		\$0	\$1,157,140	\$1,260,368	\$1,321,439	\$1,384,964	
CN AC	Federal - AC	\$0	\$16,709,865	\$0	\$0	\$0	Advance Construction by Phase and Year Marked with AC
	Federal - AC OTHER	\$0	\$0	\$5,401,477	\$0	\$0	
CN AC		\$0	\$16,709,865	\$5,401,477	\$0	\$0	

The Ungrouped Projects

Interstate Projects

UPC NO	121682	SCOPE	Preliminary Engineering			
SYSTEM	Interstate	JURISDICTION	Goochland County	OVERSIGHT	NFO	
PROJECT	I-64/VA 623 ASHLAND RD INTERCHANGE IAR			ADMIN BY	VDOT	
DESCRIPTION	FROM: I-64 TO: I-64					
PROGRAM NOTE	All funding is obligated based on current allocations/estimate.					
ROUTE/STREET	I-64 (0064)			TOTAL COST	\$360,000	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	123919	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Goochland County	OVERSIGHT	NFO	
PROJECT	#SMART24 - I-64 AT ASHLAND RD (RTE 623) INTERCHANGE			ADMIN BY	VDOT	
DESCRIPTION	FROM: I-64 TO: ASHLAND RD (RTE 623) INTERCHANGE (0.9370 MI)					
ROUTE/STREET	I-64 (0064)			TOTAL COST	\$78,888,128	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
CN	Federal - AC CONVERSION	\$0	\$1,350,076	\$24,075,611	\$2,755,727	\$0

UPC NO	120384	SCOPE	Transit			
SYSTEM	Interstate	JURISDICTION	Henrico County	OVERSIGHT	NFO	
PROJECT	#I64CIP - I-64 INCREASE BUS FREQUENCY- RTE7 / NINE MILE ROAD			ADMIN BY	DRPT	
DESCRIPTION						
ROUTE/STREET	NINE MILE ROAD (0064)			TOTAL COST	\$7,816,397	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	110394	SCOPE				
SYSTEM	Interstate	JURISDICTION	Henrico County	OVERSIGHT	NFO	
PROJECT	#HB2.FY17 RTE 64 - MAJOR WIDENING GARVEE DEBT SERVICE			ADMIN BY	VDOT	

DESCRIPTION						TOTAL COST		\$17,768,574
ROUTE/STREET		0064				TOTAL COST		\$17,768,574
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30		
PE	Federal - AC CONVERSION	\$0	\$0	\$731,831	\$576,147	\$412,574		
	Federal - NHS/NHPP	\$0	\$879,996	\$0	\$0	\$0		
PE TOTAL		\$0	\$879,996	\$731,831	\$576,147	\$412,574		
PE AC	Federal - AC	\$0	\$2,041,475	\$0	\$0	\$0		

UPC NO		120374	SCOPE		Reconstruction W/ Added Capacity			
SYSTEM		Interstate	JURISDICTION		Henrico County	OVERSIGHT	NFO	
PROJECT		#164CIP - I-64WB EXIT 181 IMPROVE INTERCHANGE CONFIGURATION				ADMIN BY	VDOT	
DESCRIPTION		FROM: 0.129 Miles West of Parham Road TO: 0.160 Miles East of Parham Road (0.2890 MI)						
ROUTE/STREET		0064				TOTAL COST		\$13,373,941
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30		
CN	Federal - AC CONVERSION	\$0	\$4,261,959	\$0	\$0	\$0		

UPC NO		107458	SCOPE		Reconstruction W/ Added Capacity			
SYSTEM		Interstate	JURISDICTION		Henrico County	OVERSIGHT	FO	
PROJECT		#HB2.FY17 RTE 64 - MAJOR WIDENING				ADMIN BY	VDOT	
DESCRIPTION		FROM: RTE 295 TO: EXIT 205 (BOTTOM'S BR) (3.9300 MI)						
ROUTE/STREET		0064				TOTAL COST		\$46,963,441
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30		
CN	Federal - AC CONVERSION	\$0	\$0	\$3,075,062	\$3,231,203	\$3,394,529		
	Federal - NHS/NHPP	\$0	\$2,926,748	\$0	\$0	\$0		
CN TOTAL		\$0	\$2,926,748	\$3,075,062	\$3,231,203	\$3,394,529		
CN AC	Federal - AC	\$0	\$19,824,609	\$0	\$0	\$0		

UPC NO		124222	SCOPE		Preliminary Engineering		
SYSTEM		Interstate	JURISDICTION		Multi-jurisdictional: Richmond MPO	OVERSIGHT	NFO

PROJECT	SHORT PUMP AREA TRANSPORTATION IMPROVEMENTS NEPA STUDY				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	I-64 (0064)				TOTAL COST	\$1,800,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	122805	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Interstate	JURISDICTION	New Kent County		OVERSIGHT	NFO
PROJECT	#SMART24 - I-64 GAP WIDENING - SEGMENT A				ADMIN BY	VDOT
DESCRIPTION	FROM: MILEMARKER 204.9 TO: MILEMARKER 215.6 (10.7000 MI)					
ROUTE/STREET	I-64 (0064)				TOTAL COST	\$243,797,200
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	123831	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Interstate	JURISDICTION	New Kent County		OVERSIGHT	NFO
PROJECT	#SMART24 - I-64 GAP WIDENING - SEGMENT B				ADMIN BY	VDOT
DESCRIPTION	FROM: MILEMARKER 215.6 TO: MILEMARKER 224.3 (8.7000 MI)					
ROUTE/STREET	I-64 (0064)				TOTAL COST	\$242,323,836
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
CN	Federal - AC CONVERSION	\$0	\$0	\$0	\$30,000,000	\$0

UPC NO	127838	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Interstate	JURISDICTION	New Kent County		OVERSIGHT	NFO
PROJECT	#SMART26 I64 EXIT 211 INTERCHANGE IMPROVEMENT PROJECT				ADMIN BY	VDOT
DESCRIPTION	FROM: I-64 TO: I64 Exit 211 Interchange (0.3000 MI)					
ROUTE/STREET	I-64 (0064)				TOTAL COST	\$94,000,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
CN	Federal - NHS/NHPP	\$0	\$0	\$4,527,585	\$0	\$0

CN AC	Federal - AC OTHER	\$0	\$20,700,000	\$21,400,827	\$2,191,034	\$0
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UPC NO	111984	SCOPE				
SYSTEM	Interstate	JURISDICTION	Chesterfield County		OVERSIGHT	NFO
PROJECT	#SMART18 - I-95 AuxLanes b/w Rte.288/Rte.10-GARVEE Debt Serv				ADMIN BY	VDOT
DESCRIPTION						
ROUTE/STREET	0095				TOTAL COST	\$6,598,037
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - AC CONVERSION	\$0	\$0	\$621,123	\$577,679	\$532,118
	Federal - NHS/NHPP	\$0	\$662,434	\$0	\$0	\$0
PE TOTAL		\$0	\$662,434	\$621,123	\$577,679	\$532,118
PE AC	Federal - AC	\$0	\$4,371,105	\$0	\$0	\$0

UPC NO	127888	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Chesterfield County		OVERSIGHT	NFO
PROJECT	#SMART26 I-95/ROUTE 10 INTERCHANGE IMPROVEMENT, PHASE II				ADMIN BY	VDOT
DESCRIPTION	FROM: .37 N of Rte 10 TO: .4 miles South of Rte 10 (0.7910 MI)					
ROUTE/STREET	I-95N (0095)				TOTAL COST	\$49,199,419
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
RW	Federal - NHS/NHPP	\$0	\$0	\$0	\$1,720,110	\$0
CN	Federal - NHS/NHPP	\$0	\$0	\$0	\$0	\$25,383,133
CN AC	Federal - AC OTHER		\$0	\$0	\$0	\$17,602,576

UPC NO	119673	SCOPE	Preliminary Engineering			
SYSTEM	Interstate	JURISDICTION	Richmond		OVERSIGHT	NFO
PROJECT	I-95 at Commerce Road / Bells Road IAR / Access Study				ADMIN BY	VDOT
DESCRIPTION						
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					

ROUTE/STREET	I-95 (0095)				TOTAL COST	\$550,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	123895	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Richmond		OVERSIGHT	NFO
PROJECT	RICHMOND MARINE TERMINAL ACCESS IMPROVEMENTS I-95/BELLS RD				ADMIN BY	VDOT
DESCRIPTION	FROM: I-95 TO: BELLS ROAD (0.3000 MI)					
ROUTE/STREET	I-95 (0095)				TOTAL COST	\$2,000,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE AC	Federal - AC OTHER	\$0	\$0	\$0	\$0	\$2,000,000

UPC NO	116656	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#195CIP VARIABLE SPEED LIMITS - PROGRAM UPC				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	0095				TOTAL COST	\$7,034,630
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - NHS/NHPP	\$0	\$2,043,049	\$0	\$0	\$0
	Federal - NHS/NHPP	\$0	\$2,043,049	\$0	\$0	\$0
	Other	\$0	\$4,991,581	\$0	\$0	\$0
	Other	\$0	\$4,991,581	\$0	\$0	\$0
PE TOTAL		\$0	\$14,069,260	\$0	\$0	\$0

UPC NO	116658	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#195CIP GEOFENCED EMERGENCY NOTIFICATIONS				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	0095				TOTAL COST	\$233,739
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30

PE	Other	\$0	\$233,739	\$0	\$0	\$0
	Other	\$0	\$233,739	\$0	\$0	\$0
PE TOTAL		\$0	\$467,478	\$0	\$0	\$0

UPC NO	116661	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#OTHER INTERSTATE TECHNOLOGY IMPROVEMENTS - PROGRAM UPC			ADMIN BY	VDOT	
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	9999			TOTAL COST	\$3,202,500	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Other	\$0	\$3,202,500	\$0	\$0	\$0
	Other	\$0	\$3,202,500	\$0	\$0	\$0
PE TOTAL		\$0	\$6,405,000	\$0	\$0	\$0

Primary Projects

UPC NO	104889	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Primary	JURISDICTION	Chesterfield County		OVERSIGHT	NFO
PROJECT	RT 10 (Whitepine to Frith) WIDENING				ADMIN BY	Locally
DESCRIPTION	FROM: 0.787 MI N. of Rte. 288 TO: 1.110 MI S. of Rte. 288 (1.8970 MI)					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	IRONBRIDGE ROAD (0010)				TOTAL COST	\$15,125,097
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	T30829	SCOPE	Other			
SYSTEM	Primary	JURISDICTION	Chesterfield County		OVERSIGHT	NFO
PROJECT	RTE 10/ENON CHURCH ROAD INTERSECTION IMPROVEMENT STUDY				ADMIN BY	VDOT
DESCRIPTION	FROM: Enon Church Road TO: East Hundred Road (0.0100 MI)					
ROUTE/STREET	RTE 10/ENON CHURCH ROAD (0010)				TOTAL COST	\$50,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	110393	SCOPE				
SYSTEM	Primary	JURISDICTION	Chesterfield County		OVERSIGHT	NFO
PROJECT	#HB2.FY17 RT 10 (BERM TRI TO MEADOWV) GARVEE DEBT SERVICE				ADMIN BY	VDOT
DESCRIPTION						
ROUTE/STREET	0010				TOTAL COST	\$8,701,699
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - AC CONVERSION	\$0	\$0	\$594,486	\$525,240	\$452,485
	Federal - NHS/NHPP	\$0	\$660,397	\$0	\$0	\$0
PE TOTAL		\$0	\$660,397	\$594,486	\$525,240	\$452,485
PE AC	Federal - AC	\$0	\$3,089,482	\$0	\$0	\$0

UPC NO	101020	SCOPE	Reconstruction W/ Added Capacity			
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SYSTEM	Primary	JURISDICTION	Chesterfield County			OVERSIGHT	NFO
PROJECT	#HB2.FY17 RTE 10 (BERMUDA TRIANGLE RD TO MEADOWVILLE RD)					ADMIN BY	Locally
DESCRIPTION	FROM: 1.73 mi. W of Rte. 618 (OLD BERMUDA HUNDRED RD) TO: 0.27 mi. E of Rte. 618 (OLD BERMUDA HUNDRED ROAD) (2.0000 MI)						
ROUTE/STREET	WEST HNDRD/MEADOWVILLE/OLD BERMUDA HNDRD/RVRSBND (0010)				TOTAL COST	\$66,061,655	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
CN	Federal - AC CONVERSION	\$0	\$0	\$1,367,793	\$1,437,202	\$1,509,843	
	Federal - NHS/NHPP	\$0	\$1,301,924	\$0	\$0	\$0	
CN TOTAL		\$0	\$1,301,924	\$1,367,793	\$1,437,202	\$1,509,843	
CN AC	Federal - AC	\$0	\$22,048,075	\$0	\$0	\$0	

UPC NO	56181	SCOPE	Reconstruction W/ Added Capacity				
SYSTEM	Primary	JURISDICTION	Hanover County			OVERSIGHT	NFO
PROJECT	RTE 33 - ADD LEFT TURN LANES AT THE INTERSECTION OF RTE 623					ADMIN BY	VDOT
DESCRIPTION	FROM: 0.310 MI S RTE 623 (ASHLAND RD) TO: 0.285 MI N RTE 623 (ASHLAND RD) (0.5850 MI)						
PROGRAM NOTE	All funds obligated based on current allocations/estimate.						
ROUTE/STREET	0033				TOTAL COST	\$9,026,104	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
		\$0	\$0	\$0	\$0	\$0	

UPC NO	118145	SCOPE	Preliminary Engineering				
SYSTEM	Primary	JURISDICTION	Chesterfield County			OVERSIGHT	NFO
PROJECT	Route 60 Corridor Improvement Study					ADMIN BY	Locally
DESCRIPTION	FROM: Winterfield Rd/LeGordon Drive TO: Old Buckingham Road/Woolrdige Rd						
PROGRAM NOTE	All funds obligated based on current allocations/estimate.						
ROUTE/STREET	ROUTE 60 (0060)				TOTAL COST	\$130,000	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
		\$0	\$0	\$0	\$0	\$0	

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: .02 East of Murray Olds Drive (0.0500 MI)					
ROUTE/STREET	MIDLOTHIAN TURNPIKE (0060)			TOTAL COST	\$22,293,031	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - RSTP	\$396,451	\$1,585,802	\$0	\$0	\$0
RW	Federal - RSTP	\$7,329	\$0	\$0	\$29,317	\$0
RW AC	Federal - AC OTHER	\$0	\$0	\$0	\$4,147,735	\$0
CN AC	Federal - AC OTHER		\$0	\$0	\$0	\$16,126,397

UPC NO	120380	SCOPE	Transit			
SYSTEM	Primary	JURISDICTION	Henrico County	OVERSIGHT	NFO	
PROJECT	#164CIP - I-64 E/WB - BROAD STREET - SHORT PUMP BUS SERVICE			ADMIN BY	DRPT	
DESCRIPTION						
ROUTE/STREET	I-64 (0064)			TOTAL COST	\$3,744,635	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE AC	Federal - AC OTHER	\$0	\$1,088,890	\$0	\$0	\$0

UPC NO	115534	SCOPE	Other			
SYSTEM	Primary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO	
PROJECT	Hopkins/Chippenham Interchange Modification Report (IMR)			ADMIN BY	Locally	
DESCRIPTION	FROM: Various TO: Various					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	CHIPPENHAM PARKWAY (0150)			TOTAL COST	\$500,000	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	124712	SCOPE	Transit			
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SYSTEM	Primary	JURISDICTION	Richmond			OVERSIGHT	NFO
PROJECT	#SMART24 - BROAD ST STREETScape W/ PULSE BRT EXP PHASE III					ADMIN BY	Locally
DESCRIPTION	FROM: MALVERN AVENUE TO: LIBBIE AVENUE (1.6000 MI)						
ROUTE/STREET	BROAD STREET (0250)					TOTAL COST	\$23,852,736
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
RW	Federal - NHS/NHPP	\$0	\$0	\$0	\$3,928,349	\$0	

UPC NO	111467	SCOPE	Reconstruction W/ Added Capacity				
SYSTEM	Primary	JURISDICTION	Chesterfield County			OVERSIGHT	NFO
PROJECT	#SMART18 - SB Rt 288 to WB US 360 WB Off-Ramp					ADMIN BY	Locally
DESCRIPTION	FROM: 0.046 MI. N of Route 360 (Hull Street Rd.) TO: 1.135 MI. N. of Route 360 (Hull Street Rd.) (1.0890 MI)						
ROUTE/STREET	ROUTE 288 (0288)					TOTAL COST	\$24,974,657
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
		\$0	\$0	\$0	\$0	\$0	

UPC NO	118147	SCOPE	Preliminary Engineering				
SYSTEM	Primary	JURISDICTION	Goochland County			OVERSIGHT	NFO
PROJECT	Goochland Co. West Creek Area Transportation Access Study					ADMIN BY	VDOT
DESCRIPTION	FROM: Broad Street Road TO: Tuckahoe Creek Parkway						
PROGRAM NOTE	All funds obligated based on current allocations/estimate.						
ROUTE/STREET	ROUTE 288 (0288)					TOTAL COST	\$499,900
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
		\$0	\$0	\$0	\$0	\$0	

UPC NO	104890	SCOPE	Reconstruction W/ Added Capacity				
SYSTEM	Primary	JURISDICTION	Chesterfield County			OVERSIGHT	NFO
PROJECT	RTE 360 E (Lonas Pkwy to Castle Rock Rd) - WIDENING					ADMIN BY	Locally
DESCRIPTION	FROM: 0.190 Miles West of Bridgewood Rd. TO: 0.029 Miles East of Castle Rock Rd. (0.5610 MI)						
ROUTE/STREET	HULL STREET ROAD (0360)					TOTAL COST	\$6,428,134
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	

	\$0	\$0	\$0	\$0	\$0
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UPC NO	118144	SCOPE	Preliminary Engineering			
SYSTEM	Primary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO	
PROJECT	US 360 Superstreets Study			ADMIN BY	Locally	
DESCRIPTION	FROM: Winterpock Rd TO: Harbour Point Parkway/Mockingbird Lane					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	US 360 (0360)			TOTAL COST	\$300,000	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	13551	SCOPE	Safety			
SYSTEM	Primary	JURISDICTION	Hanover County	OVERSIGHT	NFO	
PROJECT	#SMART18 - RTE 360 WIDENING			ADMIN BY	Locally	
DESCRIPTION	FROM: 0.61 MI W RTE 643 (LEE DAVIS RD) TO: 0.19 MI E RTE 643 (LEE DAVIS RD) (0.8000 MI)					
ROUTE/STREET	MECHANICSVILLE TURNPIKE (0360)			TOTAL COST	\$35,485,717	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - STP/STBC	(\$80,898)	(\$323,592)	\$0	\$0	\$0
RW	Federal - HIP/F	\$0	\$126,833	\$0	\$0	\$0
	Other	\$0	\$734,630	\$0	\$0	\$0
RW TOTAL		\$0	\$861,463	\$0	\$0	\$0
CN	Other	\$0	\$8,534,687	\$0	\$0	\$0

UPC NO	122295	SCOPE	Traffic Management/Engineering			
SYSTEM	Primary	JURISDICTION	Richmond District-wide	OVERSIGHT	NFO	
PROJECT	#195CIP - PARALLEL ROUTES OPERATIONS STUDY			ADMIN BY	VDOT	
DESCRIPTION						
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	VARIOUS (9999)			TOTAL COST	\$150,000	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30

	\$0	\$0	\$0	\$0	\$0
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UPC NO	CHE0001	SCOPE	Reconstruction w/ Added Capacity		
SYSTEM	Primary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO
PROJECT	Powhite Parkway Extension Phase I			ADMIN BY	Locally
DESCRIPTION	Extend Powhite Parkway to Woolridge Road				
ROUTE/STREET	Powhite Parkway to Woolridge Road			TOTAL COST	\$150,000,000
MPO NOTE	Locally Funded, included for conformity. Construction anticipated to complete Summer 2028. Construction expected to begin in FY27				
FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
Local	\$0	\$80,000,000	\$65,500,000	\$3,000,000	\$0

UPC NO	CHE0003	SCOPE	Reconstruction w/ Added Capacity		
SYSTEM	Primary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO
PROJECT	Route 360 (Woodlake Village – Otterdale) Widening			ADMIN BY	Locally
DESCRIPTION	Route 360 from Woodlake Village Parkway to Otterdale Road				
ROUTE/STREET	Route 360			TOTAL COST	\$39,200,000
MPO NOTE	Locally Funded, included for conformity.				
FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
Local	\$0	\$1,800,000	\$5,600,000	\$5,600,000	\$13,000,000

Secondary Projects

UPC NO	111713	SCOPE	New Construction Roadway			
SYSTEM	Secondary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO	
PROJECT	#SMART18 - BBC Ph 1 - Bailey Br Conn., Brad McNeer Conn.			ADMIN BY	Locally	
DESCRIPTION	FROM: BRAD MC NEER PKWY TO: BAILEY BRIDGE ROAD					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	BAILEY BRIDGE CONNECTOR (0000)			TOTAL COST	\$29,486,268	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	112974	SCOPE	New Construction Roadway			
SYSTEM	Secondary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO	
PROJECT	RTE 668 (Woolridge Road, Rt 288-Old Hundred Road) Extension			ADMIN BY	Locally	
DESCRIPTION	FROM: 0.299 MI South of Rte 652 TO: 0.435 MI North of Rte 288 (1.8090 MI)					
ROUTE/STREET	N WOOLRIDGE ROAD (0668)			TOTAL COST	\$54,252,036	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	125559	SCOPE	Safety			
SYSTEM	Secondary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO	
PROJECT	OLD GUN ROAD SAFETY IMPROVEMENTS			ADMIN BY	VDOT	
DESCRIPTION	FROM: ROBIOUS ROAD TO: RICHMOND CITY LIMIT					
ROUTE/STREET	OLD GUN ROAD (0673)			TOTAL COST	\$150,000	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	77121	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Secondary	JURISDICTION	Hanover County	OVERSIGHT	NFO	
PROJECT	RTE 638 - CONSTRUCT LTL & ADD SB REC. LN			ADMIN BY	Locally	
DESCRIPTION	FROM: 0.2 MILE SOUTH OF ROUTE 301 TO: INTERSECTION ROUTE 301 (0.2000 MI)					
ROUTE/STREET	ATLEE ROAD (0638)			TOTAL COST	\$2,588,517	

FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
	\$0	\$0	\$0	\$0	\$0

UPC NO	115195	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Secondary	JURISDICTION	Hanover County		OVERSIGHT	NFO
PROJECT	Atlee Station Rd Widening (Phase 2)				ADMIN BY	Locally
DESCRIPTION	FROM: 0.124 MI N OF RTE 1860 (Castle Tower Rd) TO: 0.067 MI S OF RTE 1255 (Warren Ave) (2.0700 MI)					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	ATLEE STATION ROAD (0637)				TOTAL COST	\$37,014,201
FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
	\$0	\$0	\$0	\$0	\$0	

UPC NO	109260	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Secondary	JURISDICTION	Hanover County		OVERSIGHT	NFO
PROJECT	POLE GREEN RD WIDENING				ADMIN BY	Locally
DESCRIPTION	FROM: Bell Creek Road TO: Rural Point Road (1.6400 MI)					
ROUTE/STREET	POLE GREEN ROAD (0627)				TOTAL COST	\$41,642,923
FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
CN	Federal - RSTP	\$1,756,481	\$0	\$0	\$7,025,923	\$0
CN AC	Federal - AC OTHER	\$0	\$0	\$0	\$26,612,875	\$0

UPC NO	50528	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Secondary	JURISDICTION	Henrico County		OVERSIGHT	NFO
PROJECT	THREE CHOPT ROAD - WIDENING - PE ONLY				ADMIN BY	Locally
DESCRIPTION	FROM: BARRINGTON HILL DRIVE TO: GASKINS ROAD (1.5000 MI)					
ROUTE/STREET	9999				TOTAL COST	\$2,933,000
FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
	\$0	\$0	\$0	\$0	\$0	

UPC NO	60933	SCOPE	Reconstruction W/ Added Capacity			
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SYSTEM	Secondary	JURISDICTION	Henrico County		OVERSIGHT	NFO
PROJECT	RTE 9999 - DABBS HOUSE RD; RECONSTRUCTION				ADMIN BY	Locally
DESCRIPTION	FROM: INT. DABBS HOUSE ROAD AND NINE MILE ROAD TO: 0.075 MI. N OF INT. DABBS HOUSE RD & E RICHMOND RD (0.8920 MI)					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	DABBS HOUSE ROAD (9999)				TOTAL COST	\$11,723,295
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	111716	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Secondary	JURISDICTION	Henrico County		OVERSIGHT	NFO
PROJECT	#SMART18 - RICHMOND-HENRICO TURNPIKE -- SOUTH SGMT				ADMIN BY	Locally
DESCRIPTION	FROM: LABURNUM AVENUE TO: HUMMINGBIRD RD (1.1490 MI)					
ROUTE/STREET	RICHMOND-HENRICO TURNPIKE (7609)				TOTAL COST	\$41,663,459
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	60934	SCOPE	Reconstruction W/O Added Capacity			
SYSTEM	Secondary	JURISDICTION	Henrico County		OVERSIGHT	NFO
PROJECT	RTE 9999 - SADLER RD; WIDEN & RECONSTRUCT; FED ESCROW PROJ				ADMIN BY	Locally
DESCRIPTION	FROM: 0.005 MI WEST OF DOMINION BOULEVARD TO: 0.030 MI EAST OF CEDAR FOREST ROAD (1.8830 MI)					
ROUTE/STREET	SADLER ROAD (9999)				TOTAL COST	\$3,040,260
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	50529	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Secondary	JURISDICTION	Henrico County		OVERSIGHT	NFO
PROJECT	RTE 9999 (THREE CHOPT ROAD) WIDEN TO 4 LANES				ADMIN BY	Locally
DESCRIPTION	FROM: 1.076 Mi W INT. COX ROAD TO: 0.241 MI E INT. GASKINS ROAD (2.1740 MI)					
ROUTE/STREET	THREE CHOPT ROAD (9999)				TOTAL COST	\$54,884,131
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30

	\$0	\$0	\$0	\$0	\$0
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UPC NO	CHE0002	SCOPE	Reconstruction w/ Added Capacity		
SYSTEM	Secondary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO
PROJECT	Woolridge Road (Lacoc – Genito) Widening			ADMIN BY	Locally
DESCRIPTION	Widening of Woolridge Road from Lacoc Road – Genito Road				
ROUTE/STREET	Woolridge Road			TOTAL COST	\$21,250,000
MPO NOTE	CVTA funded, included for conformity. Construction is anticipated to begin in early fall 2026.				
FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
	\$0	\$5,300,000	\$5,300,000	\$5,300,000	\$0

Urban Projects

UPC NO	T29524	SCOPE	Facilities For Pedestrians And Bicycles			
SYSTEM	Urban	JURISDICTION	Ashland	OVERSIGHT	NFO	
PROJECT	RT 1/ASHCAKE SIDEWALK			ADMIN BY	VDOT	
DESCRIPTION	FROM: ROUTE 1 TO: ASHCAKE ROAD					
ROUTE/STREET	ASHCAKE ROAD (9000)			TOTAL COST	\$36,784	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
CN	Federal - CMAQ	\$7,357	\$0	\$0	\$29,427	\$0

UPC NO	123760	SCOPE	Safety			
SYSTEM	Urban	JURISDICTION	Ashland	OVERSIGHT	NFO	
PROJECT	#SMART24 - GREEN CHIMNEY			ADMIN BY	VDOT	
DESCRIPTION	FROM: US 1 TO: HILL CARTER					
ROUTE/STREET	GREEN CHIMNEY (U000)			TOTAL COST	\$11,846,777	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
RW AC	Federal - AC OTHER	\$0	\$1,907,353	\$0	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$0	\$8,337,304	\$0	\$0

UPC NO	123761	SCOPE	New Construction Roadway			
SYSTEM	Urban	JURISDICTION	Ashland	OVERSIGHT	NFO	
PROJECT	#SMART24 - HILL CARTER PARKWAY EXTENSION			ADMIN BY	VDOT	
DESCRIPTION						
ROUTE/STREET	HILL CARTER PARKWAY (U000)			TOTAL COST	\$22,517,888	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
RW AC	Federal - AC OTHER	\$0	\$0	\$2,841,385	\$0	\$0
CN	Federal - STP/STBG	\$0	\$0	\$0	\$0	\$11,313,660
CN AC	Federal - AC OTHER	\$0	\$0	\$0	\$0	\$6,076,521

UPC NO	19036	SCOPE	Reconstruction W/O Added Capacity			
SYSTEM	Urban	JURISDICTION	Richmond	OVERSIGHT	NFO	
PROJECT	FOREST HILL AVENUE IMPROVEMENTS			ADMIN BY	Locally	
DESCRIPTION	FROM: HATHAWAY RD TO: POWHITE PARKWAY (0.7400 MI)					
ROUTE/STREET	FOREST HILL AVENUE (U000)			TOTAL COST	\$14,189,886	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	19035	SCOPE	Reconstruction W/O Added Capacity			
SYSTEM	Urban	JURISDICTION	Richmond	OVERSIGHT	NFO	
PROJECT	JAHNKE ROAD - 2 LANE IMPROVEMENTS			ADMIN BY	Locally	
DESCRIPTION	FROM: BLAKEMORE RD TO: FOREST HILL AVE (1.2200 MI)					
ROUTE/STREET	JAHNKE ROAD (U000)			TOTAL COST	\$39,719,924	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
CN AC	Federal - AC OTHER	\$0	\$17,007,708	\$0	\$0	\$0

UPC NO	104888	SCOPE	Bridge Rehab W/O Added Capacity			
SYSTEM	Urban	JURISDICTION	Richmond	OVERSIGHT	NFO	
PROJECT	#SGR23LB - RT 360 - REPLACE MAYO BRIDGE			ADMIN BY	VDOT	
DESCRIPTION	FROM: Floodwall near Manchester Road TO: Floodwall near Canal Walk (0.3770 MI)					
ROUTE/STREET	MAYO BRIDGE (U000)			TOTAL COST	\$191,589,321	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
RW	Federal - HIP/F	\$1,966,798	\$7,867,193	\$0	\$0	\$0
	Federal - NHS/NHPP	\$867,453	\$3,469,812	\$0	\$0	\$0
	Federal - RSTP	\$597,200	\$2,388,800	\$0	\$0	\$0
RW TOTAL		\$3,431,451	\$13,725,805	\$0	\$0	\$0

Miscellaneous Projects

UPC NO	86357	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Multi-jurisdictional: Richmond MPO	OVERSIGHT	NFO	
PROJECT	RAMPO Travel Demand Modeling On-Call Consultant Support			ADMIN BY	Other	
DESCRIPTION						
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	9999			TOTAL COST	\$1,443,550	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	120532	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	NFO	
PROJECT	#SMART22 #I81CIP - INTERCITY RAIL SERVICE EXPANSION			ADMIN BY	VPRA	
DESCRIPTION	FROM: Western Rail Initiative: Rte 46 DC TO: Roanoke					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	NA (9999)			TOTAL COST	\$257,200,000	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	T11802	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	FO	
PROJECT	Vehicle Fuel Conversion Program			ADMIN BY	Other	
DESCRIPTION	FROM: 1 TO: 1					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	9999			TOTAL COST	\$8,640,000	

FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
	\$0	\$0	\$0	\$0	\$0

UPC NO	T29917	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	NFO	
PROJECT	TRANSFORMING RAIL IN VIRGINIA / VPRA			ADMIN BY	VPRA	
DESCRIPTION	FROM: DC Rte 47, and Rte 51 TO: Newport News, Richmond					
PROGRAM NOTE	Child UPC of Parent UPC 124309 All funds obligated based on current allocations/estimate.					
ROUTE/STREET	9999	TOTAL COST	\$117,574,889			
FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
	\$0	\$0	\$0	\$0	\$0	

UPC NO	T20741	SCOPE				
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	NFO	
PROJECT	VEHICLE FUEL CONVERSION PROGRAM MARKETING			ADMIN BY	Other	
DESCRIPTION						
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	9999	TOTAL COST	\$360,000			
FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
	\$0	\$0	\$0	\$0	\$0	

UPC NO	124309	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	NFO	
PROJECT	Transforming Rail in Virginia - VRE Operations Costs / VPRA			ADMIN BY	VPRA	
DESCRIPTION	FROM: DC Rte 46 and Rte 50 TO: Roanoke, Newport News, Norfolk and Richmond					
ROUTE/STREET	9999	TOTAL COST	\$42,750,000			

	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - CMAQ	\$3,711,302	\$9,852,982	\$4,992,225	\$0	\$0

Public Transportation Projects

This format is consistent with DRPT's formatting to ensure consistency.

STIP ID	CCS9001	SCOPE	Transit: Other				
SYSTEM	Transit	RECIPIENT	Chesterfield Community Services Board				
PROJECT	Mobility Management and Other Capital					ADMIN BY	
MPO NOTES						TOTAL	121
	FUND SOURCE	FY27	FY28	FY29	FY30		
	Federal (total)	23	24	25	25		
	- FTA 5310	23	24	25	25		
	State	5	5	5	5		
	Local	1	1	1	1		

STIP ID	CCV0001	SCOPE	Transit: Operating				
SYSTEM	Transit	RECIPIENT	Chesterfield County				
Project	Operating Assistance					ADMIN BY	
MPO NOTES						TOTAL	306
	FUND SOURCE	FY27	FY28	FY29	FY30		
	Federal - FTA 5310	42	43	44	46		
	State	25	26	27	27		
	Local	6	6	7	7		

STIP ID	CCV9001	SCOPE	Transit: Other				
SYSTEM	Transit	RECIPIENT	Chesterfield County				
Project	Mobility Management and Other Capital					ADMIN BY	
MPO NOTES						TOTAL	1803

	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5310	345	355	366	377
	State	69	71	73	75
	Local	17	18	18	19

STIP ID	DRPT1007	SCOPE	Transit: Vehicles		
SYSTEM	Transit	RECIPIENT	Department of Rail and Public Transportation		
Project	Acquisition of Accessible Vehicles		ADMIN BY		
MPO NOTES			TOTAL		21469
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5310	2980	3278	3606	3967
	State	349	384	423	4645
	Local	396	435	479	527

STIP ID	GRT0002	SCOPE	Transit: Operating		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Operating Assistance		ADMIN BY		
MPO NOTES			TOTAL		367
	FUND SOURCE	FY27	FY28	FY29	C
	Federal - FTA 5310	44	45	47	48
	State	35	36	37	38
	Local	9	9	9	10

STIP ID	GRT1001	SCOPE	Transit: Vehicles		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Revenue Vehicles- Replacement		ADMIN BY		
MPO NOTES			TOTAL		77033
	FUND SOURCE	FY27	FY28	FY29	FY30

	Federal	3462	4158	9375	4490
	State	8409	10098	22768	10904
	Local	495	894	1339	641

STIP ID	GRT3001	SCOPE	Transit: Amenities		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Passenger Amenities		ADMIN BY		
MPO NOTES			TOTAL	32630	
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5307	1142	1220	1124	1104
	State	2049	2221	2052	1972
	Local	8887	9154	837	868

STIP ID	GRT4001	SCOPE	Transit: Amenities		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Facility Improvements		ADMIN BY		
MPO NOTES			TOTAL	5320	
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5307	2536	400	680	640
	State	508	80	136	128
	Local	127	20	34	32

STIP ID	GRT4002	SCOPE	Transit: Engineering		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Facility Construction North Side Transfer Center		ADMIN BY		
MPO NOTES			TOTAL	30000	

	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal (Total)	560	1380	20000	0
	- FTA 5307	560	1380	0	0
	- Other Federal	0	0	20000	0
	State	1360	1500	4000	0
	Local	80	120	1000	0

STIP ID	GRT4003	SCOPE	Transit: Engineering		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Admin Maintenance Facility Development			ADMIN BY	
MPO NOTES				TOTAL	40000
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - Other	2400	2800	13400	13400
	State	480	560	2680	2680
	Local	120	140	670	670

STIP ID	GRT4004	SCOPE	Transit: Amenities		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Downtown Transfer Center			ADMIN BY	
MPO NOTES				TOTAL	36400
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5307	28000	0	0	0
	State	5600	0	0	0
	Local	2800	0	0	0

STIP ID	GRT5001	SCOPE	Transit: Vehicles		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Support Vehicles- Expansion		ADMIN BY		
MPO NOTES			TOTAL	2714	
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5307	1636	191	191	151
	State	327	38	38	32
	Local	82	10	10	8

STIP ID	GRT6001	SCOPE	Transit: System Preservation		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	ADP Hardware and Equipment		ADMIN BY		
MPO NOTES			TOTAL	2020	
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - 5307	1096	112	280	128
	State	220	23	56	26
	Local	55	6	14	7

STIP ID	GRT6002	SCOPE	Transit: System Preservation		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Shop Equipment		ADMIN BY		
MPO NOTES			TOTAL	666	
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5307	24	13	39	111
	State	57	33	94	269
	Local	3	2	5	16

STIP ID	GRT7001	SCOPE	Transit: System Preservation		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	ADP Software		ADMIN BY		
MPO NOTES			TOTAL		3883
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5307	782	709	797	803
	State	156	158	159	161
	Local	39	39	40	40

STIP ID	GRT9001	SCOPE	Transit: Engineering		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Western BRT Extension		ADMIN BY		
MPO NOTES			TOTAL		1179
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5307	1120	2	0	0
	State	33	9	0	0
	Local	12	3	0	0

STIP ID	GRT9002	SCOPE	Transit: Engineering		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	North South BRT		ADMIN BY		
MPO NOTES			TOTAL		375
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5307	84	96	96	24
	State	17	20	20	5
	Local	4	5	5	1

STIP ID	GRT9003	SCOPE	Transit: Engineering		
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SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Northside Transfer Center			ADMIN BY	
MPO NOTES				TOTAL	30000
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5307	560	1380	20000	0
	State	1360	1500	4000	0
	Local	80	120	1000	0

STIP ID	GRT9004	SCOPE	Transit: Other		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Mobility Management and Other Capital			ADMIN BY	
MPO NOTES				TOTAL	336
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5310	64	66	69	71
	State	13	13	14	14
	Local	3	3	3	3

STIP ID	HAC0001	SCOPE	Transit: Operating		
SYSTEM	Transit	RECIPIENT	Hanover County		
Project	Operating Assistance			ADMIN BY	
MPO NOTES				TOTAL	181
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5310	27	28	28	29
	State	13	14	14	15
	Local	3	3	3	4

STIP ID	HAC9001	SCOPE	Transit: Other		
SYSTEM	Transit	RECIPIENT	Hanover County		

Project	Mobility Management and Other Capital				ADMIN BY	
MPO NOTES					TOTAL	3074
	FUND SOURCE	FY27	FY28	FY29	FY30	
	Federal	588	606	624	642	
	State	118	121	125	128	
	Local	29	30	31	32	

STIP ID	LGS0001	SCOPE	Transit: Operating			
SYSTEM	Transit	RECIPIENT	Lets Go Service			
Project	Operating Assistance				ADMIN BY	
MPO NOTES					TOTAL	454
	FUND SOURCE	FY27	FY28	FY29	FY30	
	Federal - FTA 5310	54	56	58	59	
	State	43	45	46	48	
	Local	11	11	11	12	

STIP ID	POC0001	SCOPE	Transit: Operating			
SYSTEM	Transit	RECIPIENT	Powhatan County Department of Social Services			
Project	Operating Assistance				ADMIN BY	
MPO NOTES					TOTAL	108
	FUND SOURCE	FY27	FY28	FY29	FY30	
	Federal - FTA 5310	13	13	14	14	
	State	10	11	11	11	
	Local	2	3	3	3	

STIP ID	SCO0001	SCOPE	Transit: Operating			
SYSTEM	Transit	RECIPIENT	Senior Connections, The Capital Area Agency on Aging			
Project	Operating Assistance				ADMIN BY	

MPO NOTES				TOTAL	559
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal	82	84	87	89
	State	42	43	44	45
	Local	10	11	11	11

STIP ID	SOC9001	SCOPE	Transit: Other		
SYSTEM	Transit	RECIPIENT	Senior Connections, The Capital Area Agency on Aging		
Project	Mobility Management and Other Capital		ADMIN BY		
MPO NOTES				TOTAL	996
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal	193	199	205	211
	State	39	40	41	40
	Local	7	7	7	7

STIP ID	TSC0001	SCOPE	Transit: Operating		
SYSTEM	Transit	RECIPIENT	The SPAN Center		
Project	Operating Assistance		ADMIN BY		
MPO NOTES				TOTAL	684
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5310	82	84	87	89
	State	66	67	69	72
	Local	16	17	17	18

STIP ID	TSC9001	SCOPE	Transit: Other		
SYSTEM	Transit	RECIPIENT	The SPAN Center		
Project	Mobility Management and Other Capital		ADMIN BY		
MPO NOTES				TOTAL	1359

	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5310	260	268	276	284
	State	52	53	55	57
	Local	13	13	14	14

Grouped Projects

Introduction

Many projects which use federal funds do not add capacity to the regional transportation network or create new connections. Some examples of these more minor projects include cleaning highway signs, bridge safety inspections, and constructing sidewalks where none exist currently.

Federal law allows funds to be set aside to cover groups of smaller projects. The projects and project details within each group can change without triggering the TIP modification process, providing additional flexibility. As the projects within each grouping can change, [VDOT provides regular updates online](#). By practice, public transportation projects are all individually listed in the TIP and STIP.

As with other projects, any changes to the planned obligations or total cost of these groupings require TIP amendments or adjustments as detailed in the Modifications section of this document.

Bridge Rehabilitation, Replacement, and Reconstruction

These funds cover bridge construction projects such as bridge or drainage structure rehabilitation, and reconstruction or replacement when said work is on or adjacent to the same alignment.

Rail

These funds cover projects for rail/highway crossing improvements, regardless of funding source. Examples include improvements to warning devices, crossing surfaces, and construction of grade separation to replace existing at-grade railroad crossings at the same location.

Recreational Trails

These funds cover projects funded and advanced as part of the recreational trails program through the Department of Conservation and Recreation.

Transportation Enhancement, Byway, and Other Non-Traditional Projects

These funds cover projects with scopes of work eligible for funding under the former Transportation Enhancement and Transportation Alternatives Programs, and the Transportation Alternatives (TA) Set-Aside of the Surface Transportation Block Grant Program, regardless of funding source. Examples include construction of interpretive pull-offs and overlooks, welcome centers, pedestrian and bicycle facilities, parking facilities, and wildflower plantings

Preventive Maintenance and System Preservation

These funds cover projects such as area wide programs for cleaning drainage facilities, corrosion protection activities, highway sign face cleaning, and retrofitting of dowel bars. In addition, pavement preservation projects are of a preventative nature that extend pavement life between 2 and 10 years and typically involve the surface layer of the pavement structure. Finally, this group includes pavement resurfacing, restoration, and rehabilitation (3R) activities that are limited to the bound layers of the pavement and typically extend pavement life between 12 and 20 years.

Preventive Maintenance for Bridges

These funds cover eligible bridge activities such as sealing, replacing, or reconstructing joints; deck overlays; painting; cathodic protection; retrofit of critical members and fatigue prone details; and some concrete repairs. This group also includes bridge safety inspections.

Traffic and Safety Operations

These funds cover projects which include signs, traffic signals, pavement markings and markers, guardrail, replacement or preventive maintenance of roadway lighting, maintenance, replacement, or upgrade of traffic calming devices.

Transit Access

These funds cover projects which provide bicycle or pedestrian facilities which increase access to transit services.

Transit Ridesharing

These funds cover projects which include continuation of ridesharing and van-pooling promotion activities at current levels.

Transit Vehicles

These funds cover projects which include purchase or lease of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet, rehabilitation of transit vehicles, and the purchase of support vehicles. This also includes the purchase of operating equipment for vehicles such as radios, fareboxes, and lifts.

The Grouped Projects

GROUPING		Construction: Bridge Rehabilitation/Replacement/Reconstruction				
ROUTE/STREET					TOTAL COST	\$431,672,379
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - CRP/F	\$0	(\$621,855)	\$0	\$0	\$0
	Federal - NHS/NHPP	\$0	\$71,387	\$0	\$0	\$0
PE TOTAL		\$0	(\$550,468)	\$0	\$0	\$0
RW	Federal - BR	\$0	\$0	\$1,480,251	\$0	\$0
	Federal - NHS/NHPP	\$0	\$406,969	\$0	\$0	\$1,604,081
RW TOTAL		\$0	\$406,969	\$1,480,251	\$0	\$1,604,081
CN	Federal - BR		\$0	\$0	\$7,392,097	\$0
	Federal - CRP/F	\$0	\$2,556,528	\$0	\$0	\$0
	Federal - NHPP/E	\$0	\$2,120,845	\$0	\$0	\$0
	Federal - NHS/NHPP	\$0	\$4,074,906	\$19,900,512	\$0	\$41,748,029
	Federal - PROTECTPRGM	\$0	\$0	\$3,392,767	\$3,238,699	\$0
	Federal - STP/STBG	\$0	\$4,191,120	\$8,171,117	\$105,508	\$0
CN TOTAL		\$0	\$12,943,399	\$31,464,396	\$10,736,304	\$41,748,029

GROUPING		Construction : Rail				
ROUTE/STREET					TOTAL COST	\$1,990,765
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
CN	Federal - STP/STBG	\$0	\$138,569	\$0	\$0	\$0

GROUPING		Construction : Safety/ITS/Operational Improvements				
ROUTE/STREET					TOTAL COST	\$1,231,112,331
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - NHS/NHPP	\$0	(\$161,925)	\$1,551,952	\$873,033	\$4,802,122
	Federal - RSTP	\$96,250	\$385,000	\$0	\$0	\$0
	Federal - STP/STBG	\$0	\$97,012	\$0	\$0	\$5,038,801
PE TOTAL		\$96,250	\$320,087	\$1,551,952	\$873,033	\$9,840,923
RW	Federal - CMAQ	\$652,837	\$2,611,346	\$0	\$0	\$0

	Federal - CRP/F	\$0	\$6,210,939	\$0	\$0	\$225,952
	Federal - HSIP	\$0	\$242,210	\$0	\$0	\$0
	Federal - NHFP	\$0	\$4,938,177	\$0	\$0	\$0
	Federal - NHPP/E	\$0	\$121,759	\$0	\$0	\$0
	Federal - NHS/NHPP	\$0	\$170,219	\$648,048	\$2,925,225	\$0
	Federal - RSTP	\$2,849,331	\$2,556,021	\$8,841,304	\$0	\$0
	Federal - STP/STBG	\$0	\$394,058	\$1,347,064	\$0	\$3,177,933
RW TOTAL		\$3,502,168	\$17,244,729	\$10,836,416	\$2,925,225	\$3,403,885
CN	Federal - CMAQ	\$1,688,376	\$3,066,533	\$3,102,576	\$209,450	\$374,944
	Federal - CRP/F	\$0	\$1,301,440	\$0	\$0	\$1,866,393
	Federal - HSIP	\$0	\$4,998,257	\$12,831,935	\$988,281	\$0
	Federal - NHPP/E	\$0	\$460,509	\$135,570	\$0	\$0
	Federal - NHS/NHPP	\$0	\$0	\$4,190,075	\$1,954,146	\$52,957,674
	Federal - RSTP	\$5,697,061	\$4,772,245	\$1,983,400	\$15,793,740	\$238,860
	Federal - STP/STBG	\$0	\$1,200,276	\$0	\$0	\$1,388,647
CN TOTAL		\$7,385,437	\$15,799,260	\$22,243,556	\$18,945,617	\$56,826,518

GROUPING		Construction : Transportation Alternatives/Byway/Non-Traditional				
ROUTE/STREET					TOTAL COST	\$259,846,177
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - CRP/F	\$0	\$0	\$0	\$851,644	\$0
	Federal - NHS/NHPP	\$0	\$0	\$1,949,976	\$0	\$0
PE TOTAL		\$0	\$0	\$1,949,976	\$851,644	\$0
RW	Federal - CRP/F	\$0	\$0	\$0	\$669,912	\$0
	Federal - TAP/F	\$0	\$1,148,538	\$0	\$0	\$0
RW TOTAL		\$0	\$1,148,538	\$0	\$669,912	\$0
CN	Federal - CMAQ	\$52,551	\$0	\$210,205	\$0	\$0
	Federal - CRP/F	\$0	\$1,622,129	\$0	\$0	\$0
	Federal - DEMO	\$0	\$268,798	\$0	\$0	\$0
	Federal - NHS/NHPP	\$0	\$1,754,152	\$0	\$0	\$0
	Federal - STP/STBG	\$0	\$0	\$0	\$0	\$2,154,472
	Federal - TAP/F	\$0	\$2,744,196	\$6,517,985	\$0	\$0

CN TOTAL	\$52,551	\$6,389,275	\$6,728,190	\$0	\$2,154,472
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GROUPING	Maintenance : Preventive Maintenance and System Preservation					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$157,126,178
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - NHFP	\$0	\$2,258,000	\$2,264,000	\$6,401,000	\$2,278,000
	Federal - NHS/NHPP	\$0	\$17,764,193	\$14,601,000	\$14,625,000	\$14,688,000
	Federal - STP/STBG	\$0	\$22,914,861	\$20,082,708	\$19,886,708	\$19,362,708
PE TOTAL		\$0	\$42,937,054	\$36,947,708	\$40,912,708	\$36,328,708

GROUPING	Maintenance : Preventive Maintenance for Bridges					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$27,838,494
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - AC CONVERSION	\$0	\$0	\$0	\$0	\$4,500,000
	Federal - NHS/NHPP	\$0	\$413,824	\$274,000	\$275,000	\$276,000
	Federal - STP/STBG	\$0	\$4,907,000	\$4,920,000	\$4,928,000	\$4,949,000
PE TOTAL		\$0	\$5,320,824	\$5,194,000	\$5,203,000	\$9,725,000
CN	Federal - NHS/NHPP	\$0	\$2,395,670	\$0	\$0	\$0

GROUPING	Maintenance : Traffic and Safety Operations					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$5,702,369
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - CMAQ	\$0	\$430,385	\$0	\$0	\$0
	Federal - HSIP	\$0	\$322,984	\$0	\$0	\$0
	Federal - STP/STBG	\$0	\$1,232,000	\$1,236,000	\$1,238,000	\$1,243,000
PE TOTAL		\$0	\$1,985,369	\$1,236,000	\$1,238,000	\$1,243,000

GROUPING		Transit : Access				
ROUTE/STREET					TOTAL COST	\$26,803,183
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
RW	Federal - NHPP/E	\$0	\$0	\$6,678,003	\$0	\$0
	Federal - NHS/NHPP	\$0	\$0	\$1,546,446	\$0	\$0
RW TOTAL		\$0	\$0	\$8,224,449	\$0	\$0
CN	Federal - NHPP/E	\$0	\$0	\$0	\$0	\$16,800,855

GROUPING		Transit : Amenities				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - RSTP	\$0	\$109,732	\$0	\$0	\$0
CN	Federal - RSTP	\$0	\$756,482	\$0	\$0	\$0

GROUPING		Transit : Rail ROW Improvements				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
CN	Federal - CMAQ	\$139,630	\$558,520	\$0	\$0	\$0

GROUPING		Transit : Vehicles				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

Major Projects

Regulations

The FHWA definition for major projects state that the threshold is \$500 million; FTA has a similar threshold of \$250 million for new starts major capital projects. The region does not have any projects that meet these threshold. However, there are a few major projects in the region which have been highlighted below due to their importance and major public interest. The I-64 widening project has three phases (two are included in our region and one is outside of our region). The Mayo Bridge is another larger project that felt significant in the region. This project has been anticipated by the community and has fostered significant public engagement.

Interstate 64

This project is split into three projects; the TIP Blocks in the RRTPO Region are included below, Segment C is in James City County therefore outside the region and not counted in total. These projects aim to ensure the safety and efficiency of travel along this major corridor. These road widening is often a last resort these roads require because the lack of space often causes congestion, and the merging can be a contributing factor for crashes. This project has required cooperation across the agencies in the region; VDOT, CVTA, impacted localities, and us at PlanRVA to highlight a few. Whether or not the community members use this road they will feel the benefits of these initiatives. The combined total of these projects in our region is \$522,127,470. A design-build contract for Phase 2 has been awarded, and it is advancing toward construction. Overall, there are more projects happening on interstate 64 that are also expected to have a significant impact on the region. Most of the projects with the highest total allocation are along this roadway and demonstrate the investment.

Mayo Bridge

This project was originally planned as a superstructure replacement that would retain the existing piers, but structural and geotechnical analysis showed that at least one pier would need to be replaced, leading to the conclusion that a full bridge replacement is in the best interest of the public. VDOT and the City of

Richmond refined the proposed design based on public feedback and the results of the traffic sensitivity analysis, producing a concept that reduces the bridge from four travel lanes to two, provides dedicated space for cyclists, and includes a separated pedestrian walkway with additional room on the western side to better connect with the existing trail system. The posted speed will be reduced from 35 to 25 miles per hour, and traffic calming devices will be added on Mayo Island to support safer travel across the corridor. This will include a PE expected to end in April of 2027 and roll directly into RW to provide more reliable connections for all modes of transportation.

Modifications

Introduction

The TIP is an ever-evolving list of transportation priorities. It changes on a regular basis to include new projects or project phases. A TIP modification is any change that is made between full updates of the TIP. There are three types of TIP modifications: (1) amendments, (2) administrative modifications, and (3) technical corrections. RRTPO coordinates modifications with VDOT and DRPT to ensure consistency between the TIP and the STIP. All completed modifications are listed on the impacted project page and in a separate Amendments and Administrative Modifications document on the RRTPO website for easy reference.

Amendments

TIP amendments are the most significant type of TIP modification. An amendment involves a major change to a project. The list below provides examples of TIP amendments:

- Adding or removing a project or phase
- Changing the start date significantly for the project or phase
- Revising the design concept or scope in a significant way such as changing the project limits, the number of lanes in a highway project, or the number of stations for a transit project
- Modifying the TIP in any way triggers an updated air quality conformity analysis
- Increasing project or phase cost. Details about the sliding scale used to determine if a cost increase is significant can be found in [the STIP procedures manual here.](#)

All amendments are made available for public review and comment consistent with the [Public Engagement Plan](#). Amendments require an updated demonstration of fiscal constraint and, if the project is not exempt, a determination of air quality conformity. Amendments are incorporated into the STIP and are subject to Federal approval.

Amendments are reviewed by the Technical Advisory Committee (TAC) and approved by the Policy Board.

Administrative Modifications

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

- Changing the start date for the project or phase by a small amount
- Revising the design concept or scope in a limited way
- Increasing project or phase cost below the sliding scale threshold for an amendment
- Revising the funding source such as updating the type of federal funding or replacing non-Federal with Federal funding
- Splitting or combining projects already included in the TIP without changes to cost, scope, or schedule
- Updating the project or phase name
- Switching the lead agency administering the project
- Administrative modifications do not undergo public review, a demonstration of fiscal constraint, or a determination of air quality conformity. These modifications do not require Federal approval.
- Administrative modifications are processed by RRTPO staff with the agreement of the affected locality or agency and submitted to VDOT or DRPT as needed.

Technical Corrections

The last type of modification is the technical correction. These corrections include typographical, grammatical, or syntactical errors that address, for example, an error in spelling, grammar, deletion of a redundant word or formatting that was inadvertently published. It does not include changes to funding amounts. Technical corrections do not require Federal approval.

Performance Targets

Introduction

Federal law establishes performance measures to ensure states and metropolitan planning organizations (MPOs) are investing in projects that contribute towards national goals. The USDOT has published rules for states and MPOs to collect data and establish performance targets that will support performance-based investment decisions. The Transportation Improvement Program (TIP) must include a description of the anticipated effect of the TIP toward achieving the performance targets identified by the MPO. The TIP must also demonstrate the link between investment priorities in the TIP and achievement of performance targets in the plans. A summary of each set of performance targets and the relation to investment decisions is included below.

Roadway Safety

This measure focuses on reducing fatal and severe injuries for all users, including both motorized and non-motorized modes of travel. Fatalities and injuries are measured in both total number and rate per 100 million vehicle miles travelled (VMT). A separate target is also set for non-motorized modes such as biking and walking to reflect the importance of protecting more vulnerable road users. The safety target is reviewed annually. The RRTPO has adopted the following targets for 2026. This baseline was adopted because no serious injuries or death is acceptable for us in our region.

Table 1: Roadway Safety Performance Targets

Target Description	Target	
Fatalities	107	To achieve the targets for fatalities and injuries across the region, funding is prioritized in both state and regionally administered projects that are expected to reduce crashes resulting in fatalities or severe injuries. Some of the major funding programs with a focus on safety in evaluating applications are summarized below.
Fatalities per 100M VMT	0.967	
Serious Injuries	833	
Serious Injuries per 100M VMT	7.559	
Non-Motorized Fatalities & Serious Injuries	108	

Table 2: Safety Weighting in Funding

In the FY27 – FY30 TIP, \$19,060,683 in Highway Safety Improvement Program (HSIP) funding is dedicated to safety improvements throughout the region.

Beyond dedicated safety funds, the Safety/ITS/ Operational Improvements project group has \$1,231,112,331 dedicated to improvements which enhance safety and operations on existing roadways.

To improve the safety of more vulnerable non-motorized road users, \$ 259,846,177 is programmed toward active transportation improvements in the Transportation Alternatives/Byway/Non-Traditional project group. These investments are expected to provide safer connections for non-motorized road users, reducing fatalities and serious injuries.

Funding Program	Weight
RSTP (RRTPO)	25%
CMAQ (RRTPO)	25%
VHSIP (state)	100%
Smart Scale (state)	20%
CVTA regional (CVTA)	38.5%

Pavement Condition

This measure focuses on the condition of pavements along interstates and non-interstates that form the National Highway System (NHS). In planning and programming federal funds, MPOs are required to emphasize preservation of the existing transportation system. The RRTPO has adopted the following targets for pavement conditions for the next four years.

Table 3: Pavement Condition Performance Targets

Target Description	Target	
Interstate Pavement in Good Condition	45%	Highways maintenance is primarily the responsibility of the Virginia Department of Transportation, particularly in the case of the interstate and state primary highways that form the NHS. Some localities including the Town of Ashland, Henrico County, and the City of Richmond own and maintain their own roadways to varying extents. To ensure pavements throughout the state are maintained in good condition, funding for
Interstate Pavement in Poor Condition	3%	
Non-Interstate Pavement in Good Condition	25%	
Non-Interstate Pavement in Poor Condition	5%	

maintenance is set aside before distribution to the various competitive programs. Additionally, the State of Good Repair program makes funding for reconstruction and rehabilitation available for interstate and primary routes through a prioritization process.

In the FY27 – FY30 TIP, \$157,126,178 in federal funds are programmed for Preventive Maintenance and System Preservation. These funds are expected to help meet the pavement condition targets and represent approximately 41% of the total federal funding programmed in the TIP.

Bridge Condition

This measure is like the pavement condition target but focused on the condition of the deck or surface of bridges on the National Highway System (NHS) that are included in the National Bridge Inventory (NBI). RRTPO has adopted the following targets for bridge deck condition for the next four years:

Table 4: Bridge Condition Performance Targets

Target Description	Target
Deck Area of Bridges in Good Condition	25.1%
Deck Area of Bridges in Poor Condition	3.6%

The primary funding source for bridge rehabilitation is the State of Good Repair program. This program provides funding for structurally deficient bridges (bridges in poor or cusp condition). Other funding programs such

as RSTP or the Central Virginia Transportation Authority (CVTA) regional program have also provided funding for bridge projects.

Bridge funding generally falls under either preventive maintenance, including deck overlays and inspections, or bridge rehabilitation, replacement, or reconstruction project groups. These two funds program \$27,838,494 to support these bridge deck condition targets.

Roadway Performance

This measure focuses on the consistency or dependability in the travel time of a trip weighted by the number of people travelling along a corridor. This measure looks at the longest 20% of travel times along the corridor relative to the median travel time. If travel time is at least 50% longer than normal during the worst periods, the segment is deemed unreliable. Each road segment is weighted by length, traffic volume, and vehicle occupancy to calculate the percentage of person-miles that are reliable. RRTPO has adopted the following targets for the next four years.

Table 5: Reliability Performance Targets

Target Description	Target
Person-Miles Travelled that are Reliable (Interstate)	85%
Person-Miles Travelled that are Reliable (Non-Interstate)	88%

To achieve the targets for reliability across the region, funding is prioritized in both state and regionally administered programs for projects that are expected to reduce congestion and improve reliability. While congestion is not the same as reliability, the two measures are closely

related. Congested roads are more likely to experience delays due to unexpected events (such as crashes or lane closures) and reducing non-recurrent congestion improves reliability. Some of the major funding programs with a focus on congestion or reliability in evaluating applications are summarized below.

Table 6: Reliability and Congestion Weighting in Funding

Funding Program	Weight	Improvements to congestion bottlenecks and unreliable segments of the NHS are expected to improve regional performance toward these measures. Identified projects based on the RRTPO's Congestion Management Process (CMP) include:
RSTP (RRTPO)	15%	
CMAQ (RRTPO)	15%	
Smart Scale (state)	25%	
CVTA regional (CVTA)	23%	

CMP Process Projects:

UPC	Project
UPC 127838	#SMART26 I64 EXIT 211 INTERCHANGE IMPROVEMENT PROJECT
UPC 123919	#SMART24 - I-64 AT ASHLAND RD (RTE 623) INTERCHANGE
UPC 127888	#SMART26 I-95/ROUTE 10 INTERCHANGE IMPROVEMENT, PHASE II
UPC 118147	Goochland Co. West Creek Area Transportation Access Study
UPC 123831	#SMART24 - I-64 GAP WIDENING - SEGMENT B
UPC 111467	#SMART18 - SB Rt 288 to WB US 360 WB Off-Ramp
UPC 122805	#SMART24 - I-64 GAP WIDENING - SEGMENT A
UPC 118144	US 360 Superstreets Study
UPC 104890	RTE 360 E (Lonas Pkwy to Castle Rock Rd) - WIDENING
UPC 118145	Route 60 Corridor Improvement Study

UPC 123895 RICHMOND MARINE TERMINAL ACCESS IMPROVEMENTS I-95/BELLS RD
UPC 121682 I-64/VA 623 ASHLAND RD INTERCHANGE IAR
UPC 124712 #SMART24 - BROAD ST STREETScape W/ PULSE BRT EXP PHASE III
UPC 13551 #SMART18 - RTE 360 WIDENING
UPC 101020 #HB2. FY17 RTE 10 (BERMUDA TRIANGLE RD TO MEADOWVILLE RD)
GRT4003 Facility Construction North Side Transfer Center
GRT4004 Downtown Transfer Center
GRT9001 Western BRT Extension
GRT9002 North South BRT

Grouped Projects

Maintenance : Traffic and Safety Operations

Transit : Access

Transit : Amenities

Transit : Vehicles

Transit : Rail ROW Improvements

Freight Movement

This measure is like roadway performance but focuses on the reliability of travel for trucks on the interstates. This measure is calculated as the ratio of the 95th percentile to travel time to the “normal” 50th percentile travel time. A lower Target (closer to one) indicates more reliable travel. RRTPO has adopted the following target for the next four years.

Table 7: Truck Reliability Performance Target

Target Description	Target	
Truck Travel Time Reliability Index	<1.64	To achieve the targets for truck travel time reliability across the region, funding is prioritized in both state and regionally administered programs for projects that are expected to reduce congestion and improve reliability, with a focus on truck movement. As noted under roadway performance, congestion and reliability are closely connected and improvements to congestion often improve reliability. Some of the major funding programs with a focus on congestion or reliability for truck travel in evaluating applications are summarized below.

Table 8: Freight Reliability in Funding

Funding Program	Weight	
RSTP (RRTPO)	3.75%	Improvements to unreliable freight segments of the interstate are expected to improve regional performance toward these measures. Identified projects based on the RRTPO’s Congestion Management Process (CMP) include:
CMAQ (RRTPO)	3.75%	
Smart Scale (state)	4%	

CMP Process Projects:

UPC	Project
UPC 127838	#SMART26 I64 EXIT 211 INTERCHANGE IMPROVEMENT PROJECT
UPC 123919	#SMART24 - I-64 AT ASHLAND RD (RTE 623) INTERCHANGE
UPC 127888	#SMART26 I-95/ROUTE 10 INTERCHANGE IMPROVEMENT, PHASE II
UPC 118147	Goochland Co. West Creek Area Transportation Access Study
UPC 123831	#SMART24 - I-64 GAP WIDENING - SEGMENT B
UPC 111467	#SMART18 - SB Rt 288 to WB US 360 WB Off-Ramp
UPC 122805	#SMART24 - I-64 GAP WIDENING - SEGMENT A
UPC 118144	US 360 Superstreets Study
UPC 104890	RTE 360 E (Lonas Pkwy to Castle Rock Rd) - WIDENING
UPC 118145	Route 60 Corridor Improvement Study
UPC 123895	RICHMOND MARINE TERMINAL ACCESS IMPROVEMENTS I-95/BELLS RD
UPC 121682	I-64/VA 623 ASHLAND RD INTERCHANGE IAR
UPC 124712	#SMART24 - BROAD ST STREETScape W/ PULSE BRT EXP PHASE III
UPC 13551	#SMART18 - RTE 360 WIDENING
UPC 101020	#HB2. FY17 RTE 10 (BERMUDA TRIANGLE RD TO MEADOWVILLE RD)
GRT4003	Facility Construction North Side Transfer Center
GRT4004	Downtown Transfer Center

GRT9001 Western BRT Extension

GRT9002 North South BRT

Grouped Projects

Maintenance : Traffic and Safety Operations

Transit : Access

Transit : Amenities

Transit : Vehicles

Transit : Rail ROW Improvements

Transit Asset Management

This measure focuses on the condition of vehicles and facilities owned and operated by public transportation service providers. All rail operators and fixed and non-fixed route providers with more than 100 vehicles (Tier 1 agencies) set their own performance targets and develop a Transit Asset Management (TAM) plan. Smaller, non-rail providers (Tier 2 agencies) can choose to follow a group asset management plan developed by the state rather than developing their own targets. The Greater Richmond Transit Company (GRTC) is a Tier 1 agency making them responsible for creating their own TAM Plan and for updating it every four years.

GRTC has outlined policies for asset management for revenue vehicles, non-revenue vehicles, and facility conditions in their FFY2022 Transit Asset Management Plan. GRTC's next TAM update will be due October 2026. The targets for vehicles are set as a percentage of vehicles at or beyond their [useful life benchmarks \(ULB\)](#), an FTA developed measure of expected useful life of a vehicle. Facilities are assessed based on the percentage classified as marginal or poor (less than 3 on the 5-point TERM scale). A summary of the targets by asset class is included below.

Table 9: GRTC TAM Performance Targets

Target Description	Target
Rolling Stock	
AO - Automobile	35%
BU – Bus	20%
BR – Over the Road Bus	20%
CU - Cutaway	35%
Equipment	
Automobiles	100%
Trucks & Other Rubber Tired Vehicles	72%
Facilities	
Administrative/Maintenance Facilities	33%
Passenger/Parking Facilities	10%

In addition to GRTC, the eastern portions of the region are served by Bay Transit, a nonprofit community transit service. Bay Transit is a Tier 2 provider which has opted into the state-sponsored Virginia Group Tier II Transit Asset Management Plan FFY 2022 – 2025 published October 1, 2022. The performance targets outlined in the Virginia Group Tier II Transit Asset Management Plan FFY 2022 – 2025 are summarized below.

DRPT has begun the quadrennial Tier II TAM plan update, and it is anticipated to be completed September 30, 2026.

Table 10: DRPT Tier 2 TAM Performance Targets

Target Description	Target	In allocating funds, DRPT prioritizes State capital assistance provided to transit agencies via the MERIT Capital Assistance Program . The MERIT program is designed to favor projects that:
Rolling Stock		Achieve the statewide policy objective of maintaining a state of good repair of existing assets and, Have the greatest impact on the provision of public transportation services throughout the state.
AB – Articulated Bus	5%	To achieve these targets, the region is investing significantly in the replacement of rolling stock. In total, the TIP programs \$77,033,000 for replacing vehicles and maintaining GRTC's fleet in a state of good repair.
BU – Bus	15%	Additionally, just over \$2.7 million is planned to be invested in support vehicles. These investments will help the region to meet the designated targets for asset management.
BR – Over the Road Bus	15%	
CU - Cutaway	10%	
MV – Minivan	20%	
VN – Van	20%	
Equipment		
Automobiles	30%	
Trucks & Other Rubber Tired Vehicles	30%	
Facilities		
Administrative Facilities	10%	
Maintenance Facilities	10%	
Passenger Facilities	15%	
Parking Facilities	10%	

Transit Safety

This measure focuses on the safety of public transportation, specifically fatalities, injuries, safety events, and the frequency of these incidents in terms of both of revenue miles and distance.

GRTC has developed policies and targets for reducing fatalities, injuries and safety events which were originally adopted on July 21, 2020. The transit safety targets for 2026 are summarized below.

Table 11: GRTC Safety Targets

Target Description	Target
Fixed Route	
Fatalities (total reportable)	0
Fatalities (per 100,000 revenue mile)	0
Injuries (total reportable)	15
Injuries (per 100,000 revenue mile)	0.22
Safety Events (total)	18
Safety Events (per 100,000 revenue mile)	0.27
Paratransit/Demand Response	
Fatalities (total reportable)	0

Fatalities (per 100,000 revenue mile)	0
Injuries (total reportable)	8
Injuries (per 100,000 revenue mile)	0.12
Safety Events (total)	9
Safety Events (per 100,000 revenue mile)	0.13

To achieve these safety targets, the region has prioritized investments in preventive maintenance for GRTC rolling stock. Total spending on preventive maintenance exceeds \$100 million for the four years covered by the TIP.

Congestion Mitigation & Air Quality

As an attainment area under the 2015 National Ambient Air Quality Standards (NAAQS), RRTPO is not required to adopt the CMAQ standards.

Conformity Assessment

Introduction

The Richmond-Petersburg Area was previously designated as a nonattainment area under the 1997 ozone standard and later a maintenance area before being designated an attainment area under the 2008 ozone standard. The area is currently in attainment for all standards including the 2015 ozone standard.

In February 2018, the D.C. Circuit Court issued a decision in South Coast Air Quality Management District v. EPA which impacted areas like the Richmond-Petersburg Area that had been designated nonattainment and/or maintenance under the 1997 ozone standard but designated attainment under the 2008 ozone standard. One of those impacts is that new, updated, or amended Transportation Improvement Program and Long-Range Transportation Plan must demonstrate conformity in keeping with the anti-backsliding requirements associated with the revocation of the 1997 ozone standard.

A copy of the Richmond Regional Conformity Assessment report which includes the FY 2027-2030 Transportation Improvement Program and 2045 Long-Range Transportation Plan (as well as the Tri-cities area plans) for the 1997 ozone standard can be [found on the RRTPO website](#). The conformity analysis was prepared in accordance with EPA's November 24, 1993, Final Rule on Criteria and Procedures for Determining Conformity and subsequent rulemakings related to ozone. The RRTPO resolution approving the conformity analysis is attached as an informational item.

Self-Certification

Self-Certification materials will be added after the self-certification process has concluded.

Resolution of Approval

The Resolution of Approval materials will be added after the TIP's official approval.

Public Engagement and Comments

Introduction

The Richmond Regional Transportation Planning Organization (RRTPO) is committed to providing opportunities for the public to learn about and participate in the development of regional transportation plans. Regarding the development of the Transportation Improvement Program (TIP), federal regulations stipulate that the TIP development process must include opportunities for public involvement (23 CFR 450.324(b)), as outlined in the [RRTPO's Public Engagement Plan](#) (23 CFR 450.316(a)).

TIP Development Process

The RRTPO's Public Engagement Plan was adopted in April 2024 and guides outreach and engagement efforts as part of the development of the FY27 – FY30 TIP.

Major milestones in the development of the TIP include:

- Develop draft project schedule and public outreach strategy. (Summer 2025)
- Present project schedule to Technical Advisory Committee (TAC). (August 2025)
- Develop TIP engagement website for public review and increased transparency. (Winter 2026)
- Develop draft TIP document in coordination with VDOT, DRPT, and member agencies. (Fall 2025 – 2026)
- Approve project list for conformity. (March 2026)
- Open public review of draft TIP. (March 2026)
- Review public comments and respond. (May 2026)
- Adopt FY27 – FY30 TIP. (Summer 2026)

Outreach Efforts and Opportunities

In developing the TIP, the RRTPO aims for both broad and targeted outreach. The 2024 Public Engagement Plan highlights three goals for public engagement including 1) Robust and creative opportunities to engage, 2) informing and educating the public, and 3) continuous evaluation and improvement. To meet these goals PlanRVA staff have developed a public engagement strategy for the FY27-FY30 TIP from appropriate practices identified in [the public engagement toolkit](#).

For this TIP, the TPO settled on four major forms of engagement:

- Attending Community Public Meetings to inform and educate about the TIP
- Newsletters/Social Media Posts/Print Media
- TIP engagement website
- Regional Symposium Housing & Transportation Futures

Major decisions and announcements are always handled by the TPO in public meetings, making public meetings a natural fit for updates and seeking public comment on the TIP. All meetings of the RRTPO and its various committees are livestreamed online, available for later viewing in a video archive, and allow for public comment both in person and virtually. Major presentations or actions by the RRTPO policy board and technical advisory committee include schedule updates (2 meetings), project review and approval (2 meetings), and adoption of the TIP (2 meetings).

The RRTPO also distributes a newsletter and maintains a mailing list of interested parties which is used to provide opportunities for input on major planning efforts. RRTPO website, the existing TIP website, and the newly created TIP engagement website offer public opportunities to view RRTPO updates.

Finally, the RRTPO continues a web-first approach to engaging with the public on the TIP. A specific TIP engagement page (<https://engage.planrva.org/TIP>) has been developed and will be live on March 12, 2026 at the start of the 30 day public engagement period. This website will allow visitors to view mappable TIP projects on an interactive map, leave comments, and subscribe for more information. A total of _____ unique visitors used the site during the 30-day review period. _____ (__) comments were submitted

requesting to be added to the interested parties list, but no substantive comments were received, which required a response or changes to the plan.

In addition to our engage website our existing TIP specific website, <https://www.rrtpotip.org>, remains active. This interactive page allows anyone interested in the TIP to view project information, search by map or project information, and provide comments in general and directly on projects.

Opportunities to comment on the TIP are not limited to the TIP update process. The TIP is regularly revised to accommodate projects development schedules. The RRTPPO welcomes input on specific projects contained in the TIP and the format of the TIP on an on-going basis. The TIP website will be used to provide notice of any amendments during the life of the TIP and will serve as a key component of continuous public engagement.

Please note that the highlights in this section and the following are because we have no way to predict the outcomes of these efforts, they will be updated appropriately once we have this information.

Public Comments and Responses

No comments requiring a response were submitted during the public review period.

*Richmond and
Tri-Cities*

*FY 2027-2030
Transportation Improvement
Program*

and

*2045 Long-Range
Transportation Plan*

Draft Report

March 2026

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Appendix A: Consultation Documentation

Appendix B: Project List

Executive Summary

This report¹ documents that the Richmond fiscal year (FY) 2027-2030 Transportation Improvement Program (TIP) and 2045 Long-Range Transportation Plan (LRTP) developed by the Richmond Regional Transportation Planning Organization (RRTPO)², and the Tri-Cities FY 2027-2030 TIP and 2045 LRTP developed by the Tri-Cities Area Metropolitan Planning Organization (TCAMPO), have met all applicable federal (40 CFR Parts 51 and 93), state and local requirements for transportation conformity. Accordingly, a finding of conformity for the LRTP and TIP is supported.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities be consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones (42 U.S.C. 7506(c)(1)). EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, TIPs, and federally supported highway and transit projects conform to the SIP (40 CFR Parts 51.390 and 93).

Notwithstanding the revocation of the 1997 ozone national ambient air quality standard (NAAQS) by EPA effective April 6, 2015, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“South Coast II,” 882 F.3d 1138) held in its decision on February 16, 2018 that transportation conformity determinations must be made in all areas nation-wide that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. The reinstated conformity requirements were subsequently made effective February 16, 2019³. The Richmond region (which encompasses portions of both the RRTPO and TCAMPO) met both conditions: 1) it was in maintenance for the 1997 ozone NAAQS revocation at the time of its revocation by EPA, and 2) at that time had already been designated attainment (on May 21, 2012) for the 2008 ozone NAAQS. Therefore, per the South Coast II decision, and notwithstanding the revocation by EPA of the applicable NAAQS, conformity requirements for the 1997 ozone NAAQS again apply for Richmond Maintenance Area. This conformity assessment was conducted following EPA guidance⁴ issued pursuant to the court decision.

¹ The format for this report is based on the FHWA 1/3/2019 Template Report.

² The RRTPO and TCAMPO are the designated metropolitan planning organization or MPO for the region. See: <http://www.planrva.org>, <http://www.craterpdc.org>

³ See: FHWA, “Updated: Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS”, memorandum dated October 1, 2018. On p.2, the updated interim guidance states: “After the Court issued its ruling in February 2018, EPA filed a petition for rehearing on various issues, both as to the merits of the Court’s ruling and the remedy imposed by the Court. On September 14, 2018, the Court denied EPA’s request for rehearing on the merits, but stayed its vacatur of the transportation conformity aspects of its ruling until February 16, 2019. In essence, the Court provided EPA with one year from the date of its original decision to implement its ruling, and that year expires on February 16, 2019.”

⁴ “Transportation Conformity Guidance for the South Coast II Court Decision”, EPA-420-B-18-050, November 2018, available at: <https://www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation>.

1.0 Background

The Clean Air Act (CAA) Amendments of 1977 included a provision (Section 176(c)) to ensure that transportation investments “conform” to a State implementation plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times⁵. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans (MTPs)⁶, TIPs and projects are consistent with (“conform to”) the State’s air quality goals in the SIP.

Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

2.0 Richmond Region Air Quality Planning Status

On June 1, 2007, the United State Environmental Protection Agency (EPA) approved via Federal Register notice a re-designation request and State Implementation Plan (SIP) revision (maintenance plan) pertaining to the 1997 eight-hour ozone standard (2007 SIP) that had been submitted by the Virginia Department of Environmental Quality (VDEQ)⁷. EPA also found adequate and approved motor vehicle emission budgets for ozone precursors (nitrogen oxides or NO_x, and volatile organic compounds, or VOC) as specified in the maintenance plan. Pursuant to the requirements of the federal conformity rule, the maintenance plan budgets were to be met in future regional conformity analyses for the Richmond area. The designated maintenance area included the counties of Hanover, Henrico, Charles City, Prince George, Chesterfield and the cities of Colonial Heights, Hopewell, Petersburg, and Richmond, and the town of Ashland.

On March 6, 2015 (effective April 6, 2015), EPA published the final rule for the

⁵ For the current version, see: <https://www.epa.gov/clean-air-act-overview/clean-air-act-title-i-air-pollution-prevention-and-control-parts-through-d#id>

⁶ The RRTPO and TCAMPO Long-Range Transportation Plan (LRTP) serves as the metropolitan transportation plan (MTP) for the region. The terms are used inter-changeable in this report.

⁷ Federal Register, Volume 72, Number 105, Friday, June 1, 2007, 40 CFR Parts 52 and 81, Final Rule, pp. 30485-30490, “Approval and Promulgation of Air Quality Implementation Plans; Virginia; Redesignation of the Richmond 8-Hour Ozone Nonattainment Area to Attainment and Approval of the Area’s Maintenance Plan and 2002 Base-Year Inventory”.

more stringent 2008 ozone NAAQS and at the same time revoked the 1997 ozone NAAQS for which the region had been in maintenance⁸. The region is currently in attainment of all the criteria pollutants for which the EPA has established NAAQS, including the more stringent 2008 and 2015 ozone NAAQS.

3.0 Long-Range Transportation Plan and Transportation Improvement Program

This conformity assessment is being prepared for the Richmond FY 2027-2030 TIP and 2045 LRTP, and the Tri-Cities FY 2027-2030 TIP and 2045 LRTP. The combined project list(s) for the LRTP and TIP are presented in Appendix B.

4.0 Transportation Conformity Determination: General Process

Pursuant to the court's decision in *South Coast II*, beginning February 16, 2019⁹, a transportation conformity determination for the 1997 ozone NAAQS is needed in all 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹⁰, including the Richmond area. Going forward, conformity findings are needed for all updated or amended metropolitan LRTPs and TIPs and otherwise no less frequently than every four years

5.0 Transportation Conformity Requirements

5.1 Overview

This conformity analysis was conducted in compliance with the federal transportation conformity rule (40 CFR Parts 51 and 93)¹¹, the corresponding state transportation conformity regulation or "conformity SIP" (9 VAC 5-151)¹², and local conformity consultation procedures as amended and established pursuant to the federal and state conformity regulations¹³.

On November 29, 2018, EPA issued *Transportation Conformity Guidance for the*

⁸ "Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements", EPA, 80 FR 1226, March 6, 2015. See: <https://www.govinfo.gov/content/pkg/FR-2015-03-06/pdf/2015-04012.pdf>

⁹ FHWA, "Updated: Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS", October 1, 2018, p.2: "After the Court issued its ruling in February 2018, EPA filed a petition for rehearing on various issues, both as to the merits of the Court's ruling and the remedy imposed by the Court. On September 14, 2018, the Court denied EPA's request for rehearing on the merits, but stayed its vacatur of the transportation conformity aspects of its ruling until February 16, 2019. In essence, the Court provided EPA with one year from the date of its original decision to implement its ruling, and that year expires on February 16, 2019."

¹⁰ The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision", EPA-420-B-18-050, available at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation.

¹¹ Federal Transportation Conformity Regulations (EPA Website): <https://www.epa.gov/state-and-local-transportation>

¹² Virginia Regulation for Transportation Conformity (9 VAC 5-151): <https://law.lis.virginia.gov/admincode/title9/agency5/chapter151/>

¹³ VDOT, "Consultation Procedures for the Richmond Ozone Nonattainment Area in Support of the Transportation Conformity Regulations", Revised July 18, 2005.

South Coast II Court Decision.¹⁴ (EPA-420-B-18-050) that addresses how transportation conformity determinations can be made in “orphan” areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS in EPA’s original designations for this NAAQS (May 21, 2012). Importantly, the guidance specifically states that “a regional emissions analysis is not required for conformity determinations for the 1997 ozone NAAQS because that NAAQS has been revoked (80 FR 12264)”¹⁵.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119). For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA’s nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court decision upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests for orphan areas for the 1997 ozone NAAQS, including the Richmond Area.

Therefore, transportation conformity for the 1997 ozone NAAQS can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA’s guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Timely Implementation of Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

5.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule

¹⁴ “*Transportation Conformity Guidance for the South Coast II Court Decision*”, EPA-420-B-18-050, November 2018, available at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation

¹⁵ *Ibid*, p.11 - The following excerpt provides context: “*The South Coast II court decision upheld EPA’s revocation of the 1997 ozone NAAQS, which was effective on April 6, 2015. EPA’s current transportation conformity regulation requires a regional emissions analysis only during the time period beginning one year after a nonattainment designation for a particular NAAQS until the effective date of revocation of that NAAQS (40 CFR 93.109(c)). Therefore, pursuant to this regulation, a regional emissions analysis is not required for conformity determinations for the 1997 ozone NAAQS because that NAAQS has been revoked (80 FR 12264).*”

for regional emissions analyses apply generally for modeling inputs but also include assumptions about transportation control measures (TCMs) if any are included in an approved and applicable SIP. As orphan areas as defined in the South Coast II decision and per EPA guidance issued in November 2018 do not require regional emission analyses, and the 2007 SIP for the Richmond region did not include TCMs, the use of latest planning assumptions is not applicable for regional conformity determinations for this region.

5.3 Consultation

The requirements in 40 CFR 93.112 were addressed for both interagency and public consultation. The consultation conducted was also consistent with requirements of the Virginia Conformity SIP, which closely reflects the requirements of the federal rule, as well as local conformity consultation procedures as previously cited. The public consultation conducted was also consistent with planning rule requirements in 23 CFR 450, as well as the RRTPO Public Engagement Plan¹⁶ and the TCAMPO Public Participation Plan¹⁷. Copies of consultation materials are provided in Appendix A, including a copy of the conformity schedule.

5.4 Timely Implementation of TCMs

As noted above under latest planning assumptions, this requirement is not applicable for Richmond Region as the 2007 Ozone SIP for Richmond Region did not include TCMs.

5.5 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The Richmond Area 2045 LRTP and FY 2027-2030 TIP are fiscally constrained, as documented in the "*Richmond Area 2045 Long-Range Transportation Plan*", and the "*Financial Plan*" section of the TIP¹⁸. The Tri-Cities Area 2045 LRTP and FY 2027-2030 TIP are fiscally constrained, as documented in the "*Tri-Cities Area Year 2045 Transportation Plan*", and the "*Fiscal Constraint*" section of the TIP¹⁹.

¹⁶ See: <https://planrva.org/home/document-library/>

¹⁷ See: <https://craterpdc.org/our-works/transportation/>

¹⁸ See: planrva.org/transportation/tip

¹⁹ See: <https://craterpdc.org/our-works/transportation/transportation-about/>

6.0 Conclusion

This report documents that the Richmond FY 2027-2030 TIP and 2045 LRTP and the Tri-Cities FY 2027-2030 TIP and 2045 LRTP have met all applicable federal (40 CFR Parts 51 and 93), state and local requirements relating to transportation conformity and, accordingly, a finding of conformity for each respective LRTP and TIP is supported.

Appendix A:
Consultation Documentation

CHRONOLOGY OF CONSULTATION ACTIVITIES

Richmond Interagency Consultation Group Meeting and Technical Advisory Committee (TAC)²⁰ Approvals of the Draft Regional Conformity Assessment, with Inter-Agency Consultation for Conformity (IACC)²¹ and Public Consultation:

- **February 12th, 2026** TCAMPO authorized the TAC to approve the fiscally constrained FY 2027-2030 TIP and 2045 LRTP project list for conformity.
- **March 5th, 2026:** RRTPO approval of the fiscally constrained FY 2027-2030 TIP and 2045 LRTP project list for conformity and authorize the TAC to approve the draft Regional Conformity Assessment for public review.
- **March 6th, 2026:** TCAMPO TAC approval of the fiscally constrained FY 2027-2030 TIP and 2045 LRTP project list for conformity on behalf of the MPO and authorize the TAC to approve the draft Regional Conformity Assessment for public review.
- **March 10th, 2026:** Interagency Consultation Group (ICG) meeting, at which the conformity schedule and project lists for the Regional Conformity Assessment were approved by the ICG.
- **Scheduled March 10th, 2026:** RRTPO TAC approved the draft Regional Conformity Assessment and proposed finding of conformity for public review.
- **Scheduled March 12th, 2026:** TCAMPO approval of the draft Regional Conformity Assessment and proposed finding of conformity for public review.

Note: The agencies and members currently represented in the Richmond ICG, which includes all parties identified in federal and state conformity regulations, are presented in the table below.

Formal Public Review Period:

- **Scheduled March 13th - April 12th, 2026:** RRTPO and TCAMPO thirty-day public review period on the draft Regional Conformity Assessment and

²⁰ The approval process for the RRTPO and TCAMPO (MPO's for the region) generally first involves the TAC, which reviews the draft Regional Conformity Assessment and provides a recommendation for approval to the applicable RRTPO and TCAMPO Board whose meeting is generally later the same month. RRTPO and TCAMPO Board and TAC meetings are open to the public, with announcements typically distributed by email the week before the meeting and posted on the RRTPO and TCAMPO website.

²¹ The EPA transportation conformity rule at 40 CFR 93.105 requires interagency consultation but not the establishment of a formal group for this purpose. Therefore, the term IACC is used here to reference the consultation *process* actually required under the conformity rule, while the term ICG is retained for the *group* that has been established for the region.

proposed finding of conformity. A public notice with a link to the draft Conformity Assessment was posted on the RRTPO and TCAMPO websites, copies of which are provided below.

RRTPO and TCAMPO Board Approval of Draft Regional Conformity Assessment, with Public Consultation

- **Scheduled - April 23rd, 2026:** RRTPO Board approval of the draft Regional Conformity Assessment and finding of conformity for submittal to FHWA.
- **Scheduled - May 7th, 2026:** TCAMPO Board approval of the draft Regional Conformity Assessment and finding of conformity for submittal to FHWA.

Richmond Interagency Consultation Group Members

As of March, 2026

Richmond Interagency Consultation Group Members Agency	<i>Designated Staff</i>	<i>E-mail address</i>
<i>MPO Members</i>		
Charles City County	Sheri Adams	sadams@charlescityva.us
Chesterfield County	J.J. Banuelos	banuelosj@chesterfield.gov
City of Colonial Heights	Matt Ryan	ryanm@colonialheightsva.gov
City of Hopewell	Josh Sementelli	jsementelli@hopewellva.gov
City of Petersburg	Jared Crews	jcrews@petersburg-va.org
City of Richmond	Dironna Clark	dironna.clarke@richmondgov.com
Hanover County	Joe Vidunas	jevidunas@hanovercounty.gov
Henrico County	Sharon Smidler	SMI20@henrico.us
Prince George County	Robert Baldwin	rbaldwin@princegeorgecountyva.gov
Town of Ashland	Beth Mertz-Guinn	eguinn@ashlandva.gov
<i>Regional</i>		
Crater Planning District Commission	Zak Mumuni	zmumuni@craterpdc.org
Greater Richmond Transit Company	Patricia Robinson	Patricia.robinson@ridegrtc.com
Petersburg Transit	Darius Mason	dmason@petersburg-va.org
Ridefinders	John O'Keefe	john.okeefe@ridefinders.com
Richmond Regional Planning District	Myles Busching	mbusching@planrva.org
<i>State</i>		
Dept. of Environmental Quality*	Sonya Lewis-Cheatham	sonya.lewis-cheatham@deq.virginia.gov
Dept. of Transportation – Environmental	Jim Ponticello	jim.ponticello@vdot.virginia.gov
Dept. of Rail & Public Transportation	Wood Hudson	wood.hudson@drpt.virginia.gov
<i>Federal</i>		
Environmental Protection Agency	Gregory Becoat	becoat.gregory@epa.gov
Federal Highway Administration	Amanda Heath	amanda.heath@dot.gov
Federal Transit Administration	Dan Koenig	daniel.koenig@dot.gov

Attached Supporting Documentation:

- *TCAMPO draft meeting minutes dated 02/12/2026 where the TAC was authorized to approve the FY 27-30 TIP and 2045 LRTP project list for conformity.*
- *RRTPPO meeting minutes dated 03/10/2026 where the FY 27-30 TIP and 2045 LRTP project list was approved for conformity and authorization was given to the RRTPPO TAC to approve the draft conformity assessment for Public Review.*
- *ICG Presentation and meeting minutes for the ICG dated 03/10/2026*
- *RRTPPO TAC meeting agenda dated 03/10/2026 where the draft conformity assessment was approved for Public Review*
- *TCAMPO TAC meeting agenda dated 03/12/2026 where the draft conformity assessment was approved for Public Review*

TRI-CITIES AREA MPO
Policy COMMITTEE
Draft Meeting Minutes
Crater PDC 1964 Wakefield Street Petersburg, Virginia 23805
February 12, 2026, 4:30 PM

Members and Alternatives (A), Present (X), Virtual (V):

Voting Members					
Chesterfield County		City of Colonial Heights		Dinwiddie County	
Kevin Carroll (Chair)	X	John Wood (Vice Chair)	X	Casey Dooley	
Alternate - None		Alternate - None		Alternate - None	
City of Hopewell		City of Petersburg		Prince George County	
Vacant		Mayor Samuel Parham	X	T.J. Webb	X
		Alternate - None		Alternate - None	
Petersburg Area Transit		Crater PDC		Secretary of Trans. Des.	
Darius Mason	V	E. Jay Ellington	X	Dale Totten	X
Yvette Seliem-Poindexter (A)		Andrew Franzysheh (A)		Mark Riblett (A)	V
Non-Voting Members					
DRPT		FHWA		FTA	
Mr. Wood Hudson	V	Vacant		Vacant	
Alternate - None					
RideFinders, Inc.					
Brigitte Carter					
Alternate - None					
Others Present					
PlanRVA		VDOT		Crater PDC	
Ken Lantz	V	Todd Scheid	V	Zak Mumuni (Secretary)	X
Chesterfield County		Naomi Siodmok	V	Landon Bridges	X
Hongmyung Lim	X	Jim Ponticello	X	Marian Kamatchi	X
Barbara Smith	V	Daniel Grinnell	X		

1) Call to Order/Certification of Quorum

Chair Carroll called the meeting to order at 4:38pm by welcoming everyone to the meeting. Chair Carroll asked to certify a quorum. Ms. Kamatchi called roll and quorum was certified.

Chair Carroll then called for everyone to rise and recite the Pledge of Allegiance.

Chair Carroll asked everyone to be seated.

Chair Carroll commented on the tradition of starting the meeting with the Pledge of Allegiance.

Chair asked that the item be added to the agenda going forward.

2) Welcome

3) Chair's Report

Chair Carroll began his report with a greeting.

Chair Carroll commented that the last few meetings had been cancelled because of the lack of pressing items.

Chair Carroll stated that the agenda has a few items this evening.

Chair Carroll transitioned to the public comment period.

4) Public Comment Period

Chair Carroll introduced the comment period by explaining that this section of the meeting is reserved for the community to speak to the MPO about any issue that they might have as a part of our meeting on a regular basis.

Chair Carroll seeing none, he closed the public comment period. Chair Carroll transitioned to the first administrative item.

ADMINISTRATIVE ITEMS:

5) Approval of Agenda

Approved

Chair Carroll introduced the approval of the agenda by asking if there were any amendments to the agenda.

Mr. Ellington moved to approve the February 12, 2026, Meeting Agenda, Vice Chair Wood seconded the motion. The motion was passed unanimously.

Ms. Kamatchi commented about the passing of Board Member Ms. Yolanda Stokes.

Chair Carroll thanked Ms. Kamatchi for bringing it to his attention.

Chair Carroll suggested the next meeting we can have more information to share.

Chair Carroll confirmed that the agenda was approved and he transitioned to the approval of the minutes from the Policy Committee meeting from November 13, 2025.

6) Approval of minutes from the November 13, 2025, mtg. – Att. 1 **Approved**

Chair Carroll introduced the item and called for a motion to approve the minutes from the November 13, 2025, Policy Committee meeting.

Vice Chair Wood, moved to approve the minutes from the November 13, 2025, Policy Committee meeting, Mr. Totten seconded the motion.

Chair Carroll asked if there was any discussion on the motion. Chair Carroll not seeing or hearing any discussion on the motion, he called for Committee approval on the motion. The motion passed unanimously.

Chair Carroll transitioned to the first action item.

ACTION ITEMS:

7) UPWP Amendments — Att. 2 **Approved**

Mr. Mumuni explained the proposed amendment to the FY26 UPWP to reprogram remaining funds associated with the long-range plan. In FY25, the UPWP allocated Section 5303 funds for a multimodal project, with an anticipated balance of \$16,000 at project closeout; the actual remaining amount was \$11,000. The amendment updates the FY26 UPWP to accurately reflect this balance. Mr. Mumuni explained that the adjustment is minor—less than 1% of the total budget—and that all relevant UPWP tables (8, 10, and 11) have been revised accordingly.

Chair Carroll asked if there were questions or discussion on the proposed changes to the UPWP Amendment. There were no questions or comments, Chair Carroll called for a motion to approve the Amendment.

Vice Chair Wood moved to approve Amendment #2 to correctly reflect the remaining funds and to reallocate those funds for other uses, Mr. Webb seconded the motion. The motion passed unanimously.

Chair Carroll transitioned to next action item.

Please find the link to the [Draft to be Amended UPWP](#).

8) FY24-27 MTIP Amendment for UPC T30829 – Att. 3 **Approved**

Mr. Mumuni explained the proposed amendment to the MTIP for the Enon Church Road Intersection Improvement Study on Route 10 in Chesterfield County. The amendment adds \$40,000 in RSTP funds in FY26 to ensure the project continues to advance without delay. Staff requested approval of the amendment to support smooth project progression.

Chair Carroll asked if there were questions on this item.

Vice Chair Wood asked for clarification on the necessity of the amendment, noting that they had assumed the funds would have already been available as part of the project's anticipated progress.

Mr. Mumuni explained that the project is currently a Study and as the project progresses the financing will change.

Vice Chair Wood stated that the project is changing because it's going from the study to actual operation.

Chair Carroll moved to the approve the FY24-27 MTIP Amendment for UPC T30829, Vice Chair Wood seconded the motion. The motion passed unanimously.

Chair Carroll transitioned to the next action item.

9) TCAMPO FY27-30 MTIP and 2045 CLRP Conformity – Att. 4, 5 & 6 **Approved**

Mr. Mumuni explained that the MPO is in the process of developing the Metropolitan Transportation Improvement Program (MTIP) and that an air quality conformity analysis is required to ensure the program meets federal air quality standards. As part of this process, an Interagency Consultation Group meeting is scheduled for March 10, 2026, prior to the next Policy Committee meeting. Mr. Mumuni requested that the Policy Committee authorize the TAC to review the conformity project list and approve it for use in the conformity analysis.

Vice Chair Wood moved to approve TCAMPO FY27-30 MTIP and 2045 CLRP Conformity, Mayor Parham seconded the motion.

Vice Chair Wood commented that the project must go forward.

Chair Carroll not seeing or hearing any other discussion called for approval of the motion. The motion passed unanimously.

Chair Carroll transitioned to the next action item.

10) Performance Measures (PLAN2050 & CMP) **Approved**

Mr. Mumuni explained that following the Committee's approval of the goals and objectives for Plan 2050—our long-range regional transportation plan—the next required step is to develop performance measures. These measures will allow us to track progress toward achieving the goals and objectives you have endorsed, and ultimately, toward realizing the regional vision for the plan. I will now share the performance measures we have developed.

Mr. Ellington explained that the performance measures are organized into five categories. Selecting any category displays the corresponding performance measures associated with it.

Mr. Mumuni presented the performance measures developed to support the five previously approved Plan 2050 goals: Economic Development, Equity and Accessibility, Safety, System Management, and Environment. Each goal area includes specific objectives and associated performance metrics.

- Economic Development: Measures include average peak-period travel time, employment change, system reliability (planning time index; percent of reliable interstate and non-interstate miles), multimodal access to activity centers (population within ½ mile of transit), freight reliability, and miles of sidewalks, bike lanes, and trails.
- Equity & Accessibility: Measures include average trip length, percent of EJ populations within ½

mile of transit, and number of jobs accessible within 30 minutes by transit.

- Safety: Measures track motorized and non-motorized fatalities and serious injuries, including total numbers and rates.
- System Management: Measures include percent of bridges in good or poor condition, pavement condition (interstate and non-interstate), and percent of transit vehicles or facilities beyond their useful-life benchmarks.
- Environment: Measures include PM2.5 and NOx emission reductions, annual peak-hour excessive delay, percent of non-Single Occupant Vehicles (SOV) travel, and impacts on environmentally sensitive areas.

Mr. Mumuni demonstrated how the dashboard displays performance measures across the five goal areas: Economic Development, Equity & Accessibility, Safety, System Management, and Environment. Selecting each category shows the corresponding metrics.

For Economic Development, the dashboard presents AM/PM congestion levels, employment trends by county, and system reliability using the Planning Time Index.

Mr. Mumuni also reviewed how these measures align with the Congestion Management Process (CMP), highlighting key CMP objectives: reducing congestion, improving reliability, expanding equitable transit access, and reducing motorized and non-motorized serious injuries and fatalities. CMP metrics include travel time index, peak-hour excessive delay, percent non-SOV travel, truck travel reliability, average trip length, EJ population access to transit, and job accessibility within 30 minutes.

A CMP-specific dashboard was also developed to display data for congestion, reliability, access, and safety.

Vice Chair Wood asked about the source of the raw data used in the analysis. Mr. Mumuni responded that the data is provided through VDOT, which receives federally contracted ERICS data. He added that staff extract this data and use programming tools to generate the required performance metrics.

Vice Chair Wood asked whether federal requirements obligate MPOs to establish specific goals to receive grant funding, and whether the related performance metrics must demonstrate progress toward those federally designated goals. He further commented that setting goals and corresponding performance measures is, in fact, a federal requirement for participation in transportation planning and funding programs. A member observed that the goals are ambitious and asked whether additional funding mechanisms might be available to support achieving them. The member then stated that, despite the challenges, the MPO must adopt the proposed goals and performance metrics to remain eligible for federal funding.

Vice Chair Wood moved to approve the PLAN2050/CMP Performance Measures, Mayor Parham seconded the motion.

Chair Carroll asked VDOT how the “drive alone” metric is calculated within the dashboard, specifically about how VDOT determines the percentage of vehicles with single-occupant drivers in each jurisdiction, and what data sources or methods are used to generate those figures.

Mr. Totten added that data used by applications such as Waze— including user-reported information such as police presence is integrated with the same traffic datasets that inform congestion metrics. He commented that crash-related slowdowns are primarily detected through changes in vehicle speed captured by roadway sensors and data platforms.

Mr. Totten asked that Mr. Mumuni to display road reliability graph and focus on the Tri-Cities area.

Mr. Totten explained that the map displays reliability levels. He further explained that although the Interstate system appears in green and labeled as having “low” reliability, the label indicates low issues with reliability—meaning the roadway is highly reliable. In contrast, Route 1 shows moderate reliability due to factors such as traffic signals and frequent access points that slow traffic.

Mr. Totten and Mr. Webb observed that the terminology could be confusing, as “low reliability” typically suggests poor performance.

Chair Carroll commented that the graphics were produced by MPO Staff and suggested adding clarifying language or labeling to make the interpretation more intuitive for the public.

Chair Carroll not seeing or hearing any other discussion called for approval of the motion. The motion passed unanimously.

Chair Carroll transitioned to the Information Items.

Please find the PLAN2050 measures here: [PLAN2050 Performance Measures](#).

Please find the CMP measures here: [CMP Performance Measures](#)

Please find the CMP dashboard here: [CMP Dashboard](#)

INFORMATION ITEMS:

11) FY27-32 STBG/CMAQ - Att. 7 & 8

Information

Mr. Mumuni explained the status of the STBG/CMAQ applications and commented on several minor corrections made to the Policies and Procedures document used for project evaluation.

- Table 9 was updated to accurately reflect all performance measures used in the methodology—including job growth, access to freight, and proximity to activity centers—rather than listing only “sensitive features.”
- Table 13 was corrected to replace crash frequency and crash rate with the appropriate measures for active transportation projects: walk/bike score and congestion.
- Table 18 was revised to retile the measures as Job Growth, Access to Freight Jobs, and Proximity to Activity Centers for clarity.

Mr. Mumuni explained that these were technical corrections and did not require committee action.

Chair Carroll commented that there were a total of 10 applications and 6 projects. Three for Chesterfield, one for Colonial Heights, one for Dinwiddie and one for Hopewell.

Mr. Mumuni explained that the MPO received 10 applications representing six projects: three in Chesterfield County and one each in Colonial Heights, Dinwiddie, and Hopewell. The total funding requested is approximately \$18 million, while the available funding is about \$9 million.

Mr. Mumuni explained that MPO Staff are currently collecting data to evaluate and rank the projects. Once the rankings are complete, VDOT will provide funding allocation information, after which staff

will conduct a cost-benefit analysis. The results and recommended rankings will be presented at the next meeting.

Chair Carroll hearing no discussion transitioned to the DRPT report.

Please find the link to the [Updated Tri-Cities Area MPO STBG and CMAQ Project Review, Selection, and Funds Allocation Process.](#)

12) DRPT Report

Information

Mr. Hudson provided the DRPT update, noting the following items:

- FY27 Section 5303 applications, which fund MPO transit planning activities, are now open and will close on May 1.
- DRPT is currently conducting FY27 grant reviews and will contact applicants if additional information or supporting documentation is needed.
- DRPT will release an updated Coordinated Human Service Mobility Plan on February 17. The plan addresses statewide transit needs for older adults, individuals with disabilities, and others with mobility challenges. It will be posted on the DRPT website, accompanied by outreach efforts.
- The DRPT rail team is beginning work on the State Rail Plan, with public and MPO engagement activities expected in the spring.

Mr. Hudson concluded by welcoming any questions.

There were no questions, Chair Carroll transitioned to the VDOT report.

13) [VDOT Report](#)

Information

Mr. Totten provided updates on several programs and projects:

- **Transportation Alternatives Program (TAP):**
The staff-recommended scenario for districtwide TAP funding was submitted last Friday in coordination with CTB member Mr. Davis. The program will proceed through the spring review process, including approval by the Policy Committee for projects within its jurisdiction. Additional discussion is expected at next week's CTB meeting, with final adoption in June.
- **SMART SCALE Round 7:**
Pre-applications open March 2, with a submission deadline of April 1. Full applications will open June 1. Local staff across the district are actively working with VDOT on pre-application preparation.
- **Fall Line Trail – Design Build Phase 2:**
The project is in the design approval phase and entering right-of-way acquisition. Construction is anticipated to begin in September. A groundbreaking ceremony is expected in late spring, with details forthcoming.
- **I-64 Gap Widening Project:**
Construction is active along all 29 miles of the corridor. Motorists are urged to exercise caution; New Kent County continues to issue a significant number of speeding citations in the work zone.
- **I-95 Traffic Monitoring Pilot (Richmond–Hanover):**
VDOT is launching a pilot project on I-95 between Bryan Park and Sliding Hill Road to install detection devices providing real-time traffic data. The system will incorporate artificial intelligence to

predict incidents and improve response times. Device installation is expected to occur over the next two years as part of a multi-year initiative. Although outside the Tri-Cities area, VDOT commented its relevance given ongoing discussions about traffic monitoring technology.

VDOT concluded the report and welcomed questions.

Chair Carroll commented on VDOT's efforts with road maintenance during and after the recent storm.

Chair Carroll transitioned to Upcoming Items.

UPCOMING ITEMS

14) Certification Review – Att. 9

15) Transportation Alternatives (TAP)

16) FY27-FY30 MTIP Development

17) FY27 Carryover Request

18) FY27-32 STBG/CMAQ Scoring

19) TCAMPO FY27-30 MTIP and 2045 CLRP Conformity

Chair Carroll read the list of upcoming items for future meetings and asked if there was any other business.

Vice Chair Wood asked Mr. Totten about the Fall Line Trail groundbreaking location and date.

Mr. Totten explained that the location for the Fall Line Trail groundbreaking ceremony has not yet been determined. Planning is still underway, and details will be shared once available. Vice Chair Wood asked whether the event might be held at a Patton Park.

Mr. Totten explained that it is too early to identify a site, though Patton Park is a likely option given its existing facilities. He added that the previous groundbreaking for Design-Build Phase 1 in Ashland was held at the former trolley line, a location already suited for public events. The construction of Design Build 2 will begin in September 2026.

Mr. Ellington explained that the Federal Highway Administration (FHWA) certification review is underway. He explained that this review occurs every four to five years and includes a required public input process and a second notice about the review will be sent to members.

The certification review session for the Tri-Cities MPO is scheduled for February 24, 2026, 4:00–5:00 PM.

Mr. Ellington explained that the Richmond MPO session will follow on February 25. Mr. Ellington encouraged members to participate online and offer comments. He emphasized the importance of demonstrating active public engagement for FHWA, even if comments come primarily from MPO participants.

Mr. Ellington explained that the Crater Planning District Commission (CPDC) continues exploring the establishment of a regional transportation authority for the South-Central Virginia area. Mr. Ellington has asked local jurisdictions are being asked to adopt supportive resolutions.

Mr. Ellington will travel to the Southside Planning District Commission in April to discuss including Brunswick and Mecklenburg counties in the proposal. He offered transportation authority maps to any

members who would like copies.

Chair Carroll provided an informational update regarding pending legislation in the Virginia General Assembly that may significantly impact local land-use authority.

Other Business:

20) Next meeting March 12, 2026, 4:30 PM

21) Adjournment

Chair Carroll called for a motion to adjourn the meeting.

Mayor Parham moved to adjourn the meeting, Vice Chair Wood seconded the motion. The motion passed unanimously.

Chair Carroll adjourned the meeting at 5:48 pm.

Appendix B:

Project List

(Regionally significant projects are highlighted)

SN	MPO	Jurisdiction	UPC	Description/Facility/Location	From	To	Improvement Type	Exist. Lanes	Prop. Lanes	Functional Class	Anticipated Opening Year	2027-2030 TIP	2045 CLRP	Reg Sig for AQ?
1	RRTPO	Ashland		I-95 & VA-54 - Connection SB I-95 off-ramp to Hill Carter Pkwy			Interchange Improvement			Interstate	2027		x	Yes
2	RRTPO	Ashland		I-95 & VA-54 - Conversion of the interchange to a Diverging Diamond (DDI) (Exit 92)			Interchange Improvement			Interstate	2033		x	Yes
3	RRTPO	Ashland		VA-54 - Widening with added capacity	Frances Rd	East Corporate Limits	Widening	2	4	Urban Minor Arterial	2027		x	Yes
4	RRTPO	Ashland		US-1 - Widening with added capacity	US-54	Archie Cannon	Widening	4	5	Urban Minor Arterial	2039		x	Yes
5	RRTPO	Ashland		US-1 - Widening with added capacity	Ashcake Rd	Southern Town Limits	Widening	4	6	Urban Minor Arterial	2045		x	Yes
6	RRTPO	Chesterfield		VA-76 (Powhite Pkwy Ext) - Powhite Parkway Extension Phase 1. Little Tomahawk Creek to Woolridge Rd (2 to 4 lanes), Charter Colony Pkwy (Grade-Separation), Brandermill Pkwy(Overpass)	Little Tomahawk Creek	Woolridge Rd	New Road	0	2	Future Urban Expressway	2027		x	Yes
7	RRTPO	Chesterfield		VA-76 (Powhite Pkwy Ext) - Powhite Parkway Extension Phase 2. Woolridge Rd to Genito Rd (0-2 Lanes), Otterdale Rd overpass, at-grade Genito Rd intersection. Genito Rd Magnolia Green Pkwy (0 to 2 lanes), at-grade Magnolia Green Pkwy intersection	Woolridge Rd	Magnolia Green Pkwy	New Road	0	2	Future Urban Expressway	2027		x	Yes
8	RRTPO	Chesterfield	112974	RTE 668 (WOOLRIDGE ROAD, RT 288-OLD HUNDRED ROAD) EXTENSION	0.299 MI South of Rte 652	0.435 MI North of Rte 288	New Construction Roadway	0	4	Future Urban Minor Arterial	2025	x	x	Yes
9	RRTPO	Chesterfield	111467	#SMART18 - SB Rt 288 to WB US 360 WB Off-Ramp	0.046 MI. N of Route 360 (Hull Street Rd.)	1.135 MI. N. of Route 360 (Hull Street Rd.)	Reconstruction W/Added Capacity			Interstate	2025	x	x	Yes
10	RRTPO	Chesterfield		I-95 - Widening with added capacity	Exit 62 (VA-288)	Exit 64 (Willis Rd)	Widening	6	8	Interstate	2027		x	Yes
11	RRTPO	Chesterfield		I-95 & VA-10 - Construction of a new Partial Cloverleaf Interchange (Exit 61) Reconfigure interchange ramps to accommodate the partial cloverleaf configuration: Eliminate southbound I-95 to eastbound Route 10 off-ramp, Eliminate northbound I-95 to westbound Route 10 off-ramp, Realign westbound Route 10 to northbound I-95 on-ramp			Interchange Improvement			Interstate	2045		x	Yes
12	RRTPO	Chesterfield		I-95 & Willis Rd - Construction of a new Double Roundabout Interchange (Exit 64)			Interchange Improvement			Interstate	2045		x	Yes
13	RRTPO	Chesterfield	111713	#SMART18 - BBC Ph 1 - Bailey Br Conn., Brad McNeer Conn.	Brad McNeer Pkwy	Bailey Bridge Rd	Reconstruction W/Added Capacity	0	2	Urban Minor Collector	2027	x	x	Yes
14	RRTPO	Chesterfield		VA-150 & Dalebrook Dr - Elimination of On and Off-Ramps			Interchange Improvement			Urban Expressway	2027		x	Yes
15	RRTPO	Chesterfield		VA-150 & Dalebrook Dr - Elimination of On and Off-Ramps			Interchange Improvement			Urban Expressway	2027		x	Yes
16	RRTPO	Chesterfield		VA-150 & Strathmore Rd - Elimination of On and Off-Ramps			Interchange Improvement			Urban Expressway	2027		x	Yes
17	RRTPO	Chesterfield		VA-150 & Strathmore Rd - Elimination of On and Off-Ramps			Interchange Improvement			Urban Expressway	2033		x	Yes
18	RRTPO	Chesterfield		VA-150 & Hopkins Rd - Construction of a diverging diamond interchange			Interchange Improvement			Urban Expressway	2039		x	Yes
19	RRTPO	Chesterfield		VA-150 & US-360 - Removal of SE, NE loops and signalization of NB ramp terminal			Interchange Improvement			Urban Expressway	2039		x	Yes

SN	MPO	Jurisdiction	UPC	Description/Facility/Location	From	To	Improvement Type	Exist. Lanes	Prop. Lanes	Functional Class	Anticipated Opening Year	2027-2030 TIP	2045 CLRP	Reg Sig for AQ?
20	RRTPO	Chesterfield		VA-150 & US-60 - Construction of a Partial Cloverleaf Interchange with contraflow left turns			Interchange Improvement			Urban Expressway	2039		x	Yes
21	RRTPO	Chesterfield		VA-288 - Widening with added capacity	VA-76 (Powhite Pkwy)	US-360	Widening	4	6	Urban Expressway	2039		x	Yes
22	RRTPO	Chesterfield		VA-150 & US-1 - Reconfiguration of the interchange to partial cloverleaf			Interchange Improvement			Urban Expressway	2045		x	Yes
23	RRTPO	Chesterfield		VA-288 & US-360 - 1) Construction of Route 288 NB Flyover Ramp (1 lane) widening to 2 lanes at partial Diverging Diamond Interchange (DOI), 2) Reconstruction of SB on-ramp, 3) Realignment and widening of SB off-ramp to 2 lanes before DOI, 4) Roundabouts: Bailey Bridge Connector at Commonwealth Centre Connector (2 lane), Commonwealth Centre Connector at Commonwealth Centre Parkway (1 lane) , 5) Cul-de-sac Commonwealth Centre Parkway			Interchange Improvement			Urban Expressway	2045		x	Yes
24	RRTPO	Chesterfield		Old Hundred Road - Widening with added	US-60	Mt Hermon Rd	Widening	2	4	Urban Minor	2027		x	Yes
25	RRTPO	Chesterfield	107083	RTE 621 (WINTERPOCK, 360-ROYAL BIRKDALE) - MAJOR WIDENING	1.435 MI S INT RTE 360 (HULL	RTE 360 (HULL STREET ROAD)	Widening	2	4	Urban Minor Arterial	2027		x	Yes
26	RRTPO	Chesterfield		Otterdale Rd - Widening with added capacity	US-360	Woolridge Rd	Widening	2	4	Urban Minor	2027		x	Yes
27	RRTPO	Chesterfield	104889	RT 10 (Whitepine to Frith) WIDENING	0.787 MI N. of Rte. 288	1.110 MI S. of Rte. 288	Widening	4	6	Urban Principal Arterial	2022	x	x	Yes
28	RRTPO	Chesterfield	104890	RTE 360 E (Lonas Pkwy to Castle Rock Rd) - WIDENING	0.190 Miles West of Bridgewood Rd.	0.029 Miles East of Castle Rock Rd.	Reconstruction W/Added Capacity	5	6	Urban Principal Arterial	2022	x	x	Yes
29	RRTPO	Chesterfield		US-360 - Widening with added capacity	E. of Cosby Rd	Magnolia Green Pkwy	Widening	4	6	Urban Principal Arterial	2045		x	Yes
30	RRTPO	Chesterfield/Richmond		I-95 - Construction of an SB auxiliary lane between Exit 67 (VA-150) and Exit 69 (Bells Rd)	Exit 67 (VA-150)	Exit 69 (Bells Rd)	Auxiliary Lane			Interstate	2039		x	Yes
31	RRTPO	Hanover		I-295 & Creighton Rd - Widening of the NB VA- 288 Off- Ramp to Two Lanes.	I-295 NB	Creighton Rd NB	Interchange Improvement			Interstate	2027		x	Yes
32	RRTPO	Hanover	109260	POLE GREEN RD WIDENING	Bell Creek Road	Rural Point Road	Reconstruction W/Added Capacity	2	4	Urban Minor Arterial	2029	x	x	Yes
33	RRTPO	Hanover		Pouncey Tract Rd - Widening with added capacity (0.25 mi)	Henrico Co. Line	Ashland Rd	Widening	2	4	Urban Minor Arterial	2027		x	Yes
34	RRTPO	Hanover		US-33 - Widening with added capacity (1.3 mi)	Overhill Lake Ln	Winns Church	Widening	2	4	Urban Minor	2033		x	Yes
35	RRTPO	Hanover		Creighton Rd - Widening with added capacity (1.1 mi)	I-295	Cold Harbor Rd	Widening	2	4	Urban Minor	2033		x	Yes
36	RRTPO	Hanover		Meadowbridge Rd - Widening with added capacity (1.35 mi)	Henrico Co. Line	Atlee Rd	Widening	2	4	Urban Minor Arterial	2033		x	Yes
37	RRTPO	Hanover		Rural Point Rd - Widening with added capacity (2.1 mi)	Studley Rd	Pole Green Rd	Widening	2	4	Urban Minor Arterial	2039		x	Yes
38	RRTPO	Hanover		US-33 - Widening with added capacity (2.4 mi)	Winns Church	Ashland Rd	Widening	2	4	Urban Minor	2039		x	Yes
39	RRTPO	Hanover		Ashland Rd - Widening with added capacity (2.65 mi)	US-33	Blanton Rd	Widening	2	4	Urban Minor	2039		x	Yes
40	RRTPO	Hanover		New Ashcake Rd - Construction of a new 2-lane road (1.75 mi)	New Ashcake Rd	Air Park Rd	New Road	0	2	Urban Minor Arterial	2039		x	Yes
41	RRTPO	Hanover		Pole Green Rd - Widening with added capacity (1.85 mi)	Rural Point Rd	Walnut Grove Rd	Widening	2	4	Urban Minor Arterial	2039		x	Yes
42	RRTPO	Hanover		Pole Green Rd - Widening with added capacity (2.15 mi)	Walnut Grove Rd	US-360	Widening	2	4	Urban Minor Arterial	2039		x	Yes

SN	MPO	Jurisdiction	UPC	Description/Facility/Location	From	To	Improvement Type	Exist. Lanes	Prop. Lanes	Functional Class	Anticipated Opening Year	2027-2030 TIP	2045 CLRP	Reg Sig for AQ?
43	RRTPO	Hanover		Rural Point Rd - Widening with added capacity (2.6 mi)	US-301	Studley Rd	Widening	2	4	Urban Minor Arterial	2045		x	Yes
44	RRTPO	Hanover		Ashland Rd - Widening with added capacity (3.7 mi)	Henrico Co. Line	US-33	Widening	2	4	Urban Minor	2045		x	Yes
45	RRTPO	Hanover/ Henrico		I-295 - Construction of a SB auxiliary lane between the existing lane drop on I-295 SB and Chamberlayne Rd (Exit 41) off ramp (0.4mi)	I-95 Southbound Branch	Chamberlayne Rd (Exit- 41) off ramp	Auxiliary Lane			Interstate	2027		x	Yes
46	RRTPO	Henrico		Magellan Pkwy Extension Phase 3 (East of I-95)	Park Central Dr	Green City	New Road	0	2	Future Urban Minor Arterial	2024		x	Yes
47	RRTPO	Henrico		Magellan Pkwy Extension Phase 1 (Retreat @ One)	I-95	US-1	New Road	0	2	Future Urban Minor Arterial	2027		x	Yes
48	RRTPO	Henrico		I-295 - Widening of the cross-section between I-295 SB deceleration and Exit 43 (Brook Rd) to a two-lane section (0.5mi)	I-295 SB deceleration lane	Exit 43 C	Interchange Improvement			Interstate	2027		x	Yes
49	RRTPO	Henrico		I-295 - Construction of a single northbound auxiliary lane between the onramp from Nuckols Road SB (Exit 51) on-ramp and I-295 NB and I-64 Branch	Nuckols Rd (Exit 51)	Western Terminus	Auxiliary Lane			Interstate	2033		x	Yes
50	RRTPO	Henrico		I-295 - Widening to a two-lane section from I-95 SB on ramp onto I-295(Exit 43) NB to end of C-D lane	I-95 SB on ramp	Exit 43 C	Interchange Improvement			Interstate	2033		x	Yes
51	RRTPO	Henrico		I-64 - Construction of an auxiliary lane between Exit 180 (Gaskins Rd) and Exit 181 (Parham Rd)	Exit 180	Exit 181	Auxiliary Lane			Interstate	2033		x	Yes
52	RRTPO	Henrico		I-64 - Construction of an auxiliary lane between Exit 183 (US 250) and Exit 185 (US-33)	Exit 183	Exit 185	Auxiliary Lane			Interstate	2033		x	Yes
53	RRTPO	Henrico		I-64 - Construction of an auxiliary lane between Exit 183 (US 250) and Exit 185 (US-33)	Exit 183	Exit 185	Auxiliary Lane			Interstate	2033		x	Yes
54	RRTPO	Henrico		I-64 & US-33 - Addition of a southbound through lane on Staples Mill Road between I-64 west on-ramp and I-64 east on-ramp. New two-phase signal at a widened, 2 lanes to 3 lanes, I-64 off ramp to limit SB weaving. Intersection improvements include added capacity at the US-33 and Bethlehem Rd intersection via additional turn bays and an RCUT/directional median at Millstone Rd			Interchange Improvement			Interstate	2033		x	Yes
55	RRTPO	Henrico		I-64 - Construction of an auxiliary lane between Exit 181 (Parham Rd) and Exit 183 (US-250)	Exit 181	Exit 183	Auxiliary Lane			Interstate	2039		x	Yes
56	RRTPO	Henrico		I-64 & Parham Rd - Improvement of Interchange Configuration. Widening EB ramp terminal to include dual right turn lanes			Interchange Improvement			Interstate	2039		x	Yes
57	RRTPO	Henrico		I-95 & Parham Rd - Construction of a new Partial Cloverleaf Interchange (Exit 83). Improve interchange configuration at Parham Road to remove weaving movements.			Interchange Improvement			Interstate	2039		x	Yes
58	RRTPO	Henrico		I- 64 & N. Gayton Rd - Construction of a new Interchange at I-64 in Short Pump			New Interchange			Interstate	2045		x	Yes
59	RRTPO	Henrico		I-64 - Construction of an EB & WB auxiliary lane between Exit 178 (US-250) and Exit 180 (Gaskins Rd). Reconstruction of Cox Rd Bridge. Widening of EB US-250 (W Broad Street/Short Pump) to EB I-64 ramp to two lane.	Exit 178	Exit 180	Auxiliary Lane			Interstate	2045		x	Yes

SN	MPO	Jurisdiction	UPC	Description/Facility/Location	From	To	Improvement Type	Exist. Lanes	Prop. Lanes	Functional Class	Anticipated Opening Year	2027-2030 TIP	2045 CLRP	Reg Sig for AQ?
60	RRTPO	Henrico		1-64 & Gaskins Rd - Improvement of Interchange Configuration. Convert Interchange to Partial-Cloverleaf. Removal of eastbound 1-64 off-ramp to northbound Gaskins Road loop ramp and the westbound 1-64 off-ramp to southbound Gaskins Road loop ramp. Allow left turn movements from the remaining eastbound and westbound I- 64 off-ramps by installing left turn lanes and signalized ramp terminals.			Interchange Improvement			Interstate	2045		x	Yes
61	RRTPO	Henrico	50529	RTE 9999 (THREE CHOPT ROAD) WIDEN TO 4 LANES	1.076 MI W INT. COX ROAD	0.241 MI E INT. GASKINS ROAD	Reconstruction W/Added Capacity	2	4	Urban Minor Arterial	2029	x	x	Yes
62	RRTPO	Henrico	111716	#SMART18 - RICHMOND-HENRICO TURNPIKE -- SOUTH SGMT	LABURNUM AVENUE	HUMMINGBIRD RD	Reconstruction W/Added Capacity	2	4	Urban Minor Arterial	2027	x	x	Yes
63	RRTPO	Henrico		Springfield Rd - Widening with added capacity and pedestrian accommodations	Staples Mill Rd	Francistown Rd	Widening	2	4	Urban Minor Arterial	2027		x	Yes
64	RRTPO	Henrico		Woodman Rd - Widening with added capacity and pedestrian accommodations	Hermitage Rd	Hilliard Rd	Widening	2	4	Urban Minor Arterial	2027		x	Yes
65	RRTPO	Henrico		Pouncey Tract Rd - Widening with added capacity (to include center turnlane, two through lanes each	Nuckols Rd	Grey Oaks Park Dr	Widening	2	5	Urban Minor Arterial	2033		x	Yes
66	RRTPO	Henrico		Pump Rd - Widening with added capacity and pedestrian accommodations	Walbrook Rd	Waltham Dr	Widening	2	4	Urban Minor Arterial	2033		x	Yes
67	RRTPO	Henrico		Three Chopt Rd - Widening with added capacity and	Skipwith Rd	Horsepen Rd	Widening	2	4	Urban Minor Arterial	2033		x	Yes
68	RRTPO	Henrico		Charles City Rd - Widening with added capacity	Laburnum Ave	Monahan Rd	Widening	2	4	Urban Minor	2033		x	Yes
69	RRTPO	Henrico		Creighton Rd - Widening with added capacity and bike/ped facilities	Sandy Ln	City Limits	Widening	2	3	Urban Minor Arterial	2033		x	Yes
70	RRTPO	Henrico		Darbytown Rd - Widening with added capacity and	S Laburnum Ave	Doran Rd	Widening	2	4	Urban Minor Arterial	2033		x	Yes
71	RRTPO	Henrico		Lauderdale Dr - Widening with added capacity and bike/ped facilities	Westbriar Dr	Eadenbury Dr	Widening	2	4	Urban Minor Arterial	2033		x	Yes
72	RRTPO	Henrico		Masonic Ln/Brittles Ln - Widening with added capacity and bike/ped facilities	Nine Mile Rd	Williamsburg Rd	Widening	2	4	Urban Minor Arterial	2033		x	Yes
73	RRTPO	Henrico		Nuckols Rd - Widening with added capacity and pedestrian accommodations	Shady Grove Rd	Springfield Rd	Widening	4	6	Urban Minor Arterial	2033		x	Yes
74	RRTPO	Henrico		Pouncey Tract Rd - Widening with added capacity and pedestrian accommodations	US-250	N. Gayton Rd	Widening	2	4	Urban Minor Arterial	2033		x	Yes
75	RRTPO	Henrico		Pouncey Tract Rd - Widening with added capacity and pedestrian accommodations	Grey Oaks Park Dr	N. Gayton Rd	Widening	2	4	Urban Minor Arterial	2033		x	Yes
76	RRTPO	Henrico		River Road - Widening with added capacity and pedestrian accommodations	Sleepy Hollow Rd	E/O VA-150	Widening	2	4	Urban Minor Arterial	2039		x	Yes
77	RRTPO	Henrico		Springfield Rd - Construction of a new two-lane road with bike/ped facilities	Francistown Rd	Olde Millbrooke Way	New Road	0	2	Urban Minor Arterial	2039		x	Yes
78	RRTPO	Henrico		Three Chopt Rd - Widening with added capacity and pedestrian accommodations	Gaskins Rd	N Parham Rd	Widening	2	4	Urban Minor Arterial	2039		x	Yes
79	RRTPO	Henrico		Charles City Rd - Widening with added capacity	Williamsburg Rd	Eastport Blvd	Widening	2	4	Urban Minor	2039		x	Yes
80	RRTPO	Henrico		Church Rd - Widening with added capacity and bike/ped facilities	Three Chopt Rd	John Rolfe Pkwy	Widening	2	4	Urban Minor Arterial	2039		x	Yes
81	RRTPO	Henrico		Creighton Rd - Widening with added capacity and bike/ped facilities	Cedar Fork Rd	Hanover County Line	Widening	2	4	Urban Minor Arterial	2039		x	Yes

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82	RRTPO	Henrico		Richmond Henrico Tpk - Widening with added capacity and bike/oed facilities	Hanover County Line	Railroad Crossing	Widening	2	4	Urban Minor Arterial	2045		x	Yes
83	RRTPO	Henrico		Woodman Rd - Widening with added capacity and nedestrian accommodations	Mountain Rd	Hungary Rd	Widening	2	4	Urban Minor Arterial	2045		x	Yes
84	RRTPO	Henrico		S Airport Dr - Widening with added capacity and bike/ped facilities	Audubon Dr	Williamsburg Rd	Widening	4	6	Urban Principal Arterial	2027		x	Yes
85	RRTPO	Henrico/ Richmond		I-64 - Construction of an auxiliary lane between Exit 185 (US 33) and Exit 186 (I-195)	Exit 185	Exit 186	Auxiliary Lane			Interstate	2027		x	Yes
86	RRTPO	Richmond	104281	DEEPWATER TERMINAL RD - EXTEND EXISTING ROADWAY	END EXISTING DEEPWATER TERMINAL	GOODES ST	New Road	0	2	Future Urban Minor Arterial	2027		x	Yes
87	RRTPO	Richmond	108649	RTE 5 (MAIN STREET) - NEW ROAD	HENRICO COUNTY LINE	0.75 MI N HENRICO COUNTY LINE	New Road	0	2	Future Urban Minor Arterial	2027		x	Yes
88	RRTPO	Richmond		I-95 & VA-161 - Conversion of SB I-95 off-ramp at VA-161 (Exit 78) to two lanes. Removal of one lane from SB I-95 prior to on-ramp from EB I-64. Merge 3 lanes to 2 before on- ramp from I-64. Convert off-ramp to Boulevard (VA-161) to 2 lanes (1 choose			Interchange Improvement			Interstate	2027		x	Yes
89	RRTPO	Richmond		I-95 & Belvidere St - Improvement of interchange configuration at Belvidere St/Chamberlayne Ave (Exit 76). Construct C-D Road from Exit 76 to Exit 75.Construct SPUI (single Point Urban Interchange) at Belvidere Street and remove the northbound off-ramp to Chamberlayne Avenue.			Interchange Improvement			Interstate	2039		x	Yes
90	RRTPO	Richmond		I-95 & I-64 - Improvement of interchange configuration with I-64 to improve the SB I-95 to WB I-64 ramp (Exit 79). Merge 3 lanes to 2 after on-ramp from Laburnum. 2-lane on-ramp from SB I-95.Convert WB I-64 on-ramp from SB I-95 to two lanes. Remove one lane from WB I-64 prior to on-			Interchange Improvement			Interstate	2039		x	Yes
91	RRTPO	Richmond		Walmsley Blvd - Construction of a new 2-lane road	US-1	Commerce	New Road	0	2	Urban Minor	2045		x	Yes
92	RRTPO	Richmond		US-60 & Belt Blvd - Removal of the existing traffic signals in the vicinity of the interchange at the ramps. Construction of two new roundabouts, one in north and other in south of the bridge.			Interchange Improvement			Urban Principal Arterial	2033		x	Yes
93	RRTPO	Richmond		US-60 - Widen bridge over Belt Blvd and extend deceleration and acceleration lanes over CSX	Division Street	CSX RR	Widening	4	6	Urban Principal Arterial	2045		x	Yes
94	RRTPO	Henrico		I-64 and US-250 Improvements in the Short Pump area include a partial cloverleaf interchange. This would remove the weave of eastbound W Broad Street (US-250) traffic onto I-64 westbound on ramp and westbound I-64 ramp traffic off ramp onto westbound W Broad Street (US-250). A traffic signal for the eastbound US-250 left turns onto a two-lane westbound I-64 on ramp is to be installed.This project will involve reconstructing the I-64 bridges over US-250 in Short Pump to accommodate road widening and sidewalk.			Interchange Improvement			Interstate	2045		X	Yes
126	RRTPO	Hanover	115195	Atlee Station Rd Widening (Phase 2)	0.124 MI N OF RTE 1860 (Castle Tower Rd)	0.067 MI S OF RTE 1255 (Warren Ave)	Widening	2	4	Urban Major Collector	2032	x	x	Yes

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237	RRTPO	Henrico		Interchange Modification Project @ I-64 and US-250			Interchange Improvement			Principal Arterials			x	Yes
243	RRTPO	Chesterfield	127888	#SMART26 I-95/Rt.10 Interchange Improvement, Ph.			Safety	6	6	Interstate	2031	x		Yes
253	RRTPO	Chesterfield	101020	#HB2 FY17 Rt. 10 Widening (Bermuda Triangle Rd to Meadowville Rd)			Reconstruction W/Added Capacity	4	8	Urban Other Principal Arterial	2024	x		Yes
260	RRTPO	Henrico	60933	Rt. 9999 - Dabbs House Rd; Reconstruction			Reconstruction W/Added Capacity	3	2 & TW LTL	Urban Major Collector	2024	x		Yes
262	RRTPO	Richmond	123895	Richmond Marine Terminal Access Improvements I-95/Bells Rd			Safety	1	1	Interstate Ramp		x		Yes
263	RRTPO	Richmond	124712	#SMART24 Broad St. Streetscape W/Pulse BRT Exp. Ph. III			Transit	6	6	Urban Other Principal Arterial	2032	x		Yes
265	RRTPO	Richmond	19036	Forest Hill Ave. Improvements			Reconstruction W/O Added Capacity	4	5	Urban Minor Arterial	2025	x		Yes
267	RRTPO	Henrico	50528	THREE CHOPT ROAD - WIDENING - PE ONLY			Reconstruction W/ Added Capacity			Secondary		x		Yes
268	RRTPO	Chesterfield	CHE0001	Powwhite Parkway Extension Phase I	Powwhite Parkway	Woolridge Rd	Reconstruction W/Added Capacity			Primary		x		Yes
269	RRTPO	Chesterfield	CHE0002	Woolridge Road (Lacoc - Genito) Widening	Lacoc Rd	Genito Rd	Reconstruction W/Added Capacity			Primary		x		Yes
270	RRTPO	Chesterfield	CHE0003	Rt. 360 (Woodlake Village - Otterdale) Widening	Woodlake Village Parkway	Otterdale Rd	Reconstruction W/Added Capacity			Primary		x		Yes
271	RRTPO	Statewide	-29917	TRANSFORMING RAIL IN VIRGINIA / VPRA			Other	N/A	N/A	Miscellaneous		x		Yes
272	RRTPO	Statewide	120532	#SMART22 #I81CIP - INTERCITY RAIL SERVICE EXPANSION			Other	N/A	N/A	Miscellaneous	2027	x		Yes
273	RRTPO	Statewide	124309	Transforming Rail in Virginia - VRE Operations Costs / VPRA			Other	N/A	N/A	Miscellaneous		x		Yes
277	RRTPO	Henrico	120380	#I64CIP - I-64 E/WB - BROAD STREET - SHORT PUMP BUS SERVICE			Transit			Primary		x		Yes
279	RRTPO	Henrico	120374	#I64CIP - I-64WB EXIT 181 IMPROVE INTERCHANGE CONFIGURATION			Reconstruction W/Added Capacity			Interstate	2028	x		Yes
282	RRTPO	Henrico	120384	#I64CIP - I-64 INCREASE BUS FREQUENCY- RTE7 / NINE MILE ROAD			Transit	N/A	N/A	Interstate		x		Yes
95	RRTPO	Ashland		Elmont Rd - Construction of a new 2-lane road	Medical Dr	VA-54/Vaughan Rd	New Road	0	2	Future Urban Major Collector	2027		x	No
96	RRTPO	Ashland		Archie Cannon Dr - Construction of a bridge over CSX RR			New Overpass	2	2	Urban Major Collector	2039		x	No
97	RRTPO	Ashland	119072	#SMART22 - ASHCAKE ROAD PEDESTRIAN IMPROVEMENTS	Rt. 1 (Washington	Maple Street	Bike/Pedestrian	2	2	Urban Minor Arterial	2027		x	No
98	RRTPO	Ashland	112042	ROUTE 1 IMPROVEMENTS: ASHCAKE RD TO ARBOR OAK DR	0.056 MI N OF ASHCAKE RD	0.010 MI S OF ARBOR OAK DR	Safety	4	4	Urban Minor Arterial	2027		x	No
99	RRTPO	Charles City		Route 155 - Connection between Charles City and New Kent courthouses (spur from Virginia Capital	VA-5(Charles City Schools)	New Kent County Line	Bike/Pedestrian				2039		x	No

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100	RRTPO	Chesterfield	107088	RTE 636 - NASH ROAD EXTENSION	0.08 MI S of Beach Rd. (Rte. 655)	0.009 MI N. of Iron Bridge Rd. (Rte. 10)	New Road	0	2	Future Major Collector	2027		x	No
101	RRTPO	Chesterfield		Woolridge Rd - Widening with added capacity	Watermill Pkwy	Genito Rd	Widening	2	4	Urban Major Collector	2027		x	No
102	RRTPO	Chesterfield	110393	#HB2.FY17 RT 10 (BERM TRI TO MEADOWV) GARVEE DEBT SERVICE			Other	N/A	N/A	N/A	N/A		x	No
103	RRTPO	Chesterfield	111984	#SMART18 - I-95 AuxLanes b/w Rte.288/Rte.10- GARVEE Debt Serv			Other	N/A	N/A	N/A	N/A	x	x	No
104	RRTPO	Chesterfield		Fall Line / Route 1 - Chesterfield Fall Line Trail: Segment 2B MM 4.0 to MM 9.4 (Only Portion Within RRTPO)	Brander Bridge Rd	VA- 10/W. Hundred Rd	Bike/Pedestrian				2027		x	No
105	RRTPO	Chesterfield		Fall Line / Route 1 - Chesterfield Fall Line Trail: Segment 2D MM 10.7 to MM 12.9	Chester Rd	Galena Ave	Bike/Pedestrian				2027		x	No
106	RRTPO	Chesterfield		Fall Line / Route 1 - Chesterfield Fall Line Trail: Segment 3A MM 12.9 to MM 13.6	Galena Ave	Kingsdale Rd	Bike/Pedestrian				2027		x	No
107	RRTPO	Chesterfield		Fall Line / Route 1 - Chesterfield Fall Line Trail: Segment 3D MM 16.8 to MM 17.7	Wayside Park/Falling Cr	US-1	Bike/Pedestrian				2027		x	No
108	RRTPO	Chesterfield		Fall Line / Route 1 - Chesterfield Fall Line Trail: Segment 3E MM 17.7 to MM 18.6	US-1	Walmsley Blvd	Bike/Pedestrian				2027		x	No
109	RRTPO	Chesterfield		Connector to Stratton Park - Shared Use Path (eventually connecting Stratton Park to Pocahontas State Park)	VA-150	Jessup Road	Bike/Pedestrian				2027		x	No
110	RRTPO	Chesterfield		Midlothian @ Chippenham - New P&R lot of 270 spaces on 1.9 AC			Park & Ride				2027		x	No
111	RRTPO	Chesterfield		Huguenot Rd at Forest Hill Ave - New P&R lot to replace unofficial lot 130 spaces on 0.9 AC			Park & Ride				2027		x	No
112	RRTPO	Chesterfield		VA- 76/US-60 - New P& R lot			Park & Ride				2027		x	No
113	RRTPO	Chesterfield		VA-76/Jhanke - New P& R lot			Park & Ride				2027		x	No
114	RRTPO	Chesterfield		Fall Line / Route 1 - Chesterfield Fall Line Trail: Park Ext to Chester Rd.	VA-10/W. Hundred Rd	Chester Rd	Bike/Pedestrian				2033		x	No
115	RRTPO	Chesterfield		Fall Line / Route 1 - Chesterfield Fall Line Trail: Segment 3C MM 14.9 to MM 16.8	Gettings Ln	Wayside Park/Falling Cr	Bike/Pedestrian				2033		x	No
116	RRTPO	Chesterfield		Fall Line / Route 1 - Chesterfield Fall Line Trail: Elliham Avenue to Dwight Avenue	Elliham Ave	Dwight Ave	Bike/Pedestrian				2033		x	No
117	RRTPO	Chesterfield		VA-10/VA- 288 at I-95/I-295 - New P&R lot of 250 spaces on 1.7 AC			Park & Ride				2033		x	No
118	RRTPO	Chesterfield		Fall Line / Route 1 - Chesterfield Fall Line Trail: Segment 3B MM 13.6 to MM 14.9	US-1/Kingsdale Rd	Gettings Ln	Bike/Pedestrian				2045		x	No
119	RRTPO	Chesterfield		US-1 & West Hundred Rd - Construction of Innovative			Intersection Improvements				2045		x	No
120	RRTPO	Chesterfield		US-360 & Various - Construction of US-360 Superstreet at Winterpock Road, Spring Run Road, Chital Drive, Deer Run Road, and Harbor Pointe			Intersection Improvements				2045		x	No
121	RRTPO	Chesterfield	115415	#SMART20 - RT 1 (FALLING CK. WAYSIDE - FOOD LION) BIKE/PED	Falling Ck. Wayside	Food Lion	Bike/Pedestrian	2	2	Urban Other Principal Arterial	2027		x	No
122	RRTPO	Chesterfield	118146	ROUTE 1 (HOLIDAY LANE - WILLIS ROAD) SHARED-USE PATH	0.03 mile north of	Holiday Lane	Safety	4	4	Urban Other Principal Arterial	2027		x	No

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123	RRTPO	Chesterfield	109322	#HB2.FY17 RTE 95 - IMPROVE INTERCHANGE AT RTE	0.09 mi. S of Rt. 10	0.59 mi. N of Rt. 10	Safety	6	6	Interstate	2027		x	No
124	RRTPO	Chesterfield	119597	#SMART22 - POWHITE SBCHIPPENHAM CAPACITY SAFETY IMPROVEMENTS			Safety	4	4	Other Freeway or Expressway	2027		x	No
125	RRTPO	Chesterfield		Bridge - Replacement/Rehabilitation - Jeff Davis Hwy @ Ashton Creek			Bridge				2039		x	No
127	RRTPO	Hanover		Cauthorne Rd - Widening with added capacity (4.0 mi)	Ashland Rd	Henrico Co. Line	Widening	2	4	Urban Major Collector	2039		x	No
128	RRTPO	Hanover		Cedar Ln - Widening with added capacity (2.1 mi)	US-1	Elmont Rd	Widening	2	4	Urban Major Collector	2039		x	No
129	RRTPO	Hanover		Atlee Station Rd - Widening with added capacity (1.5 mi)	Kings Charter Dr	Sliding Hill Rd	Widening	2	4	Urban Major Collector	2039	x	x	No
130	RRTPO	Hanover		Woodside Ln - Construction of a new 2-lane road (1.1 mi)	Jamestown Rd	Hickory Hill Rd	New Road	0	2	Urban Minor Collector	2033		x	No
131	RRTPO	Hanover	13551	#SMART18 - RTE 360 WIDENING	0.61 MI W RTE 643 (LEE DAVIS)	0.19 MI E RTE 643 (LEE DAVIS RD)	Safety	5	6	Urban Other Principal Arterial	2025	x	x	Yes
132	RRTPO	Hanover		Fall Line / Route 1 - Hanover Fall Line: Segment 7C - MM 37.4 to MM 43.3	Winfrey Rd (Henrico)	Gwathmey Church Rd	Bike/Pedestrian				2027		x	No
133	RRTPO	Hanover		US- 301 & VA-54 - Converting "Y" intersection to a roundabout			Intersection Improvements				2033		x	No
134	RRTPO	Hanover		signal and dedicated left and right turn lanes on US-1			Intersection Improvements				2033		x	No
135	RRTPO	Hanover		Lewistown Rd & Ashcake Rd - Reconfiguration from a stop			Intersection Improvements				2033		x	No
136	RRTPO	Hanover	118947	#SMART22 - SLIDING HILL ROAD/PEAKS ROAD ROUNDABOUT	Ashcake Road	Peaks Road	Intersection Improvements	2	2	Urban Minor Arterial	2027		x	No
137	RRTPO	Hanover or Ashland		Lewistown Rd/Lakeridge Pkwy or Ashland - New P&R Lot of 200 spaces on 1.4 AC			Park & Ride				2027		x	No
138	RRTPO	Henrico		Dickens Rd - Widening with added capacity and bike/ped facilities	Staples Mill Rd	Oconto Rd	Widening	2	4	Urban Major Collector	2027		x	No
139	RRTPO	Henrico		Horsepen Rd - Widening with added capacity and pedestrian accommodations	Three Chopt Rd	Dexter Rd	Widening	4	6	Urban Major Collector	2027		x	No
140	RRTPO	Henrico		Bethlehem Rd - Widening with added capacity and	Libbie Ave	Dickens Rd	Widening	2	4	Urban Major Collector	2027		x	No
141	RRTPO	Henrico		Mill Rd - Widening with added capacity and pedestrian accommodations	Mill Place Dr	Mountain Rd	Widening	2	4	Urban Major Collector	2027		x	No
143	RRTPO	Henrico		N Gayton Rd - Widening with added capacity (to include center turnlane, one through lanes each direction) and bike/ped facilities	US-250	Lauderdale Dr	Widening	2	3	Urban Major Collector	2039		x	No
145	RRTPO	Henrico		Greenwood Rd - Widening with added capacity and bike and nedestrian accommodations	Woodman Road	County Line	Widening	2	4	Urban Major Collector	2045		x	No
147	RRTPO	Henrico		Courtney Rd - Widening with added capacity and bike/ped facilities	Staples Mill Rd	Mountain Rd	Widening	2	4	Urban Major Collector	2033		x	No
148	RRTPO	Henrico	110394	#HB2.FY17 RTE 64 - MAJOR WIDENING GARVEE DEBT SERVICE			Other	N/A	N/A	N/A	N/A		x	No
149	RRTPO	Henrico	118470	W Broad St Pedestrian and Transit Improvements - Glenside Dr	Glenside Drive	Parham Road	Bike/Pedestrian	6	6	Urban Other Principal Arterial	2027		x	No
150	RRTPO	Henrico		Fall Line / Route 1 - Henrico Fall Line Trail Phase 4: Lakeside Community Trail Section III	Lakeside Recreation Area	Hilliard Rd	Bike/Pedestrian				2027		x	No
151	RRTPO	Henrico		Fall Line / Route 1 - Henrico Fall Line Trail Phase 6: Villa Park	Lakeside Ave	Parham Rd	Bike/Pedestrian				2027		x	No
152	RRTPO	Henrico		Nuckols Rd Trail - Multiuse Trail	Springfield Rd	Francistown Rd	Bike/Pedestrian				2027		x	No

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153	RRTPO	Henrico		Magolia Ridge Dr - Multiuse trail connecting Fall Line to Virginia Center Commons	Brook Rd	Woodman Rd Extended	Bike/Pedestrian				2027		x	No
154	RRTPO	Henrico		US-1 & E Parham Rd - Operational improvements and pedestrian accommodations			Intersection Improvements				2027		x	No
155	RRTPO	Henrico		US-250 & Glenside Drive - Operational improvements and pedestrian accommodations			Intersection Improvements				2027		x	No
156	RRTPO	Henrico		US-250 & Pouncey Tract Rd - Increase capacity at US-250 & Pouncey Tract Rd intersection with an additional lane			Intersection Improvements				2027		x	No
157	RRTPO	Henrico		I-64/US-60 at Laburnum Rd - New P&R lot of 120 spaces on 0.8 AC parcel			Park & Ride				2027		x	No
158	RRTPO	Henrico		US-250 at Willow Lawn/Staples Mill (Pulse western terminus) - New P&R lot subject of much site search, 290 spaces on 2.0 AC			Park & Ride				2027		x	No
159	RRTPO	Henrico		I-64 at I-295 in Short Pump - New P&R lot of 320 spaces on 2.2 AC			Park & Ride				2027		x	No
160	RRTPO	Henrico		Cox Rd - Cox Rd Bike Facility	US-250	North end of Cox Rd	Bike/Pedestrian				2033		x	No
161	RRTPO	Henrico		Mountain Rd - Shared Use Trail	Woodman Rd	Staples Mill Rd	Bike/Pedestrian				2033		x	No
162	RRTPO	Henrico		Wilton on the James Trail - Shared Use Trail	VA-5	James River	Bike/Pedestrian				2033		x	No
163	RRTPO	Henrico		US-250 & Parham Rd - Operational improvements and			Intersection Improvements				2033		x	No
164	RRTPO	Henrico		VA Center Commons/I-295/I-95 - New P&R Lot of 380			Park & Ride				2033		x	No
165	RRTPO	Henrico		Parham Rd & Patterson Ave - Construction of additional turn lanes and pedestrian accommodations			Intersection Improvements				2033		x	No
166	RRTPO	Henrico		Fall Line/ Route 1 - Henrico Fall Line Trail Phase 7: Longdale	Parham Rd	Woodman Rd Extended	Bike/Pedestrian				2045		x	No
167	RRTPO	Henrico	115411	#SMART20 - N LABURNUM AVE PED AND TRANSIT IMPROVEMENTS	Harvie	Creighton Rd	Bike/Pedestrian	4	4	Urban Other Principal Arterial	2027		x	No
168	RRTPO	Henrico	115417	#SMART20 - W BROAD ST PEDESTRIAN AND TRANSIT	Pemberton Road	Parham Road	Bike/Pedestrian	6	6	Urban Other Principal Arterial	2027		x	No
169	RRTPO	Henrico	118065	LAKESIDE COMMUNITY TRAIL PHASE 1	Spring Park Street	Gillespie Avenue	Bike/Pedestrian	0	0	Local	2027		x	No
170	RRTPO	Henrico	118091	LAKESIDE COMMUNITY TRAIL PHASE 2	Dumbarton Road	Lakeside Recreation Area	Bike/Pedestrian	0	0	Local	2027		x	No
171	RRTPO	Henrico	118153	BROOK ROAD & HILLIARD ROAD TRAIL	Belmont Recreation Center	Lakeside Avenue and Brook Road Intersection	Bike/Pedestrian	4	4	Urban Other Principal Arterial	2027		x	No
172	RRTPO	Henrico	118937	#SMART22 - WILLIAMSBURG RD PEDESTRIAN & TRANSIT IMPROVEMENTS	Charles City Rd	Laburnum Ave	Bike/Pedestrian	2	2	Urban Minor Arterial	2027		x	No
173	RRTPO	Henrico	118940	#SMART22 - NINE MILE RD MULTIMODAL MOBILITY &			Bike/Pedestrian	4	4	Urban Minor Arterial	2027		x	No
174	RRTPO	Henrico	117049	S. LABURNUM/ROUTE 5 INTERSECTION IMPROVEMENTS	05 MI N of Rte 5 (New Market Rd)	Rte 5 (New Market Rd)	Intersection Improvements	4	4	Urban Other Principal Arterial	2027		x	No
175	RRTPO	Henrico	104148	SADLER RD - RECONSTRUCTION	0.005 MI WEST OF DOMINION BLVD	0.030 MI EAST OF CEDAR FOREST	Reconstruction/Maintenance	2	2	Urban Minor Collector	2027		x	No

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176	RRTPO	Henrico	101034	#HB2.FY17 RTE 6 PATTERSON AVE AT PARHAM RD INTERSECTION	0.27 MI W RTE 7518 (PARHAM RD)	0.28 MI E RTE 7518 (PARHAM RD)	Safety	4	4	Urban Other Principal Arterial	2027		x	No
177	RRTPO	Henrico	110910	#SMART18 - PARHAM RD PEDESTRIAN & TRANSIT STOP IMPROVEMENTS	6 mi E. of Broad Steet on Parham Road	HUNGARY SPRING ROAD	Safety	4	4	Urban Other Principal Arterial	2027		x	No
178	RRTPO	Henrico	111637	#SMART18 - BROAD ST PEDESTRIAN & TRANSIT STOP	FOREST AVENUE	WILLOW LAWN AVENUE	Safety	6	6	Urban Other Principal Arterial	2027		x	No
179	RRTPO	Henrico	118597	W BROAD ST INTERSECTION IMPROVEMENTS AT DOMINION AND COX	Old Sadler Road	Lexington Farm Road	Safety	6	6	Urban Other Principal Arterial	2027		x	No
180	RRTPO	Henrico		Bridge - Replacement/Rehabilitation - Wbl I-64 @ Airport Drive (VA-156)			Bridge				2039		x	No
181	RRTPO	Henrico		Bridge - Replacement/Rehabilitation - I-195 @ VA-197 & CSX			Bridge				2039		x	No
182	RRTPO	Henrico		Bridge - Replacement/Rehabilitation - Parham Road @ CSX Railway			Bridge				2039		x	No
183	RRTPO	Henrico		Bridge - Replacement/Rehabilitation - Ebl I-64 @ Airport Drive (VA-156)			Bridge				2039		x	No
184	RRTPO	Henrico		I-295at US-60-Technology Blvd/Elko Rd - New P& R lot of 120 space on 0.8 AC as alternative to Bottoms Bridge P&R expansion which is over-capacity			Park & Ride				2027		x	No
185	RRTPO	Henrico or Richmond		East End CBD at Pulse Terminus-Rocketts - New P&R lot of 130 spaces on 0.9 AC parcel			Park & Ride				2027		x	No
186	RRTPO	Multi-jurisdictional	101492	RICHMOND REGION-WIDE TRAFFIC/OPERATIONS IMPROVEMENTS			Safety	N/A	N/A	N/A	2027		x	No
187	RRTPO	Richmond	113832	Richmond Marine Terminal (RMT) - Drop Lot	various	various	Other	2	2	Urban Minor	2024		x	No
188	RRTPO	Richmond	115815	I-64 Express Barge Service Expansion	RMT	RMT	Other	2	2	Urban Minor	2025		x	No
189	RRTPO	Richmond		Fall Line / Route 1 - Richmond Fall Line Trail: Segment 4B - MM 20.7 to MM 21.8	Bellemeade Rd	Commerce Rd.	Bike/Pedestrian				2027		x	No
190	RRTPO	Richmond		Fall Line / Route 1 - Richmond Fall Line Trail: Segment 4C - MM 21.8 to MM 23.9	Commerce Rd	Decatur St	Bike/Pedestrian				2027		x	No
191	RRTPO	Richmond		Fall Line / Route 1 - Richmond Fall Line Trail: Segment 4D - MM 23.9 to MM 24.3	Semmes Ave	Potterfield Bridge	Bike/Pedestrian				2027		x	No
192	RRTPO	Richmond		Fall Line / Route 1 - Richmond Fall Line Trail: Segment 5B - MM 25.6 to MM 26.6	3rd St.	W. Duval St	Bike/Pedestrian				2027		x	No
193	RRTPO	Richmond		Fall Line / Route 1 - Richmond Fall Line Trail: Segment 5C - MM 26.6 to MM 27.6	W. Duval St	Admiral St	Bike/Pedestrian				2027		x	No
194	RRTPO	Richmond		Fall Line / Route 1 - Richmond Fall Line Trail: Segment 5D - MM 27.6 to MM 28.5	Admiral St	Brookland Pkwy	Bike/Pedestrian				2027		x	No
195	RRTPO	Richmond		Fall Line / Route 1 - Richmond Fall Line Trail: Segment 6A - MM 28.5 to MM 30.5	Brookland Pkwy	Bellevue Ave	Bike/Pedestrian				2027		x	No
196	RRTPO	Richmond		Fall Line / Route 1 - Richmond Fall Line Trail: Segment 6B - MM 30.5 to MM 31.2	Bellevue Ave	Lakeside Ave	Bike/Pedestrian				2027		x	No
197	RRTPO	Richmond		US-360 & Broad Rock Blvd - Construction of an alternative intersection with displaced left turns			Intersection Improvements				2027		x	No
198	RRTPO	Richmond		US-360, Midlothian Turnpike & Clopton St - Construction of a new roundabout in the five legged intersection			Intersection Improvements				2027		x	No
199	RRTPO	Richmond		VA-161, Brookland Pkwy & Westwood Ave - Construction of a new roundabout in the five legged intersection			Intersection Improvements				2027		x	No

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200	RRTPO	Richmond		23rd Street & Franklin Street Neighborhood Transit Center			Public Transportation				2027		x	No
201	RRTPO	Richmond	GRT4004	Downtown Transfer Center			Public Transportation				2027	x	x	No
202	RRTPO	Richmond		VA-10 & Walmsley Blvd - Construction of a new roundabout			Intersection Improvements				2033		x	No
203	RRTPO	Richmond		VA-161 & Broad Rock Blvd - Construction of a new roundabout			Intersection Improvements				2033		x	No
204	RRTPO	Richmond		Commerce Rd & Walmsley Blvd - Construction of a roundabout at Commerce Rd and Walmsley Boulevard Intersection			Intersection Improvements				2033		x	No
205	RRTPO	Richmond		Southside Transfer Center			Public Transportation				2033		x	No
206	RRTPO	Richmond	115410	#SMART20 - RIVERFRONT/ORLEANS BRT STATION PED SAFETY/STREETS	VARIOUS	VARIOUS	Bike/Pedestrian	2	2	Urban Minor Arterial	2027		x	No
207	RRTPO	Richmond	115416	#SMART20 SHOCKOE BOTTOM BRT STATION PED SAFETY/STREETS	VARIOUS	VARIOUS	Bike/Pedestrian	4	4	Urban Minor Arterial	2027		x	No
208	RRTPO	Richmond	115555	#SMART20 - SCOTT'S ADD BRT STATION PED SAFETY/STREETS	VARIOUS	VARIOUS	Bike/Pedestrian	4	4	Urban Other Principal Arterial	2027		x	No
209	RRTPO	Richmond	118943	#SMART22 - JAMES RIVER BRANCH - RAIL TO TRAIL GREENWAY	Hopkins Road	W 49th Street	Bike/Pedestrian	N/A	N/A	Local	2027		x	No
210	RRTPO	Richmond	119192	#SMART22 - POWHITE NB AT CHIPPENHAM CAPACITY AND SAFETY IMPR			Safety	2	2	Other Freeway or Expressway	2027		x	No
211	RRTPO	Richmond	118942	#SMART22 - ARTICULATED VEHICLES FOR BUS RAPID TRANSIT EXPANS			Other	N/A	N/A	Urban Other Principal Arterial	2027		x	No
212	RRTPO	Richmond	118944	#SMART22 - ROUTE 1 PHASE II IMPROVEMENTS	Route 360 / Hull Street Road	Maury Street	Reconstruction/Maintenance	6	6	Urban Other Principal Arterial	2027		x	No
213	RRTPO	Richmond	109310	#HB2.FY17 SHOCKOE VALLEY ST IMPROVEMENT	VARIOUS	VARIOUS	Safety	4	4	Urban Other Principal Arterial	2027		x	No
214	RRTPO	Richmond	109321	#HB2.FY17 RTE 95 - IMPROVE INTERCHANGE AT MAURY ST	0.058 MI. W OF MAURY ST	0.061 MI. E OF MAURY ST	Safety	2	2	Interstate Ramp	2027		x	No
215	RRTPO	Richmond	111465	#SMART18 - I-95/I-64 OVERLAP: EMERGENCY PULL-OFFS	MAURY STREET	I-64 W	Safety	6	6	Interstate	2027		x	No
216	RRTPO	Richmond	118941	#SMART22 - BROAD STREET STREETScape W/ PULSE BRT EXPANSION			Public Transportation	6	6	Urban Other Principal Arterial	2027		x	No
217	RRTPO	Richmond	109320	#HB2.FY17 SB I95 BELVIDERE ST INTERCHANGE SAFETY IMPROVEMENT	0.079 MILES WEST OF RTE. 1	0.202 MILES EAST	Safety	1	1	Interstate Ramp	2027		x	No
218	RRTPO	Richmond	119598	#SMART22 - ASHLAND TO PBURG TRAIL US 1 WALMSLEY TO BELLEMEADE			Bike/Pedestrian				2027		x	No
219	RRTPO	Richmond	119599	#SMART22 - ASHLAND PBURG TRAIL CHICKAHOMINY RIVER CROSSING			Bike/Pedestrian	N/A	N/A	Local	2027		x	No
220	RRTPO	Richmond	119600	#SMART22 - A-TO-P TRAIL: RT.1 (FALLING CRK AVE. - FOOD LION)			Bike/Pedestrian	6	6	Urban Other Principal Arterial	2027		x	No
221	RRTPO	Richmond		Bridge - Replacement/Rehabilitation - Broad Street @ I-95			Bridge				2039		x	No
222	RRTPO	Richmond		Bridge - Replacement/Rehabilitation - Cary Street @ I-195 & CSX Railroad			Bridge				2039		x	No
223	RRTPO	Richmond		Bridge - Replacement/Rehabilitation - 14th Street @ James River South Div			Bridge				2039		x	No
224	RRTPO	Richmond		Bridge - Replacement/Rehabilitation - Broad Street @ CSX Abandoned Spur Line			Bridge				2039		x	No

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225	RRTPO	Richmond		Bridge - Replacement/Rehabilitation - 14th Street @ James River North Div			Bridge				2039		x	No
226	RRTPO	Richmond		Bridge - Replacement/Rehabilitation - Wbl I-64 @ I-95			Bridge				2039		x	No
227	RRTPO	Richmond		Bridge - Replacement/Rehabilitation - Sbl I-195 @ VA- 76, CSX Rr & Ramp S			Bridge				2039		x	No
228	RRTPO	Richmond		Bridge - Replacement/Rehabilitation - Ramp To 5th & I-95 @ I-95			Bridge				2039		x	No
229	RRTPO	Richmond		Bridge - Replacement/Rehabilitation - North Boulevard @ CSX Railway			Bridge				2039		x	No
230	RRTPO	Richmond		Bridge Replacement with Shared Used Path - Westover Hills Blvd (RMTA) @ James River			Bridge				2039		x	No
231	RRTPO	Richmond/ Henrico	GRT9001	Enhanced Transit Service -Broad St - 11.5 miles from Willow Lawn to Short Pump	Willow Lawn	Short Pump	Public Transportation				2033	x	x	No
232	RRTPO	Richmond/ Henrico/ Hanover/ Ashland	GRT9002	BRT -Rt 1 North - 15.7 miles from The Pulse BRT downtown to Ashland along US 1	CBD	Ashland	Public Transportation				2033	x	x	No
233	RRTPO	Richmond/ Henrico		Enhanced Transit Service -West End South - 15.85 miles enhanced 15-min service	Cary/Main	Gayton Crossing	Public Transportation				2039		x	No
234	RRTPO	Richmond/ Henrico		Enhanced Transit Service -RIC Airport - 10.5 miles from	CBD	RIC Airport	Public Transportation				2045		x	No
235	RRTPO	Richmond/ Chesterfield		Enhanced Transit Service - Midlothian - 14.3 miles, from CBD to Stonebridge replace less frequent service with more frequency; new service from Stonebridge to Chesterfield Town Center	CBD	Chesterfield Town Center	Public Transportation				2033		x	No
239	RRTPO	Ashland	123761	#SMART24 Hill Carter Parkway Extension			New Construction Roadway	0	4	Urban Major Collector	2031	x		No
240	RRTPO	Ashland	123760	#SMART24 Green Chimney			Safety	0	2	Urban Major Collector	2029	x		No
241	RRTPO	Ashland	-29524	Rt. 1/Ashcake Sidewalk			Facilities for Pedestrians and Bicycles	2	2	Urban Minor Arterial	2029	x		No
242	RRTPO	Chesterfield	-30829	Rt. 10/Enon Church Rd Intersection Improvement Study			Other	4	4	Urban Other Principal Arterial	N/A	x		No
245	RRTPO	Chesterfield	125559	Old Gun Rd Safety Improvements			Safety	2	2	Urban Major Collector	2026	x		No
246	RRTPO	Chesterfield	124341	#SMART26 Busy St. Extended			New Construction Roadway	0	2	Urban Other Principal Arterial	2030	x		No
247	RRTPO	Chesterfield	118145	Rt. 60 Corridor Improvement Study			Preliminary Engineering	2	2	Urban Other Principal Arterial	N/A	x		No
248	RRTPO	Chesterfield	118144	US 360 Superstreets Study			Preliminary Engineering	6	6	Urban Other Principal Arterial	N/A	x		No
256	RRTPO	Hanover	77121	Rt. 638 Construct Left Turning Lane & Add SB receiving lane			Reconstruction W/Added Capacity	4	5	Urban Major Collector	2016	x		No
259	RRTPO	Henrico	60934	Rt. 9999 - Sadler Rd; Widen & reconstruct; FED Escrow Proj.			Reconstruction W/O Added Capacity	2	2	Urban Minor Collector		x		No

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264	RRTPO	Richmond	104888	#SGR23LB - Rt.360 - Replace Mayo Bridge			Bridge Rehab W/O Added Capacity	4	4	Urban Other Principal Arterial	2033	x		No
266	RRTPO	Richmond	19035	Jahnke Rd. - 2 Lane Improvements			Reconstruction W/O Added Capacity	2	2	Urban Minor Arterial	2027	x		No
CCS9001	RRTPO	Chesterfield		Mobility Management and Other Capital			Public Transportation					x		No
CCV0001	RRTPO	Chesterfield		Operating assistance for enhanced mobility of seniors & people with disabilities			Public Transportation					x		No
CCV9001	RRTPO	Chesterfield		Mobility Management and Other Capital			Public Transportation					x		No
DRPT1007	RRTPO	Richmond		Acquisition of Accessible Vehicles to be used in the provision of transportation for enhanced mobility of seniors & people with disabilities			Public Transportation					x		No
GRT0002	RRTPO	Richmond		Operating assistance for enhanced mobility of seniors & people with disabilities			Public Transportation					x		No
GRT1001	RRTPO	Richmond	GRTC004	Replacement of revenue vehicles includes Large Heavy-duty buses and small-sized heavy-duty transit buses or BOCs.			Public Transportation					x		No
GRT3001	RRTPO	Richmond	GRTC005	Passenger amenities include replacement and installation of EIT, solar lighting, and amenities.			Public Transportation					x		No
GRT4001	RRTPO	Richmond		Facility improvements include the replacement of facility equipment and systems, including plumbing, HVAC, backup power, and refreshing finishes at GRTC's maintenance and operations facilities at Belt Blvd.			Public Transportation					x		No
GRT4002	RRTPO	Richmond		Engineering, design, and construction of the northside transfer center.			Public Transportation					x		No
GRT4003	RRTPO	Richmond	GRTC050 GRTC054	Engineering, design, and construction associated with the expanded admin maintenance facility at 325 E Belt Blvd.			Public Transportation					x		No
GRT4004	RRTPO	Richmond		Downtown Transfer Center construction			Public Transportation					x		No
GRT5001	RRTPO	Richmond	GRTC035	Expansion support vehicles			Public Transportation					x		No
GRT6001	RRTPO	Richmond		Replacement and expansion of computer hardware, cloud computing systems, peripherals, cameras, DVRs, and digital signage.			Public Transportation					x		No
GRT6002	RRTPO	Richmond	GRTC032	Shop equipment			Public Transportation					x		No
GRT7001	RRTPO	Richmond	GRTC034	Expansion and replacement of IT software systems, including software maintenance contracts, business software, operations software, and cloud migration.			Public Transportation					x		No
GRT9001	RRTPO	Richmond		Western BRT Extension includes engineering and design, land acquisition, and construction associated with extending the Pulse BRT corridor west from the existing terminus at Willow Lawn.			Public Transportation					x		No
GRT9002	RRTPO	Richmond		Engineering, design, NEPA, and construction of the N/S BRT			Public Transportation					x		No
GRT9003	RRTPO	Richmond		Northside Transfer Center engineering, design, planning, land acquisition, and construction			Public Transportation					x		No

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GRT9004	RRTPO	Richmond		Mobility Management and Other Capital			Public Transportation					x		No
HAC0001	RRTPO	Hanover		Operating assistance for enhanced mobility of seniors & people with disabilities			Public Transportation					x		No
HAC9001	RRTPO	Hanover		Mobility Management and Other Capital			Public Transportation					x		No
LGS0001	RRTPO	Henrico		Operating assistance for enhanced mobility of seniors & people with disabilities			Public Transportation					x		No
SOC0001	RRTPO		SOC0001	Operating assistance for enhanced mobility of seniors & people with disabilities			Transit					x		No
SOC9001	RRTPO	Richmond		Mobility Management and Other Capital			Public Transportation					x		No
TSC0001	RRTPO	Richmond		Operating assistance for enhanced mobility of seniors & people with disabilities			Public Transportation					x		No
TSC9001	RRTPO	Richmond		Mobility Management and Other Capital			Public Transportation					x		No
274	RRTPO	Richmond		Hopkins/Chippenham Interchange Modification Report (IMR)			Other					x		No
275	RRTPO	Hanover	56181	Rt.33 - Add left turn lanes at the Intersection of Rt.623	.310 MI S. Ashland Rd	0.285 Mi N Ashland Rd	Reconstruction W/ Added Capacity	2	2	Urban Minor Arterial	2019	x		No
276	RRTPO	Chesterfield	115534	Hopkins/Chippenham Interchange Modification Report (IMR)			Other	1	1	Other Freeway or Expressway Ramp		x		No
278	RRTPO	Henrico	107458	#HB2.FY17 RTE 64 - MAJOR WIDENING			Reconstruction W/Added Capacity			Interstate	2019	x		Yes
280	RRTPO	Multi-jurisdictional	86357	RAMPO Travel Demand Modeling On-Call Consultant Support			Other			Miscellaneous		x		No
281	RRTPO	Richmond	119673	I-95 at Commerce Road / Bells Road IAR / Access Study			Preliminary Engineering					x		No
300	Tri-Cities	Petersburg	-30760	APPOMATTOX RIVER TRAIL - GROVE AVE (SQUAW TO PETER JONES)	Grove Avenue	Patton Park	Facilities for Pedestrians and Bicycles	N/A	N/A	Minor Arterial	2030	x		No
301	Tri-Cities	Petersburg	-29857	I-95 & RIVES RD - INTERCHANGE IMPROVEMENTS	I-95 SB Ramp Terminal	I-95 NB Ramp Terminal	Reconstruction w/o Added Capacity	2	2	Minor Arterial	2033	x		No
302	Tri-Cities	Prince George County	-29102	#SGR25VB INTERSTATE 95 NBL OVER NS RAILWAY (STR. 21149) - DE	1.00 Miles North of Wagner Road Interchange	0.9 Miles South of Route 460 (County Drive) Interchange	Bridge Rehab w/o Added Capacity	4	4	Interstate	2032	x		No
303	Tri-Cities	Colonial Heights	85623	I95/TEMPLE AVE - INTERCHANGE IMPR (FED ID 20145, 20146)	0.041 Miles West of Hamilton Avenue	0.069 Miles East of Existing I-95 Ramp	Safety	4	4	NA	2017	x	x	Yes
304	Tri-Cities	Colonial Heights	100501	Route 1 and Westover Avenue intersection	Intersection with Shuford Avenue	Intersection with Route 1	Safety	2	2	NA	2024	x		No
305	Tri-Cities	Petersburg	101039	SOUTH CRATER ROAD AREA - SIGNAL COORDINATION	Intersection with Flank Road	Intersection with Rives Road	Safety	4	4	Other Principal Arterial	2027	x		No
306	Tri-Cities	Colonial Heights	101288	LAKEVIEW AVE - MINOR WIDENING	Intersection with Route 1	Intersection with Brijidan Lane	Reconstruction w/o Added Capacity	2	2	Major Collector	2024	x		No

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307	Tri-Cities	Prince George County	104697	RTE 36 - IMPROVEMENTS AT FT. LEE ENTRANCE	1.53 Miles West of Route 144	1.03 Miles West of Route 144	Reconstruction w/o Added Capacity	4	4	Other Principal Arterial	2024	x		No
308	Tri-Cities	Colonial Heights	106188	NORTH ES - SIDEWALKS	.03 Miles East of Intersection with Route 301 (Boulevard)	Intersection with Ross Avenue	Facilities for Pedestrians and Bicycles	2	2	Minor Collector	2023	x		No
309	Tri-Cities	Colonial Heights	107533	TAP - APPOMATTOX RIVER TRAIL - Phase 5	Roslyn Landing Park	Route 144 (Temple Avenue)	Facilities for Pedestrians and Bicycles	N/A	N/A	Major Collector	2026	x		No
310	Tri-Cities	Prince George County	107926	RTE 36 - IMPROVEMENT AT FT LEE ENTRANCE	.03 Miles East of Intersection with Route 301 (Boulevard)	Intersection with Ross Avenue	Reconstruction w/o Added Capacity	2	2	Other Principal Arterial	2023	x		No
311	Tri-Cities	Chesterfield County	108887	#SMART18 - HARROWGATE ROAD/COUGAR TRAIL - PEDESTRIAN IMPROVE	0.116 Miles South of Route 1177 (Cougar Trail)	0.098 Miles North of Rte. 1177 (Cougar Trail)	Safety	2	2	NA	2023	x		No
312	Tri-Cities	Chesterfield County	109229	LAKEVIEW RD AND BRANDERS BRIDGE RD INTERSECTION IMPROVEMENTS	0.080 Miles South of Intersection with	0.091 Miles North of Intersection with Route 626	Safety	2	2	Major Collector	2026	x		No
313	Tri-Cities	Dinwiddie County	109230	ROUTE 670 (DUNCAN ROAD) CURVE REALIGNMENT	0.123 Miles South of Intersection with Elmwood Drive	0.077 Miles North of Intersection with Elmwood Drive	Safety	2	2	Major Collector	2033	x		No
314	Tri-Cities	Colonial Heights	109264	TEMPLE AVE AND ROUTE 1 SIGNAL REPLACEMENT	0.10 Miles South of Intersection with Temple Avenue	0.15 Miles North of Intersection with Temple Avenue	Safety	4	4	Other Principal Arterial	2027	x		No
315	Tri-Cities	Hopewell	109265	ASHLAND STREET IMPROVEMENTS - PHASE I	0.048 Miles West of Ashland Street/Courthouse Road Intersection	0.035 Miles East of Boston Street/Courthouse Road Intersection	New Construction Roadway	2	2	Major Collector	2027	x		No
316	Tri-Cities	Hopewell	110840	RTE 156 - INTERSECTION IMPROVEMENTS AT BERRY ST	0.082 Miles North of High Avenue/Arlington Road	0.027 Miles South of High Avenue/Arlington Road	Safety	4	4	Major Collector	2028	x		No
317	Tri-Cities	Hopewell	110842	SOUTH MESA DR - IMPROVE PEDESTRIAN ACCOMMODATIONS	0.04 Miles South of Intersection with Atlantic Street	0.02 Miles North of Intersection with Atlantic Street	Safety	4	4	NA	2026	x		No
318	Tri-Cities	Hopewell	110846	RTE 156 - INTERSECTION IMPROVEMENTS	0.082 Miles North of High Avenue/Arlington Road	0.027 Miles South of High Avenue/Arlington Road	Safety	4	4	Major Collector	2028	x		No
319	Tri-Cities	Prince George County	111635	#SMART18 - RT 106 & RT 630 INTERSECTION SAFETY PROJECT	0.036 Miles West of Intersection with Route 630 (Bull Hill Road)	0.042 Miles East of Intersection with Rt 630 (Bull Hill Road)	Safety	2	2	Major Collector	2025	x		No

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320	Tri-Cities	Prince George County	111704	ROUNDAABOUT AT MIDDLE RD & JEFFERSON PARK RD	0.086 Miles East of Intersection with Route 630 (Jefferson Park Road)	0.310 Miles North of Route 646 (Middle Road)	Reconstruction w/o Added Capacity	2	2	Major Collector	2027	x		No
321	Tri-Cities	Petersburg	113386	#SGR19VB - BR DECK REPLACEMENT SB I-95 OVER RT 301 & EB 460	I-95 SB Mile Marker 51.09	I-95 SB Mile Marker 51.16	Bridge Rehab w/o Added Capacity	4	4	NA	2023	x		No
322	Tri-Cities	Petersburg	113390	#SGR19VB - REPLACE SUPERSTRUCTURE FORT LEE ROAD OVER I-85	0.13 Miles North of Intersection with Boydton Plank Road	0.50 Miles South of Intersection with Dupuy Road	Bridge Rehab w/o Added Capacity	2	2	Interstate	2027	x		No
323	Tri-Cities	Petersburg	113481	#SGR19LB - Sycamore St over Lieutenant Run - Rehab culvert	South Sycamore Street at Lieutenant Run Creek	South Sycamore Street at Lieutenant Run Creek	Bridge Rehab w/o Added Capacity	2	2	Minor Arterial	2028	x		No
324	Tri-Cities	Dinwiddie County	115407	#SMART20 - Route 600/ Route 601 Roundabout	0.044 Miles West of Route 600 (Ferndale Road)/Route 601 (River Road) Intersection	0.054 Miles East of Route 600 (Ferndale Road)/Route 601 (River Road) Intersection	Safety	2	2	Major Collector	2027	x		No
325	Tri-Cities	Prince George County	115413	#SMART20 - Intersection Improvements at Route 460 & Queen St	0.151 Miles West of Intersection with Route 618 (Queen Street)	0.085 Miles East of Intersection with Route 618 (Queen Street)	Safety	4	4	NA	2026	x		No
326	Tri-Cities	Chesterfield County	115783	Rivermont Road Sidewalk	Intersection with Walnut Drive	Existing Concrete Path into the Enon Library (approximately 190' north of the Rivermont Road/Enon Church Road)	Facilities for Pedestrians and Bicycles	2	2	NA	2029	x		No
327	Tri-Cities	Prince George County	116961	#SGR21VP F21 SGR Plant Mix Interstate PM4S-964-F21	Exit 1 Off-Ramp	1.11 Miles South of Bridge over Route 36 (Oaklawn Boulevard)	Resurfacing	4	4	Interstate	2022	x		No
328	Tri-Cities	Petersburg	117838	US ARMY PROJ FT PICKETT/DSCR/FT LEE -- RICHMOND	Various	Various	Reconstruction w/ Added Capacity	Various	Various	Minor Arterial	N/A	x	x	No
329	Tri-Cities	Colonial Heights	118071	Colonial Heights High School Sidewalks	Intersection of Conduit Road and School Avenue	Intersection of Conduit Road and Riveroaks Drive	Safety	3	3	NA	2026	x		No
330	Tri-Cities	Petersburg	118949	Appomattox River Trail (ART) - Western Extension	N/A	N/A	Facilities for Pedestrians and Bicycles	N/A	N/A	NA	2028	x		No

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331	Tri-Cities	Chesterfield County	118951	Enon Church Road at Bermuda Orchard Road - Ped Improvements	0.05 Miles West of Enon Church Road and Bermuda Orchard Lane Intersection	0.04 Miles East of Enon Church Road and Bermuda Orchard Lane Intersection	Facilities for Pedestrians and Bicycles	2	2	Minor Arterial	2029	x		No
332	Tri-Cities	Chesterfield County	118966	#FLT - Dupuy Road to Westover Avenue	Intersection of Meridian Avenue and Dupuy Avenue	Cul-de-Sac of West Westover Avenue	Facilities for Pedestrians and Bicycles	N/A	N/A	NA	2028	x		No
333	Tri-Cities	Petersburg	120439	#OTHERINT - I-85 - SIGNS AND MARKINGS US 1	I-85 Mile Marker 62.98	I-85 Mile Marker 65.01	Other	4	4	Other Principal Arterial	N/A	x		No
334	Tri-Cities	Colonial Heights	120440	#I95CIP - I-95 SB - EXIT 53 - EXTEND ACCELERATION LANE	I-95 SB Mile Marker 53.09	I-95 SB Mile Marker 53.35	Safety	6	6	Interstate	2026	x		No
335	Tri-Cities	Prince George County	120458	#OTHERINT - I-85 - CMS	I-85 SB Mile Marker 62.44	I-85 SB Mile Marker 62.49	Safety	4	4	Interstate	2027	x		No
336	Tri-Cities	Petersburg	121278	#SGR23LP - US Route 460 Business (Winfield Road)	I-95 Off-Ramp	Beginning of Concrete Median at "Y" Connection at Route 460	Resurfacing	2	2	Other Principal Arterial	2024	x		No
337	Tri-Cities	Petersburg	121279	#SGR23LP - S Crater Rd	North of the Intersection with Walnut Boulevard	North of the On-Ramp to I-95 at the Intersection with Graham Road	Resurfacing	4	4	NA	2024	x		No
338	Tri-Cities	Petersburg	121280	#SGR23LP - S Sycamore St	Intersection with East Wythe Street	Intersection with East Washington Street	Resurfacing	4	4	Minor Arterial	2024	x		No
339	Tri-Cities	Petersburg	121281	#SGR23LP - W WASHINGTON STREET	Intersection with East Market Street	0.03 Miles East of Intersection with Jefferson Street	Resurfacing	4	4	Other Principal Arterial	2024	x		No
340	Tri-Cities	Colonial Heights	121409	#FLT (W. WESTOVER - FAIRFAX)	Cul-de-Sac of West Westover Avenue	West End of Fairfax Avenue	Facilities for Pedestrians and Bicycles	N/A	N/A	NA	2028	x		No
341	Tri-Cities	Chesterfield County	121417	#SMART24 - APPOMATTOX GREENWAY TRAIL BOULEVARD SPUR	Intersection of Archer Avenue and Route 301 (Boulevard)	Existing Appomattox River Greenway Trail	Facilities for Pedestrians and Bicycles	N/A	N/A	Other Principal Arterial	2028	x		No
342	Tri-Cities	Colonial Heights	121680	#SGR23LP - Us Hwy 1	Northern City of Colonial Heights Limits	Intersection with Birch Avenue	Resurfacing	4	4	Other Principal Arterial	2023	x		No

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343	Tri-Cities	Hopewell	122203	#SMART24 - W RANDOLPH ROAD SHARED USE PATH	0.051 Miles West of the North 6th Avenue and Freemont Street Intersection	0.378 Miles East of the North 6th Avenue and Freemont Street Intersection	Facilities for Pedestrians and Bicycles	N/A	N/A	Other Principal Arterial	2029	x		No
344	Tri-Cities	Petersburg	122214	#BF - RICHMOND YEAR 1 DECK & SUPERSTRUCTURE - STR 21167	I-95 SB On-Ramp Bridge over East Wythe Street	I-95 SB On-Ramp Bridge over East Wythe Street	Bridge Rehab w/o Added Capacity	1	1	Interstate	2024	x		No
345	Tri-Cities	Colonial Heights	122282	SRTS PHASE III MIDDLE SCHOOL SIDEWALKS	Intersection of Conduit Road and Center Avenue	Intersection of Conduit Road and Lynchburg Avenue	Safety	2	2	Major Collector	2024	x		No
346	Tri-Cities	Hopewell	123291	COURTHOUSE ROAD PEDESTRIAN IMPROVEMENTS	Courthouse Road and Boston Street Intersection	0.008 Miles East of the Courthouse Road and Davis	Safety	2	2	Major Collector	2028	x		No
347	Tri-Cities	Petersburg	123580	#SMART24 - ART OLD TOWNE PETERSBURG (GROVE AVE TO RIVER RD)	Grove Avenue	River Street	Facilities for Pedestrians and Bicycles	N/A	N/A	Minor Arterial	2029	x		No
348	Tri-Cities	Petersburg	123581	#SMART24 - FLT/ART TRAILHEAD/PARKING LOT	University Boulevard/Fleet Street	Existing Appomattox River Greenway Trail	Facilities for Pedestrians and Bicycles	N/A	N/A	Minor Arterial	2030	x		No
349	Tri-Cities	Prince George County	123762	#SMART24 - ROUNDABOUT AT MIDDLE RD AND PRINCE GEORGE DRIVE	300' North of Intersection with Middle Road and Prince George Drive	300' South of Intersection with Middle Road and Prince George Drive	Safety	2	2	Minor Arterial	2029	x		No
350	Tri-Cities	Chesterfield County	124274	ENON CHURCH RD (DODD PARK-RIVERVIEW DR) BIKE/PED IMPROVEMENT	Entrance to R. Garland Dodd Park at Point of Rocks on Enon Church Road	Intersection of Enon Church Road and Riverview Drive	Safety	2	2	Minor Arterial	2029	x		No
351	Tri-Cities	Chesterfield County	124337	RIVER ROAD (BRICKHOUSE DR - LIBRARY) TRAIL	River Road and Brickhouse Drive Intersection	Entrance to the Ettrick-Matoaca Library on River Road	Safety	2	2	Minor Arterial	2031	x		No
352	Tri-Cities	Chesterfield County	124340	RTE 1 (WHITEHOUSE RD - HARROWGATE RD)SIDEWALK/PED CROSSING	Route 1 and Harrowgate Road	Route 1 and Whitehouse Road	Safety	4	4	Other Principal Arterial	2030	x		No
353	Tri-Cities	Petersburg	124570	#BF - RICHMOND DECK AND SUPERSTRUCTURE - #3	Structure 21151 I-95 NB over Mingea Street 1.0 Miles South of the North Petersburg	Structure 21171 I-95 SB over Mingea Street 1.0 Miles South of the North Petersburg	Bridge Replacement w/o Added Capacity	4	4	Minor Collector	2027	x		No
354	Tri-Cities	Petersburg	124573	#BF - RICHMOND DECK AND SUPERSTRUCTURE - #5	Structure 21161 I-95 Ramp H over Mingea Street 1.0 Miles South of the North Petersburg	Structure 21163 I-95 Ramp E over Mingea Street 1.0 Miles South of the North Petersburg	Bridge Rehab w/o Added Capacity	4	4	Minor Collector	2027	x		No

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355	Tri-Cities	Colonial Heights	124601	BOULEVARD MODERNIZATION (TEMPLE AVE TO ESSEX ROAD)	Route 1 (Boulevard) and Temple Avenue Intersection	Route 1 (Boulevard) and Essex Road Intersection	Safety	4	4	Other Principal Arterial	2029	x		No
356	Tri-Cities	Chesterfield County	124677	#SGR23VB - RTE 746 ENON CHURCH RD (FED 5341) CR	0.07 Miles East of the Intersection with River Haven Avenue	0.04 Miles West of the Route 10 (East Hundred Road) Intersection	Bridge Replacement w/o Added Capacity	2	2	Minor Arterial	2030	x		No
357	Tri-Cities	Petersburg	124714	#SMART24 - ART RT1 TO COLONIAL HEIGHTS AND I-95	Route 301	I-95	Facilities for Pedestrians and Bicycles	N/A	N/A	NA	2029	x		No
358	Tri-Cities	Colonial Heights	124715	#SMART24 - APPOMATTOX RIVER GREENWAY TRAIL PHASE 6	Appomattox River Greenway Trail	Appomattox River Greenway Trail	Facilities for Pedestrians and Bicycles	N/A	N/A	Minor Arterial	2029	x		No
359	Tri-Cities	Chesterfield County	125348	WOODS EDGE RD/RTE 1 PEDESTRIAN CROSSING	Intersection of Woods Edge Road at Route 1	Intersection of Happy Hill Road and Route 1	Facilities for Pedestrians and Bicycles	4	4	Other Principal Arterial	2029	x		No
360	Tri-Cities	Hopewell	125653	RT 36/OAKLAWN BLVD SIGNALIZATION IMPROVEMENTS	Intersection of Route 36 (Oaklawn Boulevard) and Crossings Boulevard	Intersection of Route 36 (Oaklawn Boulevard) and Jefferson Park Road/Cousins Avenue	Safety	6	6	Other Principal Arterial	2027	x		No
361	Tri-Cities	Colonial Heights	126141	I-95-B EXIT 53 EV CHARGING STATION INSTALLATION	Delta Hotels Colonial Heights on East Roslyn Road Near the I-95 Exit 53	Delta Hotels Colonial Heights on East Roslyn Road Near Exit 53	Other	N/A	N/A	Minor Collector	2027	x		No
362	Tri-Cities	Dinwiddie County	126143	I-85-B EXIT 61 EV CHARGING STATION INSTALLATION	Valero Gas Station at the Intersection of Route 460 (Airport Street) and Cox Road Near the I-85 Exit 61	Valero Gas Station at the Intersection of Route 460 (Airport Street) and Cox Road Near the I-85 Exit 61	Other	N/A	N/A	Other Principal Arterial	2026	x		No
363	Tri-Cities	Hopewell	126157	I-295-A EXIT 9 EV CHARGING STATION INSTALLATION	Hampton Inn Hopewell Fort Gregg-Adams at the Intersection of Plaza Drive and Cousins Avenue Near the I-295 Exit 9A	Hampton Inn Hopewell Fort Gregg-Adams at the Intersection of Plaza Drive and Cousins Avenue Near the I-295 Exit 9A	Other	N/A	N/A	Major Collector	2027	x		No
364	Tri-Cities	Petersburg	127921	#SMART26 I-95 AT RIVES RD EXIT ROUNDABOUTS	I-95 SB Ramp Exit 47 A and Rives Road Interchange	I-95 NB Ramp Exit 47 A and Rives Road Interchange	Safety	2	2	Minor Arterial	2033	x		No

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365	Tri-Cities	Hopewell	127925	#SMART26 WINSTON CHURCHILL DRIVE CORRIDOR IMPROVEMENTS	Route 36 (Winston Churchill Drive) and Miles Avenue	Route 36 (Winston Churchill Drive) and High Avenue	Safety	6	6	NA	2033	x		No
366	Tri-Cities	Petersburg	128132	#SMART26 I-85/95 INTERCHANGE IMPROVEMENTS	I-95 Ramp 50 A	I-95/185 Interchange	Safety	4	4	NA	2033	x		No
367	Tri-Cities	NonMPO	111275	#SGR18VB - RT. 703 OVER VPRA ROW - BRIDGE REHABILITATION	0.2 Miles from the Intersection with Route 1 (Boynton Plank Road) and Route 703 (Carson	0.8 Miles from the I-85 Exit 53 and Route 703 (Carson Road) Interchange	Bridge Rehab w/o Added Capacity	2	2	Major Collector	2024	x		No
368	Tri-Cities	Prince George County	-30761	PETERSBURG AREA TRANSIT - NEW BOHEMIA SERVICE ROUTE	N/A - Multiple Locations	N/A - Multiple Locations	Transit					x		No
369	Tri-Cities	Multi-jurisdictional	-18973	BRIDGE REHABILITATION/REPLACEMENT	N/A - Planned STIP CN Obligations	N/A - Planned STIP CN Obligations						x		No
370	Tri-Cities	Hopewell	-9443	Hopewell Circulator Bus Route	N/A - Hopewell Circulator Bus Route	N/A - Hopewell Circulator Bus Route	Transit					x		No
371	Tri-Cities	Petersburg	-204	TRI-CITIES MPO RIDEFINDERS PROGRAM	N/A - Support for RideFinders Program	N/A - Support for RideFinders Program	Other					x		No
372	Tri-Cities	Richmond District-wide	109628	SYSTEMIC ROADWAY DEPARTURE TREATMENTS - RTE 460 CORRIDOR	N/A - Multiple Locations	N/A - Multiple Locations	Safety					x		No
373	Tri-Cities	Hopewell	113448	BICYCLE LANE CONNECTIONS (MULTIPLE ROUTES) - TAP	N/A - Multiple Locations	N/A - Multiple Locations	Facilities for Pedestrians and Bicycles					x		No
374	Tri-Cities	Multi-jurisdictional	115085	MPO STAFF SALARY FUNDING SUPPLEMENT: CRATER PDC FY19 & FY20	N/A - MPO Staff Salary Funding	N/A - MPO Staff Salary Funding	Other					x		No
375	Tri-Cities	Multi-jurisdictional	117867	RSTP SUPPLEMENT FOR MPO PLANNING STAFF SALARIES - FY26/FY27	N/A - RSTP Supplement for MPO Staff Salaries	N/A - RSTP Supplement for MPO Staff Salaries	Other					x		No
376	Tri-Cities	Richmond District-wide	120468	#OTHERINT - I-85 - PORTABLE CMS	N/A - Multiple Locations	N/A - Multiple Locations	Safety					x		No
377	Tri-Cities	Petersburg	120666	#FLT - Right of Way Petersburg	N/A - Breakout Project for FLT RW Phase	N/A - Breakout Project for FLT RW Phase	Right of Way					x		No
378	Tri-Cities	Multi-jurisdictional	121511	#FLT - SOUTHERN SECTION PATTON PARK TO W HUNDRED RD	N/A - FLT Design Build 2 (Multiple Locations)	N/A - FLT Design Build 2 (Multiple Locations)	Bike/Ped					x		No
379	Tri-Cities	Multi-jurisdictional	122860	RSTP SUPPLEMENT FOR MPO PLANNING STAFF SALARIES-FY28/FY29	N/A - RSTP Supplement for MPO Staff Salaries	N/A - RSTP Supplement for MPO Staff Salaries	Other					x		No
380	Tri-Cities	Petersburg	124075	RIDEFINDERS - CARPOOL AND VANPOOL ENCOURAGEMENT PROGRAM	N/A - RideFinders Encouragement	N/A - RideFinders Encouragement						x		No
381	Tri-Cities	Hopewell	125532	HOPEWELL HIGH VISIBILITY BACKPLATE UPGRADES	N/A - Multiple Locations	N/A - Multiple Locations	Safety					x		No

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382	Tri-Cities	Hopewell	125533	HOPEWELL PEDESTRIAN CROSSING IMPROVEMENTS	N/A - Multiple Locations	N/A - Multiple Locations	Safety					x		No
383	Tri-Cities	Petersburg	125537	PEDESTRIAN CROSSINGS	N/A - Multiple Locations	N/A - Multiple Locations	Safety					x		No
384	Tri-Cities	Petersburg	125538	INSTALL HIGH VISIBILITY BACKPLATES	N/A - Multiple Locations	N/A - Multiple Locations	Safety					x		No
385	Tri-Cities	Petersburg	125652	PASSENGER AMENITIES AT PETERSBURG BUS STOPS	N/A - Petersburg Area Transit will Acquire & Install Passenger Amenities at Various Bus	N/A - Petersburg Area Transit will Acquire & Install Passenger Amenities at Various Bus	Other					x		No
386	Tri-Cities	Petersburg	126122	I-85 - REPLACE BOX GUARDRAIL	N/A - Multiple Locations	N/A - Multiple Locations	Safety					x		No
387	Tri-Cities	Colonial Heights	127581	COLONIAL HEIGHTS HI-VIS SIGNAL BACKPLATES	N/A - Multiple Locations	N/A - Multiple Locations	Safety					x		No
388	Tri-Cities	Petersburg	127585	PETERSBURG CURVE IMPROVEMENTS	N/A - Multiple Locations	N/A - Multiple Locations	Safety					x		No
389	Tri-Cities	Petersburg	127586	PETERSBURG FLASHING YELLOW ARROW	N/A - Multiple Locations	N/A - Multiple Locations	Safety					x		No
390	Tri-Cities	Petersburg	127588	PETERSBURG PEDESTRIAN CROSSINGS	N/A - Multiple Locations	N/A - Multiple Locations	Safety					x		No
391	Tri-Cities	Petersburg	127589	PETERSBURG UNSIGNALIZED INTERSECTION IMPROVEMENTS	N/A - Multiple Locations	N/A - Multiple Locations	Safety					x		No
392	Tri-Cities	Statewide	119155	#I95CIP WORK ZONE DEMONSTRATION SAFETY GRANT	N/A - No Construction	N/A - No Construction	Safety					x		No
393	Tri-Cities	Statewide	124309	Transforming Rail in Virginia - VRE Operations Costs /VPRA	N/A - Multiple Locations	N/A - Multiple Locations	Other					x		Yes
394	Tri-Cities	Statewide	118193	#I95CIP SSP RICHMOND DISTRICT FY23-26	N/A - State Safety Patrol Service along I-95 (No	N/A - State Safety Patrol Service along I-95 (No	Safety					x		No
395	Tri-Cities	Statewide	118225	#I95CIP TRIP TOWING RICHMOND DISTRICT FY21-27	N/A - Trip Towing Program for I-95 (No	N/A - Trip Towing Program for I-95 (No	Traffic Management/E engineering					x		No
396	Tri-Cities	Statewide	119154	#I95CIP PUBLIC SERVICE ADVISORY(PSAP) INTEGRATIONS STATEWIDE	N/A - Public Service Advisory (PSAP) (No Construction)	N/A - Public Service Advisory (PSAP) (No Construction)	Safety					x		No
397	Tri-Cities	Statewide	111892	#ITTF - ATMS - PHASE 1, 2, 3, 4	N/A - Advanced Traffic Management System (ATMS) (No	N/A - Advanced Traffic Management System (ATMS) (No	Safety					x		No
398	Tri-Cities	Statewide	115854	#ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD	N/A - Arterial Operations Program Dashboard (No Construction)	N/A - Arterial Operations Program Dashboard (No Construction)	Traffic Management/E engineering					x		No

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399	Tri-Cities	Statewide	119199	#ITTF22 STUDY FOR SMARTER LIGHTING INITIATIVE STATEWIDE	N/A - Study for a "Smarter Lighting Initiative" (No Construction)	N/A - Study for a "Smarter Lighting Initiative" (No Construction)	Safety					x		No
400	Tri-Cities	Statewide	119332	#ITTF22 DATA-DRIVEN MGMT PROGRAM FOR PAVEMENT MARKING	N/A - Study for Data-Driven Management Program for Pavement Marking (No Construction)	N/A - Study for Data-Driven Management Program for Pavement Marking (No Construction)	Safety					x		No
401	Tri-Cities	Statewide	121564	#ITTF23 LEVERAGING CONNECTED CAR DATA FOR IMPROVED SAFETY	N/A - Leveraging Connected Car Data for Improved Safety (No Construction)	N/A - Leveraging Connected Car Data for Improved Safety (No Construction)	Other					x		No
402	Tri-Cities	Statewide	121643	#ITTF23 SMART INTERSECTIONS DEPLOYMENT SUPPORT	N/A - Smart Intersection Deployment to Support Vulnerable Rd User Safety Analysis (No Construction)	N/A - Smart Intersection Deployment to Support Vulnerable Rd User Safety Analysis (No Construction)	Safety					x		No
403	Tri-Cities	Statewide	121653	#ITTF23 - COOPERATIVE FREEWAY MANAGEMENT STUDY- NOVA/FRED	N/A - Cooperative Freeway Management Study (No Construction)	N/A - Cooperative Freeway Management Study (No Construction)	Other					x		No
404	Tri-Cities	Statewide	121670	#ITTF23 ADVANCED ROAD WEATHER INFORMATION SYSTEMS STUDY	N/A - Advanced Road Weather Information Systems Study (No Construction)	N/A - Advanced Road Weather Information Systems Study (No Construction)	Safety					x		No
405	Tri-Cities	Statewide	122048	#ITTF23 - RM3P SYSTEM MONITORING & ENHANCEMENTS	N/A - RM3P Program to Improve Mobility, Safety, & Provide Traveler Information data (No Construction)	N/A - RM3P Program to Improve Mobility, Safety, & Provide Traveler Information data (No Construction)	Other					x		No
406	Tri-Cities	Multiple MPOs	103754	Route 460 PPTA Debt Service	N/A - Route 460 PPTA Debt Service (No Construction)	N/A - Route 460 PPTA Debt Service (No Construction)						x		No
407	Tri-Cities	Statewide	116658	#195CIP GEOFENCED EMERGENCY NOTIFICATIONS	N/A - Geofencing Emergency Notifications (No Construction)	N/A - Geofencing Emergency Notifications (No Construction)	Safety					x		No

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408	Tri-Cities	Statewide	127004	#ITTF25 - STATEWIDE SIDEWALK AND CROSSWALK MANAGEMENT TOOL	N/A - Aerial/Remote Sensing Technology to Create an Inventory of Sidewalk Facilities & Crosswalks Across Virginia (No	N/A - Aerial/Remote Sensing Technology to Create an Inventory of Sidewalk Facilities & Crosswalks Across Virginia (No	Safety and Education of Pedestrians /Bicyclists					x		No
409	Tri-Cities	Statewide	-29917	TRANSFORMING RAIL IN VIRGINIA / VPRA	N/A - Transforming Rail in Virginia/VPRA (Design & Construction of Phase 1 & 2 in the I-95 Corridor)	N/A - Transforming Rail in Virginia/VPRA (Design & Construction of Phase 1 & 2 in the I-95 Corridor)	Other					x		Yes
410	Tri-Cities	Statewide	116661	#OTHER INTERSTATE TECHNOLOGY IMPROVEMENTS - PROGRAM UPC	N/A - Funding Source for Traffic Operations Technologies (No Construction)	N/A - Funding Source for Traffic Operations Technologies (No Construction)	Safety					x		No
411	Tri-Cities	Statewide	-20741	VEHICLE FUEL CONVERSION PROGRAM MARKETING	N/A - Marketing for Vehicle Fuel Conversion Program (No Construction)	N/A - Marketing for Vehicle Fuel Conversion Program (No Construction)						x		No
412	Tri-Cities	Chesterfield	101028	RTE 600 - ROUNDABOUT	0.066 MI S RTE 628 (Hickory Road)	0.076 MI N RTE 628 (Hickory Road) (0.1400 MI)	Intersection Improvements						x	No
413	Tri-Cities	Chesterfield	112660	N. ENON CHURCH ROAD WIDENING	Route 10	MPO Line (WEST OF BRANDERS BRIDGE ROAD (2.3 miles)	Widen 2L to 4L	2	4	Urban Minor	2028		x	Yes
414	Tri-Cities	Chesterfield		EAST-WEST FREEWAY (2 LANES)	ROUTE 1	EAST OF RR TRACKS	New Road	0	2	Future Urban Expressway	2034		x	Yes
415	Tri-Cities	Chesterfield		WOODS EDGE RD WIDENING	ROUTE 1	EAST OF RR TRACKS	Widen 2L to 4L	2	4	Urban Minor Arterial	2040		x	Yes
416	Tri-Cities	Colonial Heights	101287	DUPUY AVE - MINOR WIDENING	WCL COLONIAL HTS	0.10 MI W RTE 1 (BOULEVARD) (0.3800 MI)	Add Center Turn lane	2	3	Urban Minor Arterial			x	No
417	Tri-Cities	Colonial Heights		TEMPLE AVE - CONDUIT TO ECL WIDENING	CONDUIT RD	ECL COLONIAL HTS	Widen 4L to 6L	4	6	Urban Principal Arterial	2045		x	Yes
418	Tri-Cities	Hopewell	1436	Cedar Level Rd. (PE and RW)	North Avenue	Cobblestone Parkway	Widen 2L to 4L	2	4	Urban Minor Arterial	2028		x	Yes
419	Tri-Cities	Hopewell	90018	Cedar Level Rd. (PE and CN)	Cobblestone Parkway	Miles Avenue	Widen 2L to 4L	2	4	Urban Minor Arterial	2020		x	Yes
420	Tri-Cities	Hopewell		CEDAR LEVEL ROAD SOUTHERN SEGMENT	North Avenue	Woodlawn St.	Widen 2L to 4L	2	4	Urban Minor	2028		x	Yes
421	Tri-Cities	DRPT	DRPT1009	Acquisition of Accessible Vehicles			Public Transportation					x		No

SN	MPO	Jurisdiction	UPC	Description/Facility/Location	From	To	Improvement Type	Exist. Lanes	Prop. Lanes	Functional Class	Anticipated Opening Year	2027-2030 TIP	2045 CLRP	Reg Sig for AQ?
422	Tri-Cities	Petersburg Area Transit (PAT)	PAT0001	Operating Assistance			Public Transportation					x		No
423	Tri-Cities	Petersburg Area Transit (PAT)	PAT1001	Revenue Vehicles- Replacement			Public Transportation					x		No
424	Tri-Cities	Petersburg Area Transit (PAT)	PAT4001	Design and Construct Maintenance Facility			Public Transportation					x		No
425	Tri-Cities	Petersburg Area Transit (PAT)	PAT4002	New seating for customer service			Public Transportation					x		No
426	Tri-Cities	Petersburg Area Transit (PAT)	PAT5001	Support Vehicles- Replacement			Public Transportation					x		No
427	Tri-Cities	Petersburg Area Transit (PAT)	PAT6001	ADP Hardware- Replacement			Public Transportation					x		No
428	Tri-Cities	Petersburg Area Transit (PAT)	PAT7001	ADP Software			Public Transportation					x		No

Engage PlanRVA

Report Type: Project

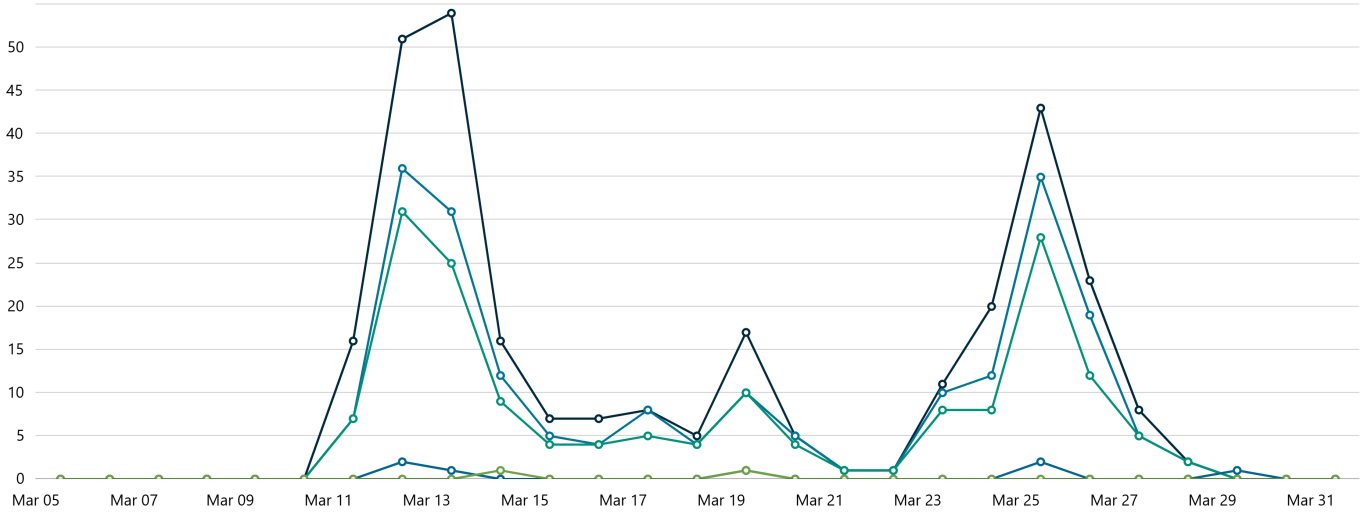
Project Name: Transportation Improvement Program (TIP)

Date Range: 05-03-2026 - 31-03-2026

Exported: 31-03-2026 09:56:54

Performance Summary

Information regarding key visitation and utilization metrics for your Site or projects.



295
Views

207
Visits

142
Visitors

7
Contributions

7
Contributors

2
Followers

Views - The number of times a Visitor views any page on a Site.

Visits - The number of end-user sessions associated with a single Visitor.

Visitors - The number of unique public or end-users to a Site. A Visitor is only counted once, even if they visit a Site several times in one day.

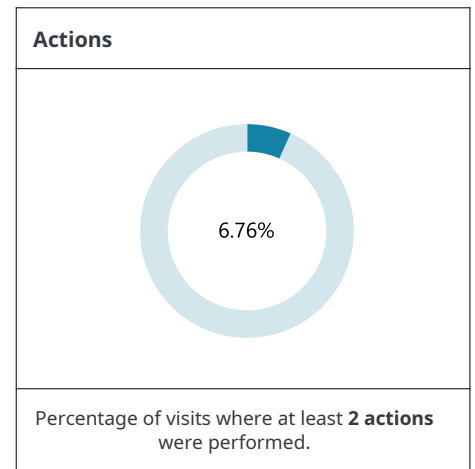
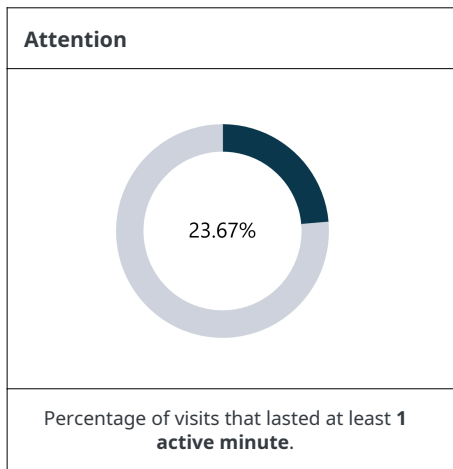
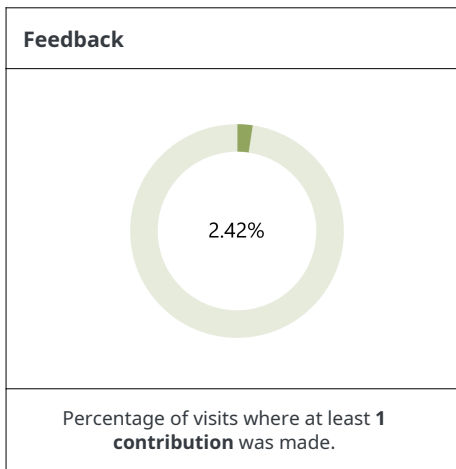
Contributions - The total number of responses or feedback collected through the participation tools.

Contributors - The unique number of Visitors who have left feedback or Contributions on a Site through the participation tools.

Followers - The number of Visitors who have 'subscribed' to a project using the 'Follow' button.


Conversions





Information regarding how well your engagement websites converted Visitors to perform defined key actions.



Participation

Information regarding how people have participated in your projects and activities.

Contributions by Activity			
Contributions by Activity is a breakdown of contributions across each tool			
Activity	Contributions		%
 Form	7	<div style="width: 100%; height: 10px; background-color: #004a7c;"></div>	100%

Top Activities			
Top Activities is the top 5 tools that received the highest contributions			
Activity	Page Name	Contributions	Contributors
 Form	Transportation Improvement Program (TIP)	7	7
 Question and Answer	Transportation Improvement Program (TIP)	0	0
 Form	Transportation Improvement Program (TIP)	0	0
 Social Map	Transportation Improvement Program (TIP)	0	0

Projects

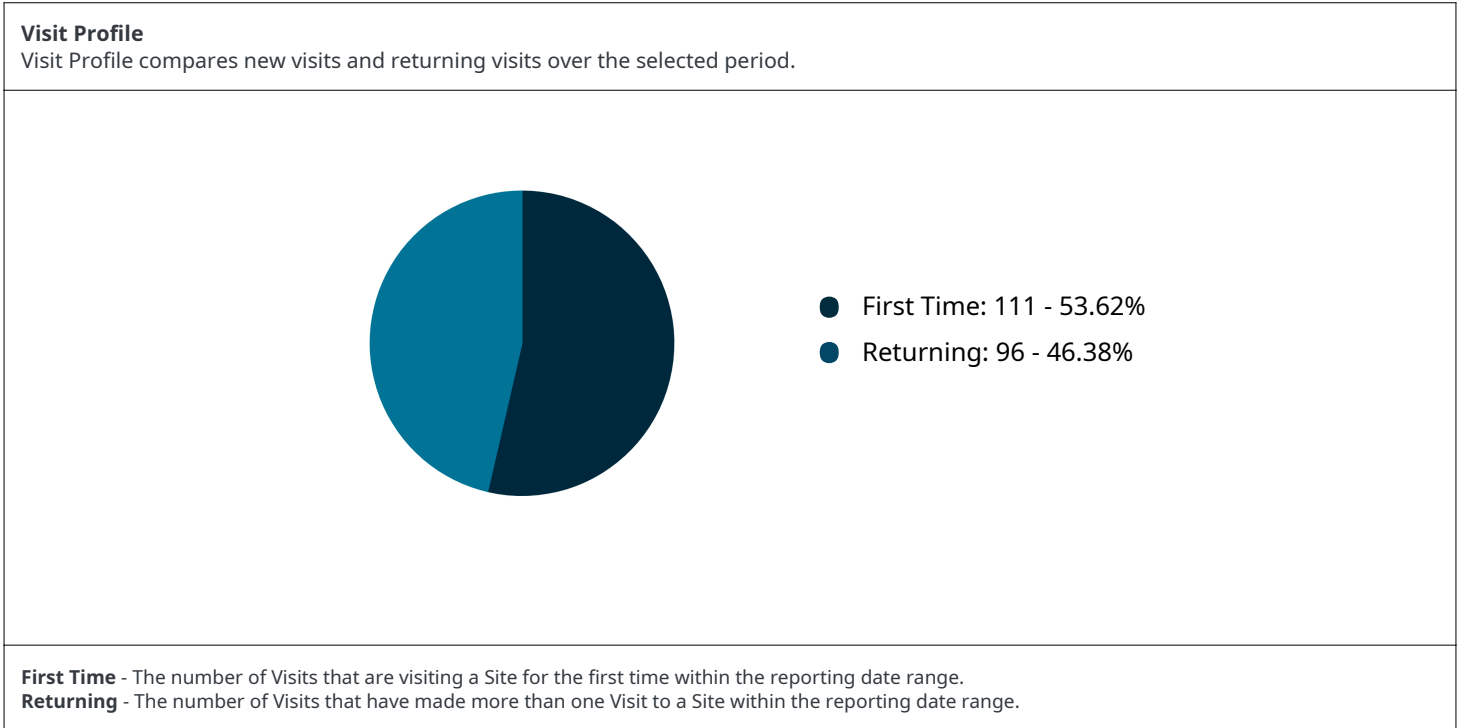
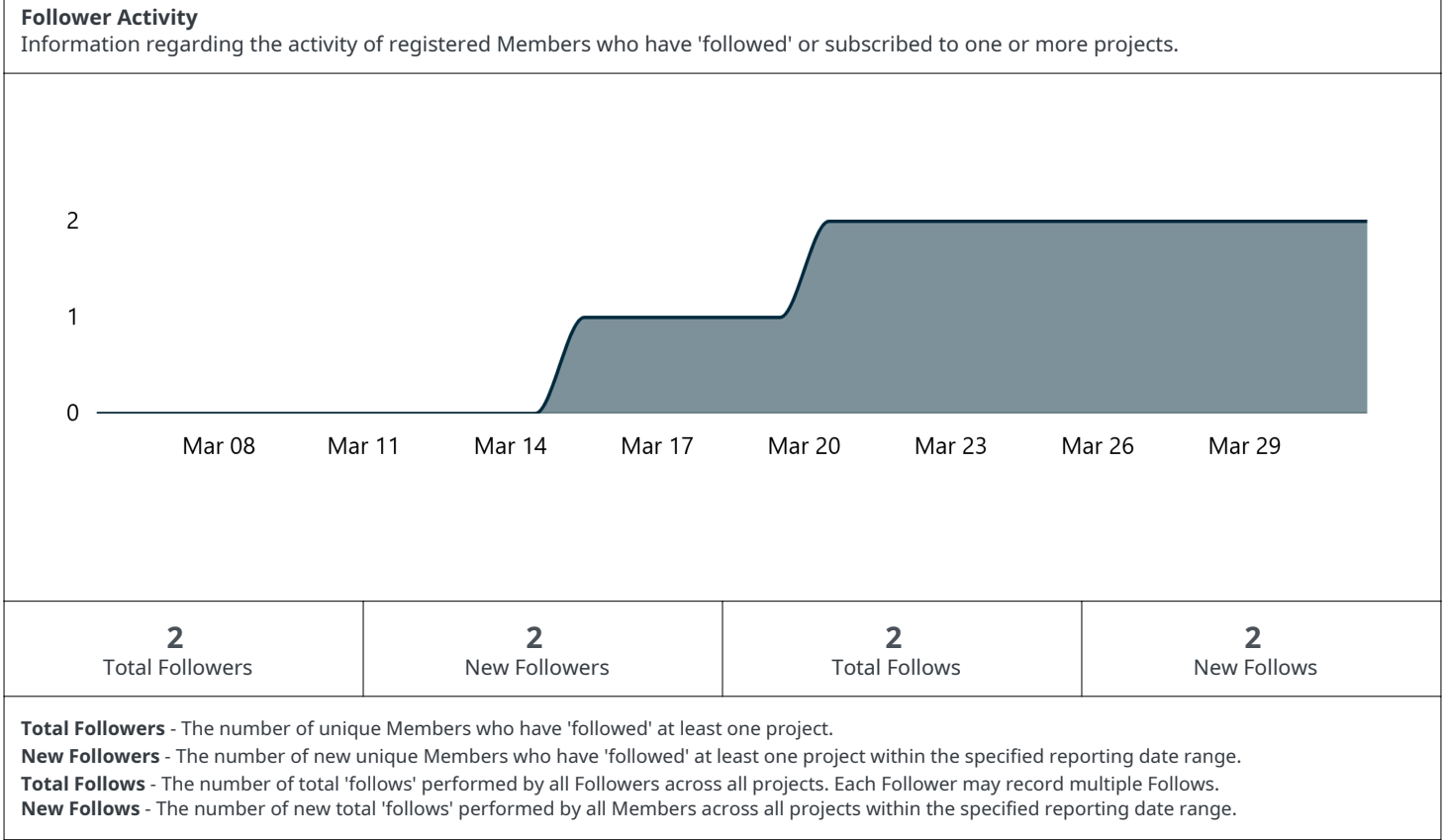
The current number of published projects on your site

Engagement Time	
<div style="font-size: 2em; font-weight: bold;">0</div> <div>Days</div>	<div style="font-size: 2em; font-weight: bold;">3</div> <div>Hours</div>
<div style="font-size: 2em; font-weight: bold;">12</div> <div>Minutes</div>	
<div style="font-weight: bold;">Mar 25th</div> <div style="font-weight: bold;">2026</div> <div>Peak Visitation Date</div>	<div style="font-weight: bold;">Wednesday</div> <div>Peak Visitation Day</div>

Top Visited Pages			
Summary information for the top five most visited Pages.			
Page Name	Visitation %	Visits	Visitors
Transportation Improvement Program (TIP)	95.71%	201	143
Map of TIP Projects	23.33%	49	40

People

Information regarding who has participated in your projects and activities.

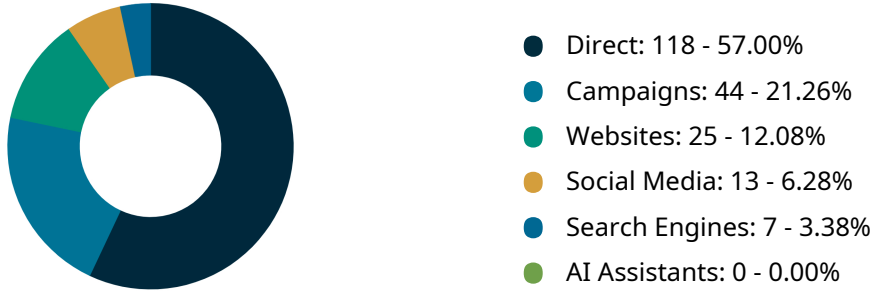


Acquisition

Information regarding the method by which Visitors arrived to your Site or projects.

Referral Types

Referral traffic is the segment of traffic that arrives on your website through another source, like through a link on another domain.



Direct - Visits from Visitors who enter the exact URL or click an untracked link (e.g., from emails without UTM parameters).

Search Engines - Visits from search results on engines like Google or Bing.

Websites - Visits from links on external sites, excluding search engines and social media.


Social Media - Visits from links on platforms like Facebook, LinkedIn, or X.

Campaigns - Visits from tracked marketing efforts using UTM parameters, such as email campaigns or paid ads.

AI Assistants - Visits from clicks or referrals originating from AI services such as ChatGPT, Copilot, or other AI-powered tools.

Downloads

Information regarding your downloads, the total set of unique documents downloaded, total downloads of all files, and your top downloads.




42
Total Downloads


Top Downloads		
Top file downloads in your selection, ordered by the number of downloads.		
File Title	File Type	Downloads
20260310_TIPFullDocument_Final.pdf	PDF	13
Draft RCA Richmond Area FY27-30 TIP and 2045 LRTP for public review final.pdf	PDF	12
sample text for tip .docx	DOCX	10
Final TIP Graphic Powered By.png	PNG	6
lrtp sample text stage 2.docx	DOCX	1

Email Campaigns


Information regarding your email campaigns, your total campaigns, the total number of recipients, and your top campaigns by click-through rate (clicks as a percentage of total recipients).



1
Email Campaigns Sent



119
Total Recipients

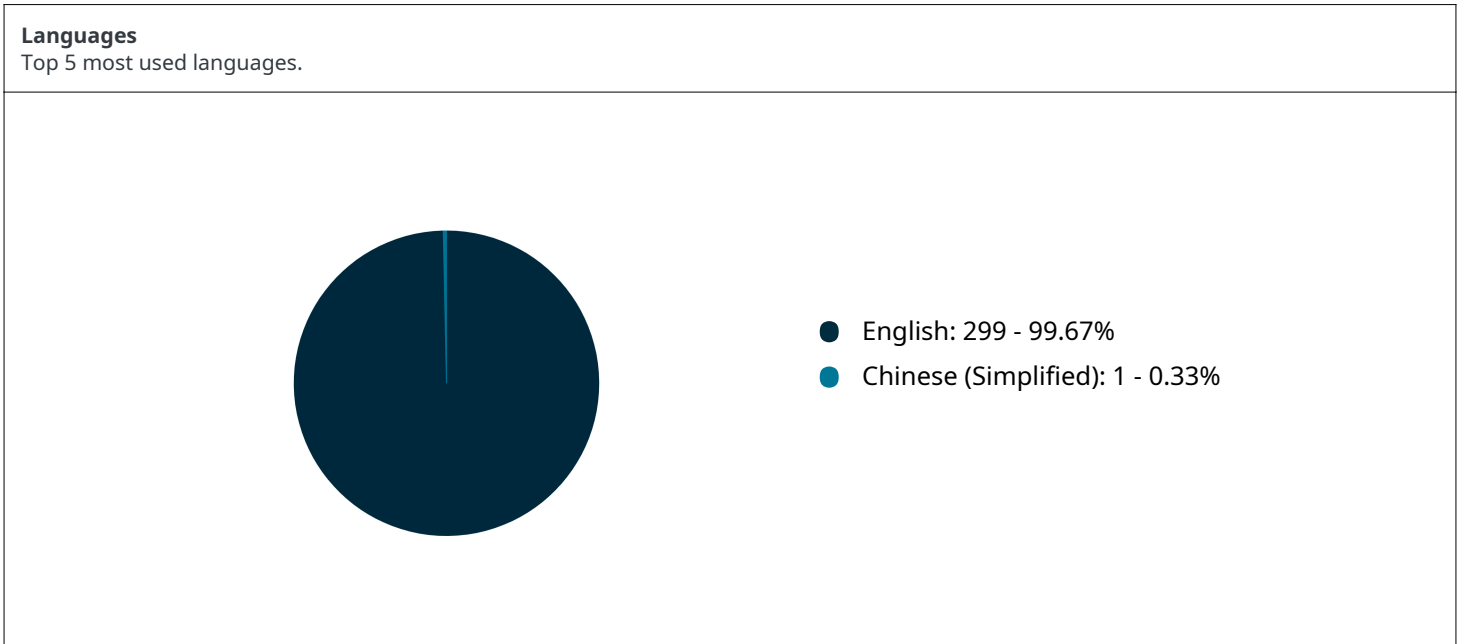


18.49%
Click-through Rate

Top Campaigns			
Top email campaigns that have activity in your selection, ordered by click-through rate (clicks as a percentage of total recipients).			
Campaign Name	Recipients	Clicks	Click-through Rate
Transportation Improvement Program (TIP)	119	22	18.49%

Translation

Information regarding the languages used by visitors to your site or projects.



Top Languages
Top 5 languages with the number of page views

Language	Page Views
English	299
Chinese (Simplified)	1

Engage PlanRVA

Results

Mar 12, 2026 - Mar 29, 2026

Project: Transportation Improvement Program (TIP)

Form:

Tool Type: Form

Activity ID: 123

Exported: 2026-03-31 10:34:32

Exported By: kwagenhauser

Filter By: No filters applied.

Response No:
1

Contribution ID: 4501
Member ID:
Date Submitted: Mar 29, 2026, 05:21 PM

Q1 I understand the transportation investments in the TIP better than I did before

Slider 20

Q2 These projects are aligned with what I want for the region.

Rating 3

Q3 Do you see any projects you're excited about? Tell us more.

Long Text GRTC Projects and publicly-accessible transit projects

Q4 Do you see any projects you have specific concerns about? Tell us more.

Long Text Highway widenings across the region are not the future of transportation.

Q5 Do you have any input on the Air Quality Conformity Report?

Long Text We should move beyond following air quality rules to looking at what will actually reduce pollution: reducing car-dependency and focusing on transit.

Q6 What is your age?

Multi Choice 18-24

Q7 What is your race/ethnicity? (Select all that apply)

Multi Choice White or Caucasian

Q8 Where do you live?

Multi Choice Henrico County

Q9 Where do you work?

Multi Choice Richmond City

Q10 What is your household income?

Multi Choice Prefer not to answer

Q11 What other comments or questions do you have about the TIP?

Long Text

Response No:
2

Contribution ID: 4445
Member ID:
Date Submitted: Mar 25, 2026, 09:17 AM

Q1 I understand the transportation investments in the TIP better than I did before

Slider 100

Q2 These projects are aligned with what I want for the region.

Rating 3

Q3 Do you see any projects you're excited about? Tell us more.

Long Text Improved transit

Q4 Do you see any projects you have specific concerns about? Tell us more.

Long Text I did not see in the Transit Project anything about improvements to the transit stops for riders. Many stops in Richmond City and Henrico County do not provide shelter or benches for riders. The stops leave riders subjected to the sun during high temperature days. They also don't provide a place for riders to sit, leaving elderly and disabled riders to stand or sit on the ground.

Q5 Do you have any input on the Air Quality Conformity Report?

Long Text

Q6 What is your age?

Multi Choice 45-64

Q7 What is your race/ethnicity? (Select all that apply)

Multi Choice White or Caucasian

Q8 Where do you live?

Multi Choice Richmond City

Q9 Where do you work?

Multi Choice Henrico County

Q10 What is your household income?

Multi Choice \$100,000-\$150,000

Q11 What other comments or questions do you have about the TIP?

Long Text

Q1 I understand the transportation investments in the TIP better than I did before

Slider 100

Q2 These projects are aligned with what I want for the region.

Rating 3

Q3 Do you see any projects you're excited about? Tell us more.

Long Text I am most excited about the investments in Active Transportation and Transit, specifically the Pulse BRT expansion and the Fall Line Trail segments. Prioritizing infrastructure that enables a shift away from single-occupancy vehicles is the most effective way to achieve regional carbon reduction. I also appreciate the inclusion of Pedestrian Hybrid Beacons and sidewalk gap closures, as improving safety is a prerequisite for making sustainable modes of travel viable for everyone.

Q4 Do you see any projects you have specific concerns about? Tell us more.

Long Text While I support the plan, I am concerned about the remaining budget allocated to major highway capacity expansion. To truly meet our sustainability and resilience goals, we should ensure that roadway projects prioritize 'Complete Streets' designs and green infrastructure (like permeable surfaces and increased canopy) to mitigate urban heat and manage stormwater runoff.

Q5 Do you have any input on the Air Quality Conformity Report?

Long Text I support the findings of the Air Quality Regional Conformity Assessment. However, I encourage the MPO to move beyond 'conformity' and strive for 'leadership' by setting more aggressive targets for reducing greenhouse gas emissions. I'd like to see more frequent monitoring of how TIP projects specifically contribute to lower CO2 outputs over their lifecycle.

Q6 What is your age?

Multi Choice 45-64

Q7 What is your race/ethnicity? (Select all that apply)

Multi Choice White or Caucasian

Q8 Where do you live?

Multi Choice Henrico County

Q9 Where do you work?

Multi Choice Town of Ashland
Charles City County
Chesterfield County
Goochland County
Hanover County
Henrico County
New Kent County
Powhatan County
Richmond City
On Tribal Land
Other: Nationwide

Q10 What is your household income?

Multi Choice Prefer not to answer

Q11 What other comments or questions do you have about the TIP?

Long Text How is the TIP being screened for Climate Resilience? As we face more frequent extreme weather events, I'd like to know if these funded projects are being designed to withstand 50-year or 100-year flood events to ensure our long-

term regional stability.

Response No:
4

Contribution ID: 4350
Member ID:
Date Submitted: Mar 19, 2026, 06:46 PM

Q1 I understand the transportation investments in the TIP better than I did before

Slider 50

Q2 These projects are aligned with what I want for the region.

Rating

Q3 Do you see any projects you're excited about? Tell us more.

Long Text Glad to see Mayo Bridge makeover and Jahnke Road upgrade. Also in favor of Pulse extensions.

Q4 Do you see any projects you have specific concerns about? Tell us more.

Long Text Concerned that Powhite Extension is expanding region's sprawl and will enable the rapid growth of more car-dependents residences.

Q5 Do you have any input on the Air Quality Conformity Report?

Long Text

Q6 What is your age?

Multi Choice Over 65

Q7 What is your race/ethnicity? (Select all that apply)

Multi Choice White or Caucasian

Q8 Where do you live?

Multi Choice Richmond City

Q9 Where do you work?

Multi Choice Not Applicable

Q10 What is your household income?

Multi Choice \$50,000-\$99,999

Q11 What other comments or questions do you have about the TIP?

Long Text The lists are not very informative about the scope of the projects.

Response No:
5

Contribution ID: 4131
Member ID:
Date Submitted: Mar 13, 2026, 02:18 PM

Q1 I understand the transportation investments in the TIP better than I did before

Slider 70

Q2 These projects are aligned with what I want for the region.

Rating 3

Q3 Do you see any projects you're excited about? Tell us more.

Long Text Mayo Bridge, Jahnke Rd, Broad St streetscape, and all GRTC projects!

Q4 Do you see any projects you have specific concerns about? Tell us more.

Long Text All of the road widening and highway projects. Adding more lanes increases traffic due to induced demand, and more roads encourage more driving, resulting in worse air quality and safety outcomes.

Q5 Do you have any input on the Air Quality Conformity Report?

Long Text

Q6 What is your age?

Multi Choice 25-44

Q7 What is your race/ethnicity? (Select all that apply)

Multi Choice White or Caucasian

Q8 Where do you live?

Multi Choice Richmond City

Q9 Where do you work?

Multi Choice Richmond City

Q10 What is your household income?

Multi Choice \$50,000-\$99,999

Q11 What other comments or questions do you have about the TIP?

Long Text More transit, bike, and ped projects please!

Response No:
6

Contribution ID: 4103
Member ID:
Date Submitted: Mar 12, 2026, 01:38 PM

Q1 I understand the transportation investments in the TIP better than I did before

Slider 60

Q2 These projects are aligned with what I want for the region.

Rating 4

Q3 Do you see any projects you're excited about? Tell us more.

Long Text The Three Chopt expansion is great, especially if sidewalk/bike lanes get added. The Pulse expansion west is amazing and would allow me to take the bus to commute

Q4 Do you see any projects you have specific concerns about? Tell us more.

Long Text I am concerned that the Short Pump improvement NEPA study doesn't look into public transportation or pedestrian safety. I think the effects of continued expansion west of the Pulse line, eventually to Short Pump, should at least be given a brief investigation to see what would need to be changed in the future if it is expanded that far.

Q5 Do you have any input on the Air Quality Conformity Report?

Long Text

Q6 What is your age?

Multi Choice 25-44

Q7 What is your race/ethnicity? (Select all that apply)

Multi Choice White or Caucasian

Q8 Where do you live?

Multi Choice Henrico County

Q9 Where do you work?

Multi Choice Richmond City

Q10 What is your household income?

Multi Choice \$100,000-\$150,000

Q11 What other comments or questions do you have about the TIP?

Long Text

Q1 I understand the transportation investments in the TIP better than I did before

Slider 10

Q2 These projects are aligned with what I want for the region.

Rating 1

Q3 Do you see any projects you're excited about? Tell us more.

Long Text I am excited for some of the alternative transportation projects, but overall disappointed that so much money is being spent to fix bad decisions (Short Pump) without any restrictions on repeating those mistakes (Powhite). Localities have no incentive to build differently or more sustainably if they keep getting funding to build the same old way.

Q4 Do you see any projects you have specific concerns about? Tell us more.

Long Text I am particularly concerned that we're looking to spend almost \$2 billion to "improve" Short Pump and its highway interchanges (including adding an interchange). Short Pump is a distant commuter area that is a major contributor to regional air pollution and it's disappointing that we're throwing more money at old, bad decisions rather than focusing on transportation models that encourage fewer, shorter car trips, more transit, and local hubs rather than long commutes.

We are spending such a tiny amount of money on "green infrastructure" and billions of dollars on bigger, more, longer, wider... highways. Same as we've done for three or four generations at this point? When will it change?

Q5 Do you have any input on the Air Quality Conformity Report?

Long Text It's long, impenetrable, and amounts to "well, as long as it's not illegal, we're going to keep doing it", whether there are people living shorter, more difficult lives, dying earlier and in pain all over the Richmond region who wouldn't have to suffer if we committed to reducing pollution rather than just not hitting the upper limit.

Q6 What is your age?

Multi Choice 25-44

Q7 What is your race/ethnicity? (Select all that apply)

Multi Choice White or Caucasian

Q8 Where do you live?

Multi Choice Henrico County

Q9 Where do you work?

Multi Choice Henrico County
Richmond City

Q10 What is your household income?

Multi Choice \$100,000-\$150,000

Q11 What other comments or questions do you have about the TIP?

Long Text What is the meaningful impact that public comment will have? It seems like there's already a report and a plan that are largely shaped by suburban counties playing Hungry Hungry Hippos with funding, who have an incentive to keep steering money to themselves for massive highway projects. Is there any incentive to... listen to people? Is there more weight given to the thoughts of people that have to live with the consequences of these plans, the noise, dust, and increased air pollution? The fenceline communities next to the highways and those who will be displaced to build them?

POLICY BOARD AGENDA 4/23/2026; ITEM A - 6 - b

Regional Conformity Assessment Report

Richmond Regional Transportation Planning Organization

On motion by _____, seconded by _____, the members of the RRTPO Policy Board voted to adopt the following resolution:

WHEREAS, the Clean Air Act (CAA) and federal transportation planning regulations require metropolitan planning organizations to demonstrate that transportation plans and programs conform to applicable air quality standards; and

WHEREAS, the Richmond-Petersburg area is currently in attainment for all applicable air quality standards but was previously designated as a nonattainment and later a maintenance area for the 1997 8-hour ozone standard; and

WHEREAS, a 2018 decision by the U.S. Court of Appeals for the District of Columbia Circuit (*South Coast Air Quality Management District V. EPA*) requires regions with prior nonattainment or maintenance status under the 1997 ozone standard to demonstrate conformity for the Long-Range Transportation Plan and Transportation Improvement Program (TIP), even if the region meets more recent standards; and

WHEREAS, the Regional Conformity Assessment Report evaluates the constrained project list from the **ConnectRVA 2045** Long-Range Transportation Plan and the **draft FY27-FY30 Transportation Improvement Program** that are located within the former 1997 8-hour ozone maintenance area, as approved by the Policy Board on **March 5, 2026**; and

WHEREAS, the required interagency consultation process was completed, and a draft Regional Conformity Assessment Report was reviewed and advanced to the Technical Advisory Committee (TAC) prior to its meeting on **March 10, 2026**; and

WHEREAS, Technical Advisory Committee has reviewed the draft report and approved initiation of a public comment period; and

WHEREAS, the Richmond Regional Transportation Planning Organization (RRTPO) conducted a public outreach and a public comment period consistent with federal requirements, and all comments received have been documented and presented to the Policy Board for consideration; and

WHEREAS, the Technical Advisory Committee recommends approval of the Regional



Conformity Assessment Report;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization Policy Board approves the **Regional Conformity Assessment Report** for the FY27-FY30 Transportation Improvement Program; and

BE IT FURTHER RESOLVED, that the Policy Board finds that the transportation projects evaluated in the Regional Conformity Assessment conform with the applicable requirements of the Clean Air Act; and

BE IT FURTHER RESOLVED, that the RRTPO Policy Board authorizes submittal of the approved Regional Conformity Assessment Report to the **Virginia Department of Transportation**, the **Department of Rail and Public Transportation**, and the **Federal Highway Administration** and the **Federal Transit Administration**, as required.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held **April 23, 2026**.

WITNESS:

BY:

Sarah-Keel Crews
Manager of Board Operations
PlanRVA

Martha Shickle
Secretary
Richmond Regional
Transportation Planning
Organization

**ACTION ITEM**

April 23, 2026

TO Policy Board**SUBJECT** FY24 – FY27 Transportation Improvement Program (TIP) - VDOT Project**BRIEF:**

The Virginia Department of Transportation (VDOT) submitted a request to amend the Transportation Improvement Program (TIP) to amend the funding for an existing project (UPC 50529). The project will widen Three Chopt Road to four lanes and will include drainage improvements, curb and gutter, sidewalks, and intersection improvements at Three Chopt Rd and Gaskins Rd.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) recommends the Policy Board approve the proposed TIP amendment as requested by VDOT. A draft resolution of approval is included under Attachment B for consideration.

DISCUSSION:

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

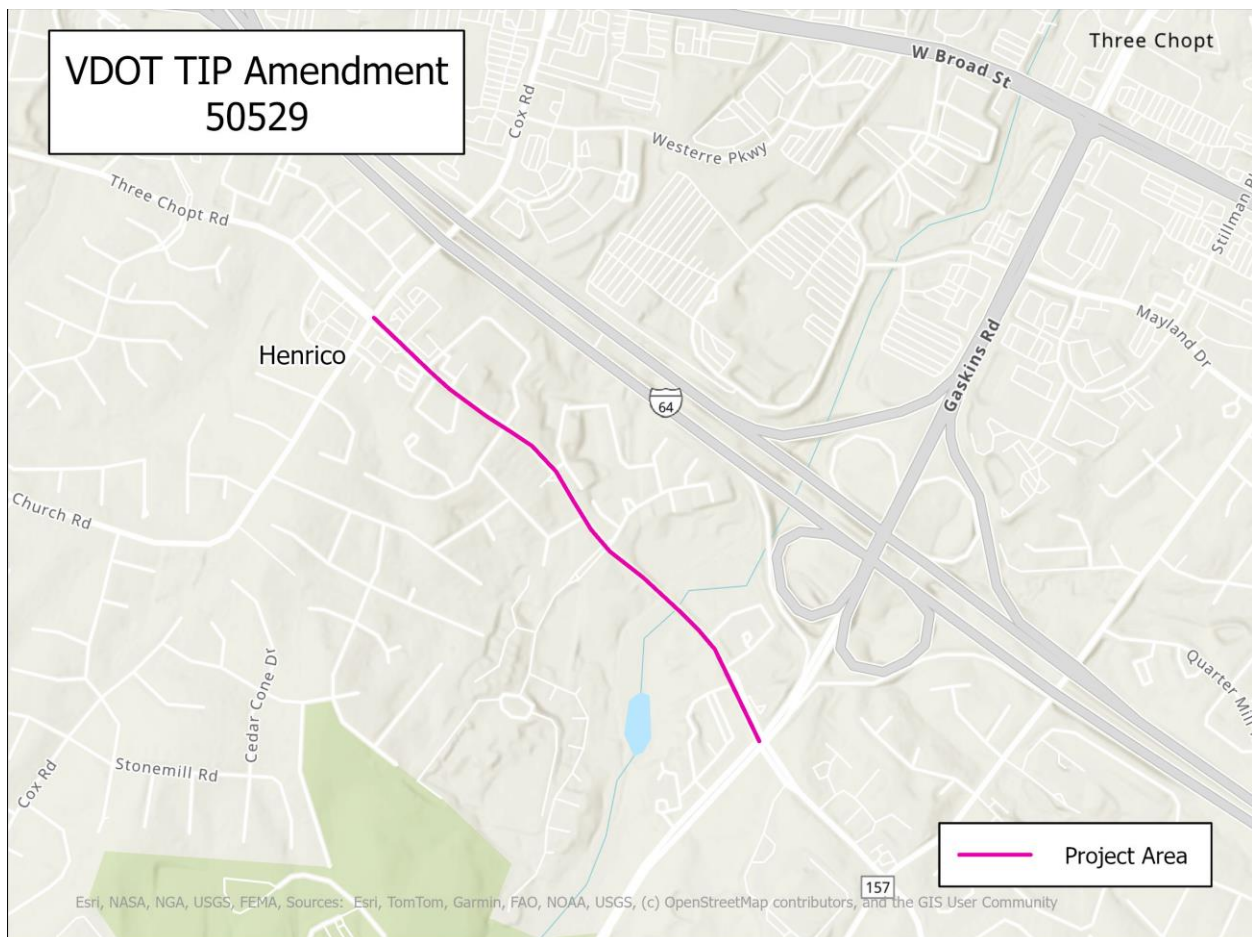
For other funding programs, the RRTPO does not have authority to select projects but is responsible for adding projects to the Transportation Improvement Program (TIP). Based on federal regulations and RRTPO policy, all projects proposed to be added to the TIP are screened for consistency with the regional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

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

Project Overview:



UPC 50529 project is part of a larger Three Chopt Rd Improvements project in Henrico County. The Three Chopt Rd Widening will expand the existing stretch of Three Chopt Rd between Cox Rd and Gaskins Rd. The project will widen this section of Three Chopt Rd to a four lane divided roadway and will add pedestrian improvements in the form of new sidewalks, intersection improvements at the intersection of Gaskins Rd and Three Chopt Rd, and curb and gutter, and drainage improvements.



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. This is an existing VDOT project and has already been included in our TIP.



Figure 1 below graphically shows the consistency review process.

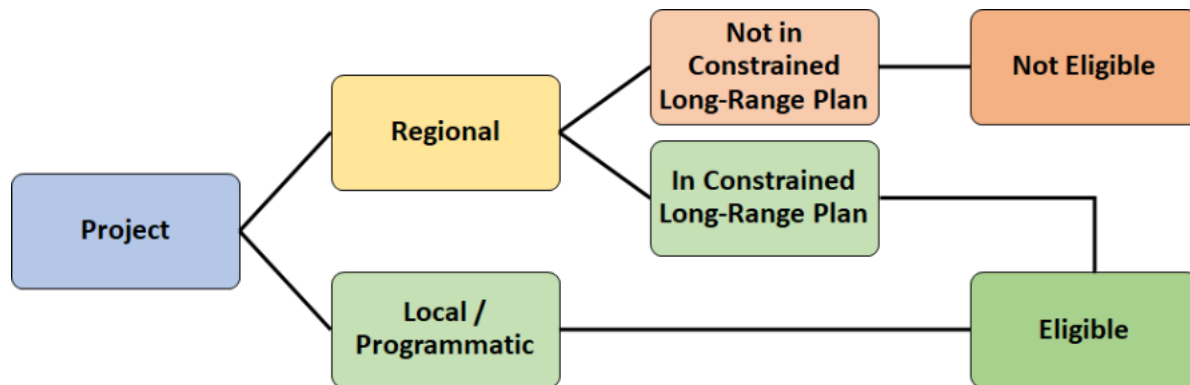


Figure 1: ConnectRVA 2045 Consistency Workflow

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. This project has previously been approved and is already included in the regional conformity assessment.

Fiscal Constraint:

VDOT is requesting the following funding changes: move \$2,914,796 (RSTP) from FFY24 to FFY26 & add an additional \$5,999,024 RW phase; move \$10,801,994 (RSTP) from FFY25 to FY26 & add an additional \$1,788,135, move \$9,903,733 (AC-Other) from FFY25 to FFY26 & add an additional \$29,964,030 CN phase.

Federal Fund Source Description:

RSTP – 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.

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

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



Attachment

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

Attachment A – Draft TIP Block

50529 – RTE 9999 (Three Chopt Rd) widen to four lanes

UPC NO	50529	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Secondary	JURISDICTION	Henrico County	OVERSIGHT	NFO	
PROJECT	RTE 9999 (THREE CHOPT ROAD) WIDEN TO 4 LANES			ADMIN BY	Locally	
DESCRIPTION	FROM: 1.076 Mi W INT. COX ROAD TO: 0.241 Mi E INT. GASKINS RD (2.1740 MI)					
PROGRAM NOTE	TIP AMD – move \$2,914,796 (RSTP) from FFY24 to FFY26 & add an additional \$5,999,024 RW phase; move \$10,801,994 (RSTP) from FFY25 to FY 26 & add an additional \$1,788,135, move \$9,903,733 (AC-Other) from FFY25 to FFY26 & add an additional \$29,964,030 CN phase.					
ROUTE/STREET	THREE CHOPT ROAD (9999)			TOTAL COST	\$70,516,507	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
RW	Federal – RSTP	\$2,288,455	\$0	\$0	\$8,913,820	\$0
CN	Federal – RSTP	\$3,147,532	\$0	\$0	\$12,560,129	\$0
CN AC	Federal - AC OTHER	\$0	\$0	\$0	\$39,867,763	\$0



POLICY BOARD AGENDA 4/23/2026; ITEM A -6-c.

FY24 – FY27 Transportation Improvement Program (TIP) – Virginia Department of Transportation (VDOT) Amendment (UPC 50529)

Richmond Regional Transportation Planning Organization

On motion by _____, seconded by _____, the members of the RRTPO Policy Board voted to adopt the following resolution:

WHEREAS, Virginia Department of Transportation (VDOT) has requested a revision to the FY24 – FY27 Transportation Improvement Program (TIP) to update funding for the Three Chopt Rd Widening project (UPC 50529); and

WHEREAS, this project is fully funded by federal dollars and;

WHEREAS, this project is already included in the Regional Conformity Assessment and does not require a new assessment; and,

WHEREAS, the Technical Advisory Committee (TAC) has reviewed the proposed amendment and recommends approval of the request;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation Improvement Program (TIP) to update funding UPC 50529 as requested by VDOT.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held April 23, 2026.

WITNESS:

BY:

Sarah-Keel Crews
Manager of Board Operations
PlanRVA

Martha Shickle
Secretary
Richmond Regional
Transportation Planning
Organization

Richmond Regional Transportation Planning Organization Executive Committee & Policy Board Meeting Dates:

- Thursday, July 2, 2026
- Thursday, September 10, 2026
- Thursday, November 5, 2026
- Thursday, JAM – December 10, 2026
- Thursday, February 4, 2027
- Thursday, March 4, 2027
- Thursday, April 29, 2027

**ACTION ITEM**

April 23, 2026

TO

RRTPO Policy Board

SUBJECTPathways to the Future: Transportation 2050 – Constrained Plan
Project Approval & Conformity Initiation**BRIEF:**

A Constrained Plan was developed from the LRTP Universe of Projects to ensure that proposed projects are affordable based on realistic revenue projections. The RRTPO collaborated with state and local agencies to forecast funding while prioritizing the maintenance of existing infrastructure over new expansions. The RRTPO established four distinct investment scenarios based on projected revenue, which functioned as the primary framework for refining the project list and achieving stakeholder consensus. The consensus project list was further refined through a "readiness" filter, deferring premature proposals to focus exclusively on high-viability, "shovel-ready" projects.

RECOMMENDED ACTION:

RRTPO Policy Board to approve the draft constrained list of projects for the 2050 LRTP and authorize the TAC to open public review of the draft regional conformity assessment. A draft resolution of approval is included for consideration under Attachment B.

DISCUSSION:

Fiscal constraint is the federal requirement that a Long-Range Transportation Plan must be financially practical, demonstrating that the cost of all proposed projects does not exceed the total revenues expected to be available. This process involves forecasting long-term funding from federal, state, and local sources while accounting for the effects of inflation on project costs over 25 years. A key component of this demonstration is to ensure that the region has sufficient funds for operating and maintaining existing infrastructure before allocating resources to new expansion projects. By balancing the budget in this way, fiscal constraint transforms the previously accepted Universe of Projects into a legally binding investment and implementation strategy. Only projects with an identified funding source can move forward into the air quality conformity and implementation phases.

The RRTPO's revenue projections for the 2050 LRTP were developed cooperatively with VDOT, Virginia DRPT, and GRTC. Highway funding and most transit funding was projected by the relevant state agency at the state level and allocated to the RRTPO



based on historic regional success in obtaining funding and population-share within the region.

Fund Source	2050 Plan
Highway Funds (VDOT)	\$26.7 Billion
Transit Funds (DRPT/GRTC)	\$4.8 Billion
Total	\$31.5 Billion

Total budget funding over the next 25 years is approximately **\$31.5 billion**. Funding is split into programmatic (operation and maintenance of the existing system), local, and regional projects.

- Approximately 57%: for **maintaining and operating** the existing system (e.g. repaving, fixing buses)
- Approximately 13%: allocations to our **member local governments** and **transit operators** for local-level projects (e.g. sidewalks, roundabouts, bus replacements). We don't dictate what it is used for.

A total of \$9.5 billion remains for regional money. When accounting for regional projects that already have committed funds, the available regional funds for 2050 projects total approximately 7.9 \$Billion. The remaining funds are what is used to make up the 2050 Constrained Plan.

Project Selection and Constrained Plan Development

For the remaining projects, each project was evaluated using the 12 performance measures shown below to assess the expected benefits of the project relative to the plan's vision and goals. All projects were given an overall score in the range of 0 – 100 for the expected benefit.



Goal	Safety		Sustainability					Reliability			Resiliency	
Weight	25%		35%					25%			15%	
PM	F+I crash reduced	F+I crash rate	Access to Jobs	Access to Services	VMT per capita	Air Quality	Impact to Resources	Person thruput	Person hours of delay	Freight Corridor thruput	Redundant Capacity	Connectivity
Weight	70%	30%	30%	30%	20%	20%	*	40%	40%	20%	50%	50%
Points	17.5	7.5	10.5	10.5	7	7		10	10	5	7.5	7.5
Benefit Score	0 – 100 value											
Cost	###,###,###											
Cost Benefit Score	Benefit Score / (Cost / \$10,000,000)											

Historically, the Constrained Plan was established through a singular cost-benefit analysis scenario. However, recognizing the increasing complexity of our transportation network, 2050 Plan adopts a multi-scenario framework. Rather than evaluating projects in isolation against a fixed baseline, PlanRVA is now analyzing how differing combinations of investments interact to produce varied regional outcomes. This shift allows the Region to stress-test multiple priorities and ensure that the final selected projects collectively deliver the highest level of performance across a range of potential future conditions.

As part of the development of the 2050 Long Range Transportation Plan (LRTP), four (4) fiscally constrained investment scenarios have been developed to illustrate different approaches to allocating available transportation funding across the Richmond region.

Each scenario reflects a different balance of investments across project types and modes:

A) Traditional Usage: Has a hard cap on the mode (e.g. highway, transit, bicycle) of the project within the package considering all measures. Usually 70% highway, 30% transit/ rail/bike/sidewalk/park and ride. This is the usage the region has funded most recently.

B) Mode Shift: A break from existing investment patterns--increases potential investment in transit, rail, bike, sidewalk, and park and ride. Targets funding split of approximately 55% for highways and 45% for all other modes. However, because some transit projects require large investments and cannot be partially



funded, remaining funds that cannot fully cover those are used for highway, resulting in a final distribution closer to 60% highway and 40% other modes.

C) Transformative Benefit: Is the combination of solutions with the biggest impact toward meeting regional goals, regardless of mode. Is prioritized by benefit score and selected in priority order. This contains fewer projects because they are typically larger in scale and cost.

D) Cost Effective: Regardless of mode, the makeup is the most cost-effective combination. Is prioritized by their cost/benefit score and selected in priority order. This likely gives us the most "bang for our buck" and might contain more smaller, less costly projects, with some larger ones

All projects were evaluated in order of score. If a project could be included based on project type and remaining funds, it would be added. If not, the project was skipped. This process was completed for each scenario until remaining funds were insufficient to add additional projects.

Constrained Plan Review and Feedback

The purpose of this review is to gather input from localities, partner agencies, and the public to help determine which investment approach best addresses regional transportation needs while remaining financially feasible.

The following material was provided to key stakeholders to support the decision-making process:

1. **Constrained Plan Investment Scenario Spreadsheet** - Detailed lists of projects associated with each scenario.
2. **Investment Scenario Map** - illustrating the location of projects included within each scenario package.

Stakeholders were asked to review the Four Investment Scenarios and consider the following:

- How well does the scenario addresses regional transportation need?
- The balance of investments across transportation modes?
- Geographic distribution of projects across the region?
- Whether the scenario supports goals of safety, sustainability, reliability, and resiliency?
- Whether the scenario reflects priorities identified by your locality?

After reviewing the materials, stakeholders were asked to identify which of the four scenarios you believe best addresses the region's transportation needs while remaining fiscally responsible. Once a preferred investment



scenario is selected, stakeholders were given the opportunity to amend the scenario the specific projects included in that package and provide feedback on the following:

- Projects to include
- Identify any projects you believe are particularly important to retain within the scenario.
- If you believe there should be projects added to a specific scenario, please note projects you believe should be removed from the scenario to maintain fiscal constraint.

Consensus Project List Development

Developed through a cooperative session with the Advisory Work Group on April 8th, the consensus scenario builds on the initial Mode Shift and Traditional Usage scenarios while introducing several critical refinements

- The Group applied a “readiness” filter to the project proposals. By consulting directly with local project champions, any project deemed to be in the premature stages of development—or lacking the necessary local advocacy to move forward—were deferred. This process ensured that the final list consisted only of "shovel-ready" or high-viability projects.
- The group also updated the project list by removing those already funded and classified as "committed". In their place, the plan incorporates high-priority local needs—specifically essential interchange improvements—while removing highway widenings to bring the overall program back into fiscal constraint and align with available funding and priorities.

Constrained Plan Air Quality Conformity

Air quality conformity is a federal requirement that requires RRTPO staff to ensure the projects from 2050 LRTP collectively contribute to the air quality improvement goals as stated in the Clean Air Act (CAA). This means that the transportation projects proposed by Plan will not cause new air quality violations or worsen existing violations.

For more information, please contact Dorian Allen at 804-924-9614 or email

DAllen@PlanRVA.org.

Attachments

Ā. [Draft Constrained Plan Project List](#)

Č. [Draft Resolution](#)

2050 LRTP Constrained Long Range Plan - Consensus Project List

ID	Project Name	Locality	Type	Base Cost	Period Funded	Final Inflated Cost
P2F_158	Shared Use Path: VA-150 to Jessup Road	Chesterfield	Active Transportation	\$ 1,766,000	1	\$ 1,987,649
P2F_147	Shared Use Path: East End/West Creek Trail	Goochland	Active Transportation	\$ 11,722,000	1	\$ 13,193,214
P2F_027	Cox Rd - Separated Bike Lane	Henrico	Active Transportation	\$ 9,000,000	1	\$ 10,129,579
P2F_088	Shared Use Path: Fall Line Trail to VA Center Commons	Henrico	Active Transportation	\$ 2,200,000	1	\$ 2,476,119
P2F_109	Shared Use Path: Nuckols Rd Trail	Henrico	Active Transportation	\$ 7,251,000	1	\$ 8,161,064
P2F_114	Shared Use Path: Wilton on the James Trail	Henrico	Active Transportation	\$ 5,000,000	1	\$ 5,627,544
P2F_003	West Vaughan Road Grade Separation	Ashland	Highway	\$ 23,753,700	1	\$ 26,734,999
P2F_198	VA-54 Widening - Frances Rd to East Corporate Limits	Ashland	Highway	\$ 6,093,000	1	\$ 6,857,725
P2F_010	I-295 & Creighton Rd Interchange Modification	Hanover	Highway	\$ 3,311,000	1	\$ 3,726,560
P2F_087	Lauderdale Dr Widening - Westbriar to Edenbury	Henrico	Highway	\$ 8,600,000	1	\$ 9,679,376
P2F_095	Pouncey Tract Rd Widening - W Broad St to N Gayton Rd	Henrico	Highway	\$ 25,602,000	1	\$ 28,815,277
P2F_108	Nine Mile Rd Safety - Gordons Ln to Dabbs House Rd	Henrico	Highway	\$ 22,345,098	1	\$ 25,149,605
P2F_118	Parham Rd Safety - St Charles Rd to Chamberlayne Ave	Henrico	Highway	\$ 10,000,000	1	\$ 11,255,088
P2F_121	Route 1/Brook Rd Safety - Parham to Magnolia Ridge	Henrico	Highway	\$ 15,000,000	1	\$ 16,882,632
P2F_082	VA-10 & Walmsley Blvd	Richmond	Highway	\$ 12,870,007	1	\$ 14,485,306
P2F_197	US 288/US 250 Interchange - New Park and Ride	Goochland	Travel Demand Management	\$ 2,497,090	1	\$ 2,810,497
P2F_040	I-64 at I-295 in Short Pump - New Park and Ride Lot	Henrico	Travel Demand Management	\$ 7,000,000	1	\$ 7,878,562
P2F_136	Willow Lawn/Staples Mill - New Park and Ride Lot	Henrico	Travel Demand Management	\$ 6,600,000	1	\$ 7,428,358
P2F_190	Shared Use Path: Fall Line Trail - Chesterfield Sections	Chesterfield	Active Transportation	\$ 60,741,500	2	\$ 81,631,497
P2F_110	Shared Use Path: Monument Ave - Willow Lawn to BreMO	Henrico	Active Transportation	\$ 10,000,000	2	\$ 13,439,164
P2F_074	Shared Use Path: Fall Line Trail - Richmond Sections	Richmond	Active Transportation	\$ 45,000,000	2	\$ 60,476,237
P2F_001	U.S. Route 1 Safety - England St to Northern Town Limit	Ashland	Highway	\$ 36,772,000	2	\$ 49,418,493
P2F_004	Ashcake Road Grade Separation	Ashland	Highway	\$ 9,136,200	2	\$ 12,278,289
P2F_163	Powwhite Pkwy Extension Phase 2 - Woolridge Rd to US-360	Chesterfield	Highway	\$ 505,000,000	2	\$ 678,677,771
P2F_171	Powwhite Pkwy/Charter Colony Interchange	Chesterfield	Highway	\$ 60,000,000	2	\$ 80,634,983
P2F_188	Huguenot Rd Capacity & Safety - Robious Rd to Cranbeck Rd	Chesterfield	Highway	\$ 32,103,960	2	\$ 43,145,038
P2F_144	Ashland Road (Route 623) Widening - North of I-64	Goochland	Highway	\$ 36,681,000	2	\$ 49,296,197
P2F_008	Creighton Rd Widening - I-295 to Cold Harbor Rd	Hanover	Highway	\$ 15,361,000	2	\$ 20,643,899
P2F_009	I-295 Auxiliary Lane - I-95 SB Branch to Chamberlayne Rd	Hanover	Highway	\$ 585,000	2	\$ 786,191
P2F_023	Rt. 33 Widening Ph. 1 - Chickahominy River to Winns Church Rd	Hanover	Highway	\$ 20,481,000	2	\$ 27,524,751
P2F_101	Three Chopt Rd Widening - Skipwith to Horsepen	Henrico	Highway	\$ 15,000,000	2	\$ 20,158,746
P2F_102	Woodman Rd Widening - Hermitage to Hilliard	Henrico	Highway	\$ 5,000,000	2	\$ 6,719,582
P2F_117	Patterson Ave Safety - Three Chopt to Pump Rd	Henrico	Highway	\$ 30,000,000	2	\$ 40,317,491
P2F_128	US-1 & E Parham Rd Intersection Improvement	Henrico	Highway	\$ 10,000,000	2	\$ 13,439,164
P2F_130	US-250 & Pouncey Tract Rd Intersection Improvement	Henrico	Highway	\$ 10,000,000	2	\$ 13,439,164
P2F_148	Andersons Highway Corridor Safety Improvements	Powhatan	Highway	\$ 15,000,000	2	\$ 20,158,746
P2F_065	Belvidere I-95/I-64 Interchange Improvements	Richmond	Highway	\$ 80,000,000	2	\$ 107,513,310
P2F_078	Hull Street Intersection & Ped Improvements	Richmond	Highway	\$ 27,000,000	2	\$ 36,285,742
P2F_084	VA-161, Brookland Pkwy & Westwood Ave	Richmond	Highway	\$ 11,098,040	2	\$ 14,914,838
P2F_050	North-South BRT Phase 1 - Azalea to Downtown to Stonebridge	Multi-Jurisdiction	Transit	\$ 400,000,000	2	\$ 537,566,552
P2F_051	Western BRT Extension Phase 1 - Willow Lawn to Parham	Multi-Jurisdiction	Transit	\$ 65,000,000	2	\$ 87,354,565
P2F_140	Shared Use Path: VCT to New Kent County Line on Rte 106	Charles City	Active Transportation	\$ 30,476,000	3	\$ 53,439,850

P2F_141	Shared Use Path: School Complex to New Kent Co. Line on Rte 155	Charles City	Active Transportation	\$ 30,769,000	3	\$ 53,953,628
P2F_146	Shared Use Path: River Road West (Route 6)	Goochland	Active Transportation	\$ 15,347,000	3	\$ 26,911,057
P2F_090	Mountain Rd - Shared Use Path	Henrico	Active Transportation	\$ 13,000,000	3	\$ 22,795,579
P2F_111	Shared Use Path: Westham Trail - VA-150 to Goochland	Henrico	Active Transportation	\$ 30,000,000	3	\$ 52,605,182
P2F_112	Shared Use Path: RF&P Trails - Glen Allen to Glover Park	Henrico	Active Transportation	\$ 10,800,000	3	\$ 18,937,865
P2F_113	Shared Use Path: New Market Heights Trail	Henrico	Active Transportation	\$ 32,000,000	3	\$ 56,112,194
P2F_059	Shared Use Path: Providence Forge to Lanexa along US-60	New Kent	Active Transportation	\$ 26,081,000	3	\$ 45,733,191
P2F_060	Shared Use Path: Eltham to Lanexa	New Kent	Active Transportation	\$ 32,234,000	3	\$ 56,522,514
P2F_061	Shared Use Path: New Kent Courthouse to Talleyville along 249	New Kent	Active Transportation	\$ 16,410,000	3	\$ 28,775,034
P2F_062	Shared Use Path: Talleyville to Charles City Co. Line	New Kent	Active Transportation	\$ 16,410,000	3	\$ 28,775,034
P2F_063	Shared Use Path: Courthouse Rd to Charles City Co. Line	New Kent	Active Transportation	\$ 19,927,000	3	\$ 34,942,115
P2F_002	U.S. Route 1 Safety - Ashcake Rd to Southern Town Limit	Ashland	Highway	\$ 35,100,600	3	\$ 61,549,115
P2F_157	Charter Colony Pkwy (Rolling Spring - Woolridge) Widening	Chesterfield	Highway	\$ 15,900,000	3	\$ 27,880,746
P2F_160	US 360 Widening - Otterdale Rd to Magnolia Green Pkwy	Chesterfield	Highway	\$ 72,995,000	3	\$ 127,997,174
P2F_161	Brandermill Pkwy Widening - Powhite Pkwy to Charter Colony	Chesterfield	Highway	\$ 14,100,000	3	\$ 24,724,435
P2F_164	Route 1/Willis Road Intersection Improvements	Chesterfield	Highway	\$ 5,000,000	3	\$ 8,767,530
P2F_167	VA-150 & Hopkins Rd Interchange Modification	Chesterfield	Highway	\$ 36,258,000	3	\$ 63,578,622
P2F_170	I-95 (Willis Road to Route 10) - Widening 6 to 8 Lanes	Chesterfield	Highway	\$ 88,700,000	3	\$ 155,535,987
P2F_187	Rt 288 SB (Powhite Pkwy - Route 360) CD Road Extension	Chesterfield	Highway	\$ 200,992,758	3	\$ 352,442,018
P2F_191	Courthouse Rd at Cherylann Rd R-Cut & Bike/Ped	Chesterfield	Highway	\$ 11,685,069	3	\$ 20,489,839
P2F_194	Courthouse Rd at Dakins Dr R-Cut and Bike/Ped	Chesterfield	Highway	\$ 15,019,032	3	\$ 26,335,964
P2F_200	Rt 288 (Rt 10 - Courthouse) Widening	Chesterfield	Highway	\$ 50,000,000	3	\$ 87,675,303
P2F_201	Route 10 Safety and Operation Improvements	Chesterfield	Highway	\$ 70,000,000	3	\$ 122,745,424
P2F_011	Pole Green Rd Widening - Rural Point Rd to Walnut Grove Rd	Hanover	Highway	\$ 31,175,000	3	\$ 54,665,551
P2F_015	Rural Point Rd Widening - US-301 to Studley Rd	Hanover	Highway	\$ 53,369,000	3	\$ 93,582,865
P2F_016	Rural Point Rd Widening - Studley Rd to Pole Green Rd	Hanover	Highway	\$ 37,113,000	3	\$ 65,077,870
P2F_017	Meadowbridge Rd Widening - Henrico Co. Line to Atlee Rd	Hanover	Highway	\$ 17,281,000	3	\$ 30,302,338
P2F_018	Pouncey Tract Rd Widening - Henrico Co. Line to Ashland Rd	Hanover	Highway	\$ 3,311,000	3	\$ 5,805,859
P2F_085	New Ashcake Rd Extension to Air Park Rd	Hanover	Highway	\$ 29,690,000	3	\$ 52,061,595
P2F_026	Church Rd Widening - Three Chopt Rd to John Rolfe Pkwy	Henrico	Highway	\$ 33,500,000	3	\$ 58,742,453
P2F_029	Creighton Rd Widening - Sandy Ln to Richmond City Limits	Henrico	Highway	\$ 25,000,000	3	\$ 43,837,651
P2F_030	Darbytown Rd Widening - City Limits to Laburnum Ave	Henrico	Highway	\$ 70,200,000	3	\$ 123,096,125
P2F_031	Glenside Drive and Horsepen Road Safety Improvements	Henrico	Highway	\$ 21,501,925	3	\$ 37,703,756
P2F_033	I-295 Auxiliary Lane - I-64 WB on-ramp to Nuckols Rd SB	Henrico	Highway	\$ 29,000,000	3	\$ 50,851,676
P2F_035	I-295 Interchange Modification - Exit 43 to C-D Lane	Henrico	Highway	\$ 10,000,000	3	\$ 17,535,061
P2F_037	I-64 & Gaskins Rd Interchange Modification	Henrico	Highway	\$ 136,000,000	3	\$ 238,476,823
P2F_039	I-64 & US-250 Interchange Improvements	Henrico	Highway	\$ 148,200,000	3	\$ 259,869,597
P2F_041	I-64 Auxiliary Lane - Exits 178-180 (both directions)	Henrico	Highway	\$ 75,300,000	3	\$ 132,039,006
P2F_043	I-64 Auxiliary Lane - Exits 181-183	Henrico	Highway	\$ 51,400,000	3	\$ 90,130,211
P2F_044	I-64 Auxiliary Lane - Exits 183-185 Westbound	Henrico	Highway	\$ 28,000,000	3	\$ 49,098,169
P2F_045	I-64 Auxiliary Lane - Exits 183-185 Eastbound	Henrico	Highway	\$ 27,000,000	3	\$ 47,344,663
P2F_086	I-95 & Parham Rd Interchange Modification	Henrico	Highway	\$ 39,000,000	3	\$ 68,386,736
P2F_089	Masonic Ln/Brittles Ln Widening	Henrico	Highway	\$ 28,100,000	3	\$ 49,273,520
P2F_091	N Gayton Rd Widening	Henrico	Highway	\$ 24,800,000	3	\$ 43,486,950
P2F_093	Pemberton Rd Widening - Quioccasin Rd to US-250	Henrico	Highway	\$ 42,000,000	3	\$ 73,647,254
P2F_094	Pouncey Tract Rd Widening - N Gayton Rd to Grey Oaks	Henrico	Highway	\$ 13,000,000	3	\$ 22,795,579

P2F_096	Pouncey Tract Rd Widening - Nuckols Rd to Grey Oaks	Henrico	Highway	\$ 10,000,000	3	\$ 17,535,061
P2F_099	S Airport Dr Widening - Audubon Dr to Williamsburg Rd	Henrico	Highway	\$ 5,500,000	3	\$ 9,644,283
P2F_100	Three Chopt Rd Widening - Gaskins to Parham	Henrico	Highway	\$ 35,000,000	3	\$ 61,372,712
P2F_103	Woodman Rd Widening - Mountain to Hungary	Henrico	Highway	\$ 80,000,000	3	\$ 140,280,484
P2F_105	Springfield Rd Relocation - Francistown to Olde Millbrooke	Henrico	Highway	\$ 37,113,000	3	\$ 65,077,870
P2F_115	Williamsburg Rd Safety - Randall Ave to Charles City Rd	Henrico	Highway	\$ 30,000,000	3	\$ 52,605,182
P2F_119	Parham Rd Safety - Holly Hill to Three Chopt	Henrico	Highway	\$ 14,388,823	3	\$ 25,230,888
P2F_120	W. Broad St - I-64 to Goochland Line	Henrico	Highway	\$ 66,000,000	3	\$ 115,731,399
P2F_122	Route 1/Brook Rd Safety - Azalea Ave to Hilliard	Henrico	Highway	\$ 45,000,000	3	\$ 78,907,772
P2F_124	Nine Mile Rd Safety - Dabbs House to Laburnum	Henrico	Highway	\$ 15,000,000	3	\$ 26,302,591
P2F_125	S. Laburnum Ave Safety - Williamsburg to Nine Mile	Henrico	Highway	\$ 16,200,000	3	\$ 28,406,798
P2F_126	Staples Mill Rd Widening - Hungary Springs to Mountain Rd	Henrico	Highway	\$ 13,600,000	3	\$ 23,847,682
P2F_127	Staples Mill Rd & Old Staples Mill Intersection	Henrico	Highway	\$ 10,000,000	3	\$ 17,535,061
P2F_131	W Broad St and Parham Rd Intersection Improvements	Henrico	Highway	\$ 13,988,880	3	\$ 24,529,586
P2F_132	Parham Rd & Woodman Rd Intersection Improvements	Henrico	Highway	\$ 16,200,000	3	\$ 28,406,798
P2F_075	Chippenham Pkwy at US-60/Midlothian Tpk Interchange	Multi-Jurisdiction	Highway	\$ 50,000,000	3	\$ 87,675,303
P2F_076	Chippenham Pkwy at US-360/Hull St Interchange	Multi-Jurisdiction	Highway	\$ 50,000,000	3	\$ 87,675,303
P2F_196	I-64 WB Auxiliary Lane between Exits 185 and 186	Multi-Jurisdiction	Highway	\$ 16,646,000	3	\$ 29,188,862
P2F_058	Route 106 Widening (2L to 4L): City Center/I-64 to Parrish Rd	New Kent	Highway	\$ 14,572,000	3	\$ 25,552,090
P2F_064	Bryan Park Interchange Improvements	Richmond	Highway	\$ 80,000,000	3	\$ 140,280,484
P2F_077	Route 1 Great Streets Improvements	Richmond	Highway	\$ 150,000,000	3	\$ 263,025,908
P2F_079	Walmsley Boulevard Extension & Shared Use Path	Richmond	Highway	\$ 82,000,000	3	\$ 143,787,496
P2F_081	US-60 & Belt Blvd Interchange Improvements	Richmond	Highway	\$ 24,000,000	3	\$ 42,084,145
P2F_083	VA-161 & Broad Rock Blvd	Richmond	Highway	\$ 12,870,007	3	\$ 22,567,635
P2F_053	North-South BRT (VCC to Azalea) Phase 2a	Henrico	Transit	\$ 85,000,000	3	\$ 149,048,015
P2F_055	Western BRT Extension Phase 2 - Parham to Short Pump	Henrico	Transit	\$ 85,000,000	3	\$ 149,048,015
P2F_137	W Broad St and Parham Rd - Park and Ride & Transfer Station	Henrico	Transit	\$ 10,000,000	3	\$ 17,535,061
P2F_202	Willow Lawn Transfer Facility	Henrico	Transit	\$ 10,000,000	3	\$ 17,535,061
P2F_052	Eastern BRT Airport Extension - Rocketts Landing to Airport	Multi-Jurisdiction	Transit	\$ 100,000,000	3	\$ 175,350,605
P2F_057	Mechanicsville Turnpike BRT	Multi-Jurisdiction	Transit	\$ 175,000,000	3	\$ 306,863,559
P2F_047	Southside Transfer Center	Richmond	Transit	\$ 10,000,000	3	\$ 17,535,061
P2F_019	Lewistown Rd/Lakeridge Pkwy or Ashland Park and Ride	Hanover	Travel Demand Management	\$ 4,967,000	3	\$ 8,709,665
P2F_135	VA Center Commons/I-295/I-95 - New Park and Ride	Henrico	Travel Demand Management	\$ 8,300,000	3	\$ 14,554,100
P2F_156	360 (Magnolia Green Pkwy - Powwhite Pkwy Ext.) Widening	Chesterfield	Highway	\$ 45,000,000	Unfunded	\$ 45,000,000
P2F_162	VA-150 & Dalebrook Dr Interchange Modification - NB	Chesterfield	Highway	\$ 5,519,000	Unfunded	\$ 5,519,000
P2F_165	Route 10/Route 1 Innovative Intersection	Chesterfield	Highway	\$ 60,000,000	Unfunded	\$ 60,000,000
P2F_166	Route 10/Route 288 Interchange Improvements	Chesterfield	Highway	\$ 90,000,000	Unfunded	\$ 90,000,000
P2F_168	Meadowville Technology Pkwy Widening at I-295	Chesterfield	Highway	\$ 23,000,000	Unfunded	\$ 23,000,000
P2F_169	Rt 60/Woolridge Innovative Intersection	Chesterfield	Highway	\$ 30,000,000	Unfunded	\$ 30,000,000
P2F_172	Route 288/Route 1 Interchange Improvement	Chesterfield	Highway	\$ 30,000,000	Unfunded	\$ 30,000,000
P2F_173	288/360: Route 360/Commonwealth Centre Pkwy - DDI	Chesterfield	Highway	\$ 142,000,000	Unfunded	\$ 142,000,000
P2F_174	Powwhite Pkwy, Chippenham Pkwy, Jahnke Rd - Access Improvement	Chesterfield	Highway	\$ 65,000,000	Unfunded	\$ 65,000,000
P2F_175	Route 76 ITS Investments	Chesterfield	Highway	\$ 12,000,000	Unfunded	\$ 12,000,000
P2F_176	Route 288 ITS Investments (Phase 2)	Chesterfield	Highway	\$ 12,000,000	Unfunded	\$ 12,000,000
P2F_177	Route 150 ITS Investments	Chesterfield	Highway	\$ 12,000,000	Unfunded	\$ 12,000,000
P2F_178	I-95 ITS Investments	Chesterfield	Highway	\$ 12,000,000	Unfunded	\$ 12,000,000

P2F_179	Sight and Sound Barriers - Routes 76, 288	Chesterfield	Highway	\$ 52,000,000	Unfunded	\$ 52,000,000
P2F_180	VA-150 & US-1 Interchange Modification	Chesterfield	Highway	\$ 56,812,000	Unfunded	\$ 56,812,000
P2F_181	I-95/Willis Road - Interchange Improvements	Chesterfield	Highway	\$ 150,000,000	Unfunded	\$ 150,000,000
P2F_182	RT 360/Duckridge/Hancock Village - High Capacity Intersection	Chesterfield	Highway	\$ 17,546,227	Unfunded	\$ 17,546,227
P2F_183	Route 360/Harbour Pointe Pkwy - High Capacity Intersection	Chesterfield	Highway	\$ 20,487,571	Unfunded	\$ 20,487,571
P2F_184	RT 360 at Spring Run Rd/Temie Lee Pkwy - High Capacity Int.	Chesterfield	Highway	\$ 26,644,615	Unfunded	\$ 26,644,615
P2F_185	RT 360 at Winterpock Rd - High Capacity Intersection	Chesterfield	Highway	\$ 21,975,351	Unfunded	\$ 21,975,351
P2F_186	Route 360/Deer Run Drive - High Capacity Intersection	Chesterfield	Highway	\$ 22,243,092	Unfunded	\$ 22,243,092
P2F_189	Rt 60 Corridor Enhancements - Old Otterdale Rd to Woolridge Rd	Chesterfield	Highway	\$ 52,572,873	Unfunded	\$ 52,572,873
P2F_192	I-95 SB Auxiliary Lane	Chesterfield	Highway	\$ 37,855,000	Unfunded	\$ 37,855,000
P2F_193	I-95 Exit 62 to Exit 64 Road Widening (6 to 8 Lanes)	Chesterfield	Highway	\$ 15,453,000	Unfunded	\$ 15,453,000
P2F_199	288/360: Route 288 NB (Route 360 - Powhite Pkwy) CD Road	Chesterfield	Highway	\$ 300,000,000	Unfunded	\$ 300,000,000
P2F_142	River Road West (Route 6) Widening & Shared Use Path	Goochland	Highway	\$ 163,343,000	Unfunded	\$ 163,343,000
P2F_143	Ashland Road (Route 623) Widening - South of I-64	Goochland	Highway	\$ 45,291,000	Unfunded	\$ 45,291,000
P2F_145	Fairground Road Extension	Goochland	Highway	\$ 99,731,000	Unfunded	\$ 99,731,000
P2F_007	US-33 Road Widening - Winns Church Rd to Ashland Rd	Hanover	Highway	\$ 43,051,000	Unfunded	\$ 43,051,000
P2F_012	Pole Green Rd Widening - Walnut Grove Rd to US-360	Hanover	Highway	\$ 35,628,000	Unfunded	\$ 35,628,000
P2F_013	Ashland Rd Widening - Henrico Co. Line to US-33	Hanover	Highway	\$ 74,888,000	Unfunded	\$ 74,888,000
P2F_014	Ashland Rd Widening - US-33 to Blanton Rd	Hanover	Highway	\$ 47,504,000	Unfunded	\$ 47,504,000
P2F_020	US 301 Widening - Hanover HS to Peaks Rd/Georgetown Rd	Hanover	Highway	\$ 54,469,600	Unfunded	\$ 54,469,600
P2F_021	US 301 Widening - Peaks Rd/Georgetown Rd to US-54	Hanover	Highway	\$ 54,648,000	Unfunded	\$ 54,648,000
P2F_022	Pole Green Widening - Bell Creek Rd to Rural Point	Hanover	Highway	\$ 41,700,000	Unfunded	\$ 41,700,000
P2F_195	RI-23-11: Hanover County US 301 (Chamberlayne Road)	Hanover	Highway	\$ 41,271,125	Unfunded	\$ 41,271,125
P2F_024	Charles City Rd Widening - Laburnum to Monahan	Henrico	Highway	\$ 17,500,000	Unfunded	\$ 17,500,000
P2F_025	Charles City Rd Widening - Williamsburg to Eastport	Henrico	Highway	\$ 26,800,000	Unfunded	\$ 26,800,000
P2F_028	Creighton Rd Widening - Cedar Fork Rd to Hanover County Line	Henrico	Highway	\$ 36,100,000	Unfunded	\$ 36,100,000
P2F_032	I-64 & N. Gayton Rd New Interchange	Henrico	Highway	\$ 133,000,000	Unfunded	\$ 133,000,000
P2F_034	I-295 Interchange Modification (Exit 43)	Henrico	Highway	\$ 10,000,000	Unfunded	\$ 10,000,000
P2F_038	I-64 & Parham Rd Interchange Modification	Henrico	Highway	\$ 25,000,000	Unfunded	\$ 25,000,000
P2F_042	I-64 Auxiliary Lane - Exits 180-181	Henrico	Highway	\$ 21,800,000	Unfunded	\$ 21,800,000
P2F_092	Nuckols Rd Widening with Pedestrian Facilities	Henrico	Highway	\$ 30,000,000	Unfunded	\$ 30,000,000
P2F_097	Richmond Henrico Tpk Widening - Hanover Line to Railroad	Henrico	Highway	\$ 66,000,000	Unfunded	\$ 66,000,000
P2F_098	River Rd Widening - Sleepy Hollow to VA-150	Henrico	Highway	\$ 22,500,000	Unfunded	\$ 22,500,000
P2F_106	Springfield Rd Safety - Staples Mill to Francistown	Henrico	Highway	\$ 17,942,250	Unfunded	\$ 17,942,250
P2F_107	Route 60/Route 33/Beulah Rd Roundabout & Gateway	Henrico	Highway	\$ 13,222,320	Unfunded	\$ 13,222,320
P2F_116	Gayton Rd Safety - Pump Rd to John Rolfe Pkwy	Henrico	Highway	\$ 10,000,000	Unfunded	\$ 10,000,000
P2F_123	Route 301/Chamberlayne Rd - Azalea Ave to I-95	Henrico	Highway	\$ 8,200,000	Unfunded	\$ 8,200,000
P2F_133	Bryan Park Interchange (I-95, I-64, I-195)	Henrico	Highway	\$ 111,000,000	Unfunded	\$ 111,000,000
P2F_066	Richmond Marine Terminal Interstate Access Improvements	Richmond	Highway	\$ 80,000,000	Unfunded	\$ 80,000,000
P2F_070	New Interchange of I-95 with Bellemeade Road	Richmond	Highway	\$ 250,000,000	Unfunded	\$ 250,000,000
P2F_073	Reconnect Jackson Ward - I-95/I-64 Cap	Richmond	Highway	\$ 200,000,000	Unfunded	\$ 200,000,000
P2F_054	North-South BRT (Stonebridge to Walmart Way) Phase 2b	Chesterfield	Transit	\$ 100,000,000	Unfunded	\$ 100,000,000
P2F_049	Northside Transfer Center	Multi-Jurisdiction	Transit	\$ 10,000,000	Unfunded	\$ 10,000,000
P2F_056	West End South BRT	Multi-Jurisdiction	Transit	\$ 300,000,000	Unfunded	\$ 300,000,000
P2F_149	Regional Bus Transit Hub	Multi-Jurisdiction	Transit	\$ 15,000,000	Unfunded	\$ 15,000,000
P2F_048	Downtown Transfer Center	Richmond	Transit	\$ 50,000,000	Unfunded	\$ 50,000,000

P2F_005	Park and Ride on US 301 Corridor	Hanover	Travel Demand Management	\$ 13,733,044	Unfunded	\$ 13,733,044
P2F_036	I-295 at US-60 Technology Blvd - New Park and Ride Lot	Henrico	Travel Demand Management	\$ 5,000,000	Unfunded	\$ 5,000,000
P2F_046	I-64/US-60 at Laburnum Rd - New Park and Ride Lot	Henrico	Travel Demand Management	\$ 5,000,000	Unfunded	\$ 5,000,000

	By Number	By Value	Pct of Projects	Pct of Need (\$)
Active Transportation	21	\$ 676,625,310	100.0%	100.0%
Highway	86	\$ 5,723,723,821	61.4%	53.3%
Travel Demand Management	5	\$ 41,381,182	62.5%	55.3%
Transit	9	\$ 1,457,836,494	64.3%	66.4%
TOTAL INCLUDED IN PLAN	121	\$ 7,899,566,807	66.1%	57.8%

Allocated	\$ 7,899,566,807
Budget	\$ 7,900,262,110
Percent Utilized	99.99%
Unallocated	\$ 695,303



POLICY BOARD AGENDA 4/23/2026; ITEM B-1.

Pathways to the Future: Transportation 2050 - Constrained Plan Project Approval & Conformity Initiation

Richmond Regional Transportation Planning Organization

On motion by _____, seconded by _____, the members of the RRTPO Policy Board voted to adopt the following resolution:

WHEREAS, federal regulations require the RRTPO to develop and maintain a Long-Range Transportation Plan (LRTP) with a minimum 20-year planning horizon that is fiscally constrained and addresses regional mobility, safety, and infrastructure needs; and,

WHEREAS, the development of this Constrained Long Range Plan utilized a robust scenario planning framework, which consisted of four preliminary scenarios designed to test different investment strategies and regional priorities under fiscal constraints; and,

WHEREAS, these four preliminary scenarios served as the primary vehicle for public review and provided the technical foundation for the Advisory Work Group to evaluate project performance and regional impact; and

WHEREAS, through the evaluation of these four scenarios, a Consensus Project List was synthesized by the LRTP Advisory Work Group to represent the most effective and resilient list of projects for the Richmond region; and

WHEREAS, the Consensus Project List has been vetted to ensure it remains within the financial limits identified for the 2050 planning horizon; and

WHEREAS, the approval of this Consensus Project List is a prerequisite for the RRTPO to initiate the federally mandated Air Quality Conformity process, ensuring the plan meets all Clean Air Act requirements,

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board hereby approves the Draft Constrained Project List as the official project list for the Constrained Long-Range Plan

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board authorizes the RRTPO Transportation Advisory Committee (TAC) to proceed with the Air Quality Conformity analysis based on the approved Consensus Project List and to initiate public review at the May TAC meeting.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held April 23, 2026.

WITNESS:

BY:

Sarah-Keel Crews
Board Relations Manager
PlanRVA

Martha Shickle, Secretary
Richmond Regional Transportation
Planning Organization

**ACTION ITEM**

April 23, 2026

TO Policy Board

SUBJECT FY24-FY27 Transportation Improvement Program (TIP) – 5310 Projects

BRIEF:

The Department of Rail and Public Transportation (DRPT) submitted a request to amend the Transportation Improvement Program (TIP) to add one new project, **PCSS002**, and to update Federal Transit Administration (FTA) 5310 funding for eight existing projects, **GRTC060**, **LGS001**, **LGS002**, **HCS0002**, **CCSB002**, **CCH0003**, **SPAN001**, and **SPAN002**. These projects provide various transit improvements in the Richmond region including operating assistance, mobility management, and the purchase of ADA accessible vehicles.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) recommends the Policy Board approve the proposed TIP amendment as requested by DRPT. A draft resolution of approval is included under Attachment B for consideration.

DISCUSSION:

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

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

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



Project Overview:

DRPT is requesting nine amendments to the TIP for the following FTA 5310 funded projects:

- **GRTC060** – GRTC060 will provide updated funding support for mobility management provided to eligible users in the Greater Richmond Transit Company's (GRTC) service area. The total cost of the project is \$1,673,000, with 96% covered through State and Federal funding
- **LGS001** – LGS001 will provide updated funding for Let's Go Services to acquire two ADA accessible vehicles for their paratransit service. The total cost of the project is \$231,000, with 90% covered through State and Federal funding.
- **LGS002** – LGS002 will provide updated funding for operating assistance for Let's Go Services to assist them in providing transportation services to eligible users within their service area. The total cost of the project is \$500,000, with 90% covered through State and Federal funding.
- **CCH0003** – CCH0003 will update funding for the capital cost of contracting for Chesterfield County's contracted transportation services. The total cost of the project is \$1,050,000, with 96% covered through State and Federal funding.
- **HCS0002** – HCS0002 will provide updated funding for the capital cost of contracting for Hanover DASH and to assist their continued service providing on demand, door-to-door, countywide transportation for eligible riders within Hanover County. The total cost of the project is \$1,821,000, with 95% covered through State and Federal funding.
- **CCSB002** – CCSB002 will provide updated funding for the Chesterfield Community Services Board to acquire one ADA accessible vehicle for their paratransit service. The total cost of the project is \$248,000, with 88% covered through State and Federal funding.
- **PCSS002** – PCSS002 will update funding for the capital cost of contracting for Ride Assist Services through the Powhatan County Department of Social Services. This service provides free transportation for individuals aged 65+ who are unable to drive. The total cost of the project is \$9,000, with 89% covered through State and Federal funding.
- **SPAN001** – SPAN002 will update funding for Operating Assistance for The Span Center's Ride Assist Service. This service provides volunteer transportation to residents aged 65 and older who are unable to drive. The total cost of the project is \$296,000, with 89% covered through State and



Federal funding.

- **SPAN002** – SPAN002 will update funding for The Span Center for mobility management and contracted transportation of their Ride Assist Service providing volunteer transportation to residents aged 65 and older who are unable to drive. The total cost of the project is \$526,000, with 95% covered through State and Federal funding.



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. These projects are considered local/programmatic in nature due to the character of the transit improvements, and they may be advanced without being specifically listed.

Figure 1 below graphically shows the consistency review process.

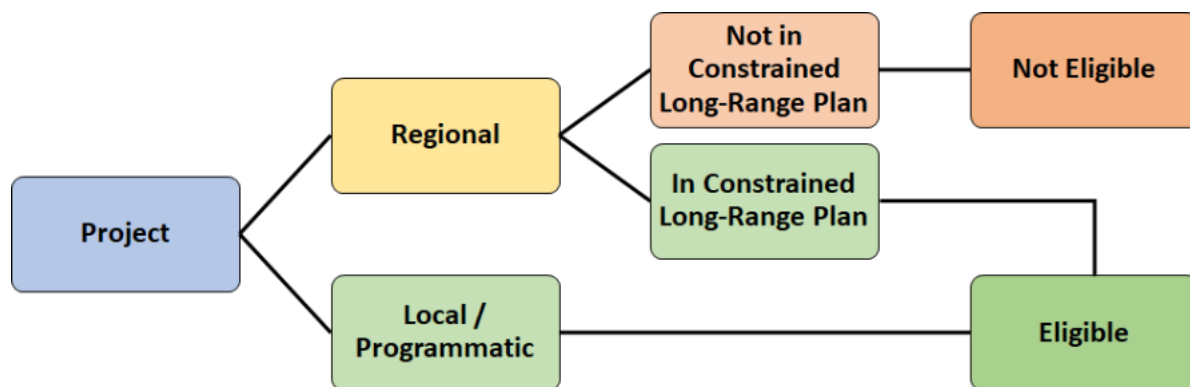


Figure 1: ConnectRVA 2045 Consistency Workflow

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. These projects have been determined to be exempt from air quality conformity analysis according to 40 CFR § 93.126. The exemptions are as follows:

- **SPAN001, SPAN002, GRTC060, & LGS002**
 - *Mass Transit – Operating assistance to transit agencies.*
- **LGS001, CCSB002, CCH0003, HCS0002, & PCS002**
 - *Mass Transit – Purchase of new buses and rail cars to replace existing vehicles or for minor expansions.*

Fiscal Constraint:

These projects have most of their funding through the FTA 5310 program and state funding. Each project also has a match component represented by the Local funds



on the TIP blocks below. In addition to FTA 5310 funding, **GRTC060** also has a small amount of FTA 5307 funding.

Federal Fund Source Description:

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.

FTA 5310 – Section 5310 funding, managed by the Federal Transit Administration, provides funding to local transit agencies, governments, and nonprofit groups to meet the transportation needs of seniors and people with disabilities.

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

Attachments

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

Attachment A – Draft TIP Blocks

GRTC060 – Mobility Management

STIP ID	GRTC060	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company			
PROJECT	Mobility Management			ADMIN BY	GRTC	
MPO NOTES	<p>TIP AMD: Add new project. Add \$65,000 in FTA 5310, \$13,000 in state, and \$3,000 in local in FY24. Approved 11/2/23</p> <p>TIP ADJ: Adjust FY24 5310 to \$99,000, State to \$42,000, and Local to \$11,000 as requested by DRPT. 8/15/24</p> <p>TIP ADJ: Revised funding for FY 24, FY 25, FY 26, and FY 27. In FY 24, decrease FTA 5310 to \$65,000, decrease state to \$13,000, and local to \$3,000. In FY 25, FY 26, & FY 27, increase FTA 5307 to \$65,000, state to \$12,000, and local to \$4,000. Increase total to \$324,000. Approved 9/20/24.</p> <p>TIP AMD: In FFY26 add \$514,000 in FTA 5310, \$411,000 in State, and \$103,000 in local funds. Approved 4/23/26.</p>			TOTAL	\$1,673,000	
	FUND SOURCE	FY24	FY25	FY26	FY27	
	Federal - FTA 5310	\$65,000	\$0	\$1,105,000	\$0	
	Federal – FTA 5307	\$0	\$65,000	\$65,000	\$65,000	
	State	\$0	\$12,000	\$221,000	\$12,000	
	Local	\$0	\$4,000	\$55,000	\$4,000	

LGS001 – Paratransit Vehicles

STIP ID	LGS001	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Let's Go Service, Inc.			
PROJECT	Paratransit Vehicles			ADMIN BY	DRPT	
MPO NOTES	<p>TIP AMD: Add new project with \$41k FTA 5310, \$42k State, and \$11k Local added to FY 2025. Approved 8/7/2025.</p> <p>TIP ADJ: Updated STIP ID from 'LGOS001' to be consistent with DRPT records. Approved 8/13/2025.</p> <p>TIP ADJ: Updated funding to reflect appropriate awards, \$62k FTA 5310, \$8k State, and \$8k Local added to FY 2025. Approved 8/13/2025.</p> <p>TIP AMD: Add \$123,000 in FTA 5310, \$15,000 in State, and \$15,000 in local funds to FFY26. Approved 4/23/26.</p>			TOTAL	\$231,000	
	FUND SOURCE	FY24	FY25	FY26	FY27	
	Federal - FTA 5310	\$0	\$62,000	\$123,000	\$0	
	State	\$0	\$8,000	\$15,000	\$0	
	Local	\$0	\$8,000	\$15,000	\$0	

LGS002 – Operating Assistance

STIP ID	LGS002	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Let's Go Service, Inc.			
PROJECT	Operating Assistance			ADMIN BY	DRPT	
MPO NOTES	<p>TIP AMD: Add new project with \$41k FTA 5310, \$42k State, and \$11k Local added to FY 2025. Approved 8/7/2025.</p> <p>TIP ADJ: Updated STIP ID from 'LGOS002' to be consistent with DRPT records. Approved 8/13/2025.</p> <p>TIP AMD: Add \$203,000 in FTA 5310, \$162,000 in State, and \$41,000 in local funds to FFY26. Approved 4/23/26.</p>			TOTAL	\$500,000	
	FUND SOURCE	FY24	FY25	FY26	FY27	
	Federal - FTA 5310	\$0	\$41,000	\$203,000	\$0	
	State	\$0	\$42,000	\$162,000	\$0	
	Local	\$0	\$11,000	\$41,000	\$0	

CCH0003 – Capital Cost of Contracting

STIP ID	CCH0003	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Chesterfield County			
PROJECT	Capital Cost of Contracting			ADMIN BY	DRPT	
MPO NOTES	<p>TIP AMD: Add new project with \$400k FTA 5310, \$80k State, and \$20k Local added to FY 2025. Approved 8/7/2025.</p> <p>TIP AMD: Add \$440,000 in FTA 5310, \$88,000 in State, and \$22,000 in local funds to FFY26. Approved 4/23/26.</p>			TOTAL	\$1,050,000	
	FUND SOURCE	FY24	FY25	FY26	FY27	
	Federal - FTA 5310	\$0	\$400,000	\$440,000	\$0	
	State	\$0	\$80,000	\$88,000	\$0	
	Local	\$0	\$20,000	\$22,000	\$0	

HCS0002 – Capital Cost of Contracting

STIP ID	HCS0002	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Hanover County DASH			
PROJECT	Capital Cost of Contracting			ADMIN BY	DRPT	
MPO NOTES	<p>TIP AMD: Removed planned FY24 obligations. Approved 11/2/23</p> <p>TIP AMD: Add \$144k in State funds, \$264k in Federal 5310 funds, and \$36k in local funds to FY2026. Approved 8/7/2025.</p> <p>TIP AMD: Add \$1,102,000 in FTA 5310, \$220,000 in State, and \$55,000 in local funds to FFY26. Approved 4/23/26.</p>			TOTAL	\$1,821,000	
	FUND SOURCE	FY24	FY25	FY26	FY27	
	Federal - FTA 5310	\$0	\$264,000	\$1,102,000	\$0	
	State	\$0	\$144,000	\$220,000	\$0	
	Local	\$0	\$36,000	\$55,000	\$0	

CCSB002 – Paratransit Vehicles

STIP ID	CCSB002	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Chesterfield Community Services Board			
PROJECT	FTA 5310 Expansion Vehicle (1)			ADMIN BY	DRPT	
MPO NOTES	<p>TIP AMD: Add new project. Approved 9/5/2024.</p> <p>TIP ADJ: Changed STIP ID from “CCSB001” to “CCSB002” to ensure accurate records. Approved 1/10/2025.</p> <p>TIP AMD: Add \$101,000 FTA 5310, \$13,000 State, and \$13,000 in local funds to FFY26. Approved 4/23/2026.</p>			TOTAL	\$248,000	
	FUND SOURCE	FY24	FY25	FY26	FY27	
	Federal - FTA 5310	\$97,000	\$0	\$101,000	\$0	
	State	\$0	\$0	\$13,000	\$0	
	Local	\$24,000	\$0	\$13,000	\$0	

PCSS002 – Capital Cost of Contracting

STIP ID	PCSS002	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Powhatan County Department of Social Services			
PROJECT	Capital Cost of Contracting			ADMIN BY	DRPT	
MPO NOTES	TIP AMD: Add new project. Add \$7,000 in FTA 5310, \$1,000 in State, and \$1,000 in local in FY26. Approved 4/23/26.			TOTAL	\$9,000	
	FUND SOURCE	FY24	FY25	FY26	FY27	
	Federal - FTA 5310	\$0	\$0	\$7,000	\$0	
	State	\$0	\$0	\$1,000	\$0	
	Local	\$0	\$0	\$1,000	\$0	

SPAN001 – Operating Assistance

STIP ID	SPAN001	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	The SPAN Center			
PROJECT	Operating Assistance			ADMIN BY	DRPT	
MPO NOTES	TIP AMD: Add new project with \$59k FTA 5310, \$64k State, and \$16k Local added to FY 2025. Approved 8/7/2025. TIP AMD: Add \$78k FTA 5310, \$63k State, and \$16k Local to FFY26. Approved 4/23/2026.			TOTAL	\$296,000	
	FUND SOURCE	FY24	FY25	FY26	FY27	
	Federal - FTA 5310		\$59,000	\$78,000		
	State		\$64,000	\$63,000		
	Local		\$16,000	\$16,000		

SPAN002 – Mobility Management

STIP ID	SPAN002	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	The SPAN Center			
PROJECT	Mobility Management			ADMIN BY	DRPT	
MPO NOTES	<p>TIP AMD: Add new project with \$139k FTA 5310, \$50k State, and \$13k Local added to FY 2025. Approved 8/7/2025.</p> <p>TIP AMD: Add \$259,000 in FTA 5310, \$52,000 in State, & \$13,000 in local funding to FFY26. Approved 4/23/26.</p>			TOTAL	\$526,000	
	FUND SOURCE	FY24	FY25	FY26	FY27	
	Federal - FTA 5310	\$0	\$139,000	\$259,000	\$0	
	State	\$0	\$50,000	\$52,000	\$0	
	Local	\$0	\$13,000	\$13,000	\$0	



POLICY BOARD AGENDA 4/23/2026; ITEM C-1

FY24 – FY27 Transportation Improvement Program (TIP) – Department of Rail and Public Transportation (DRPT) Amendment (GRTC060, LGS001, LGS002, HCS0002, CCSB002, CCH0003, SPAN001, SPAN002, & PCSS002)

Richmond Regional Transportation Planning Organization

On motion by _____, seconded by _____, the members of the RRTPO Policy Board voted to adopt the following resolution:

WHEREAS, the Department of Rail and Public Transportation (DRPT) has requested a revision to the FY24 – FY27 Transportation Improvement Program (TIP) to update funding for multiple existing projects (GRTC060, LGS001, LGS002, HCS0002, CCSB002, CCH0003, SPAN001, & SPAN002) and to add one new project (PCSS002); and

WHEREAS, these projects are fully funded by the local sponsors, DRPT, and the FTA 5310 program; and,

WHEREAS, these projects have been determined to be exempt from regional airquality conformity assessment under UPC 120374, UPC 127888, and UPC 128623 are already included in the Regional Conformity Assessment and do not require a new assessment; and,

WHEREAS, T203 has been determined to be exempt from regional air quality conformity under 40 CFR § 93.126 under the “Mass Transit” category; and,

WHEREAS, the Technical Advisory Committee (TAC) has reviewed the proposed amendment and recommends approval of the request;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation Improvement Program (TIP) to update funding for the following projects, PCSS002, GRTC060, LGS001, LGS002, HCS0002, CCSB002, CCH0003, SPAN001, & SPAN002, as requested by DRPT.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held April 23, 2026.

WITNESS:

BY:



Sarah-Keel Crews
Manager of Board Operations
PlanRVA

Martha Shickle
Secretary
Richmond Regional
Transportation Planning
Organization

**ACTION ITEM**

April 23, 2026

TO

Policy Board

SUBJECT

FY27 – FY30 Transportation Improvement Program (TIP)

BRIEF:

The draft FY27–FY30 Transportation Improvement Program (TIP) is a federally required, four-year planning document that identifies all transportation projects seeking federal funding within the metropolitan planning area. The TIP is coordinated with the long-range transportation plan and the Statewide Transportation Improvement Program. Developed in collaboration with state, regional, and local partners, the TIP is organized by jurisdiction and project code and emphasizes a web-based, searchable project database to simplify the paper document and improve public access and review. The draft FY27-FY30 TIP was made available for public comment on March 12th 2026. The draft TIP is supported by outreach activities and an online engagement platform.

RECOMMENDED ACTION: Review the draft FY27 – FY30 Transportation Improvement Program (TIP) and approve the draft TIP.

DISCUSSION:

The Transportation Improvement Program (TIP) is a federally mandated requirement (49 U.S.C. § 5303(j)) for all metropolitan planning organizations (MPOs). The TIP, also known as a short-range plan, lists all transportation projects in an MPO's metropolitan planning area that seeks federal transportation funding within a four-year planning horizon. The TIP is complementary to the long-range transportation plan (LRTP), that plans on at least a twenty-year horizon. The TIP is required to be updated to coincide with the update of the Statewide Transportation Improvement Program (STIP). Staff have worked with VDOT, DRPT, GRTC, and human services providers to develop the project list and planned obligations for the TIP.

The draft TIP largely follows the organization of the current FY24 – FY27 TIP. Projects are assigned a Universal Project Code (UPC) from VDOT to track a project from start to finish, if a project is a non-federal highway project or transit project a STIP code is developed to be used in place of the UPC. Projects in the TIP are either listed individually in the “Ungrouped Projects” section or they remain grouped together in the “Grouped Projects” section. Within the “Ungrouped Projects” category the projects are organized by their project road systems, *‘Interstate’*, *‘Primary’*,



'Secondary', 'Urban', 'Miscellaneous', or 'Public Transportation.' Projects in the "Grouped Projects" section are organized by project group categories including, 'Bridge Rehabilitation, Replacement, and Reconstruction,' 'Rail,' 'Recreational Trails,' 'Transportation Enhancement, Byway, and Other Non-Traditional Projects,' 'Preventative Maintenance and System Preservation,' 'Preventative Maintenance for Bridges,' 'Traffic and Safety Operations,' 'Transit Access,' 'Transit Ridesharing,' and 'Transit Vehicles.'

In addition to the existing [FY 24-FY27 TIP website](#) a [TIP engagement website](#) has been developed for the FY27-FY30 TIP update. The website provides a dedicated place where the public can interact with and react to the TIP. This approach was chosen to increase ease-of-use for partner agencies and members of the public, and to better facilitate public review of any subsequent amendments.

PUBLIC PARTICIPATION: The RRTPO conducted a public comment period for the FY27-30 TIP from March 12 through April 13, 2026. The comment period was advertised in the Richmond Free Press and Richmond Times Dispatch during the weeks of 3/12 and 4/13.

PlanRVA's Pathways to the Future Regional Symposium: Housing and Transportation Futures was held on March 13th, 2026, at the Richmond Times Dispatch office in Hanover and provided opportunity for the public to view and ask questions of the updated TIP. The draft TIP was also posted on the new [TIP Engagement website](#) as were additional web-based resources for viewing and searching projects.

As of March 31st, 2026, there were a total of 142 unique visitors with seven (7) comments received. Comments will be discussed on 4/23/2026 at the Policy Board meeting.

For more information, please contact Kerry Wagenhauser at KWagenhaser@planrva.org or +1 804-924-9616

Attachment

- A. [FY27-30 Finalized TIP Draft](#)
- B. [Engagement Overview](#)
- C. [Comments](#)
- D. [Draft Resolution](#)

Transportation Improvement Program

FFY 2027 – FFY 2030



Notices and Disclaimers

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.

Acknowledgement

The Transportation Improvement Program (TIP) 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 the FHWA, the FTA, the DRPT, the VDOT, or the Board of PlanRVA. This report does not constitute a standard, specification, or regulation.

The 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.

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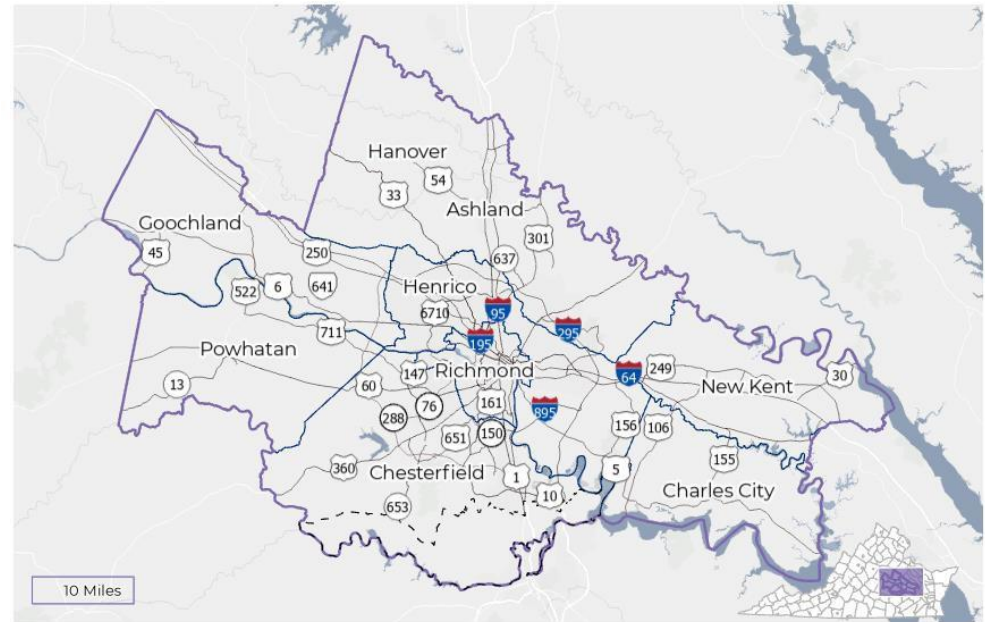
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The Richmond Region

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.

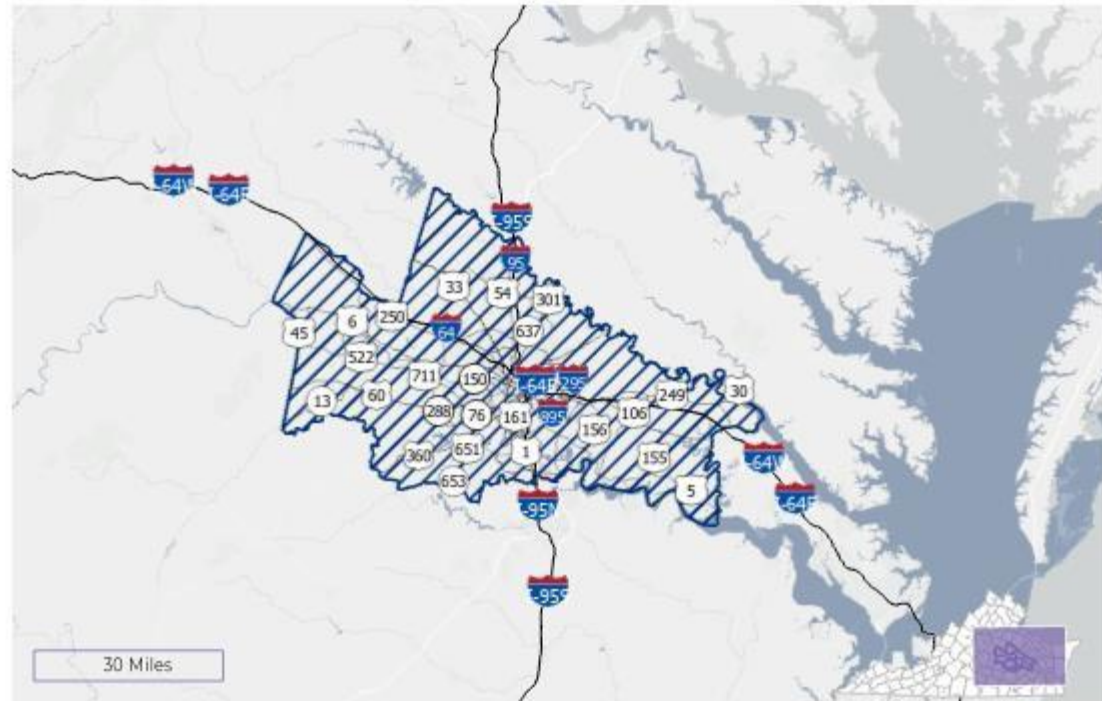
According to the 2045 Long Range Growth Forecast Analysis prepared for Pathways to the Future: Transportation 2045, the region had a population of 1.1 million people as of base year 2017. The Richmond region is forecast to grow by nearly 30%, reaching a total of 1.4 million residents by 2045. The largest 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 552,000 households, an increase of nearly 125,000 households by 2045.



Richmond Region
□ Localities □ PDC □ Non MPO
Figure 1 Map of PlanRVA Localities

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



Highways and the MPO

MPO
 Major Highways

Figure 2 MPO and Major Highways



Routes 295 and 288 form an outer circular beltway system. Businesses and residents both prosper from the relatively short 24-minute, on average, work commute. Rail access provides connections to east coast and mid-west 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 southeastern quadrant of the region is a noticeable departure from this concentric pattern. The James River creates the natural boundary while Route 895 provides a connection between the I-295 bypass and I-95 with potential to facilitate more development by 2045. 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.

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. PlanRVA 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, Pathways to the Future: Transportation 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

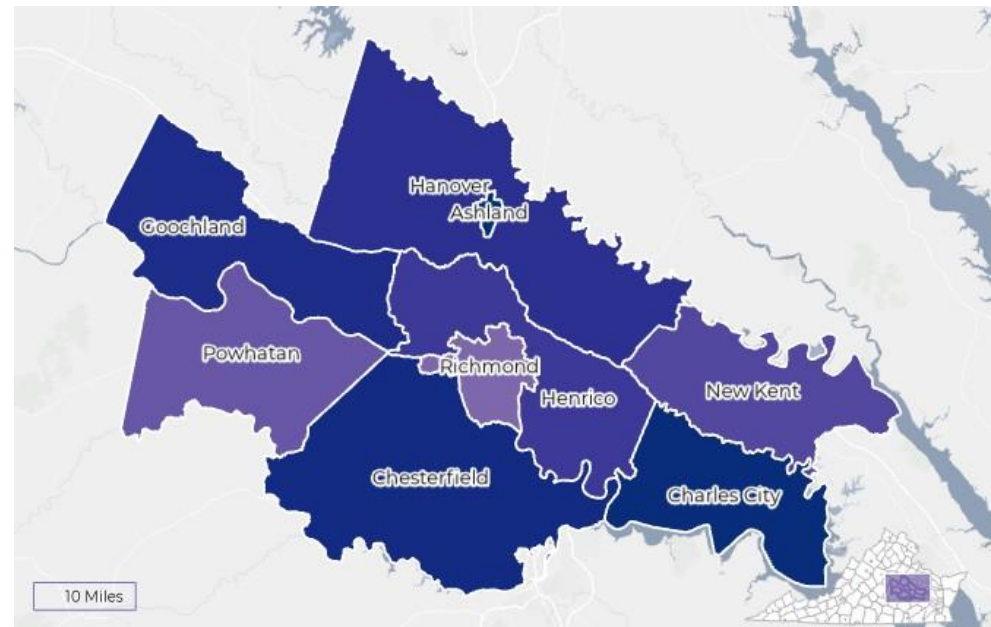
governments, is charged with designating the MPO's member organizations. The RRTPO is designated as a "Transportation Management Area (TMA)," defined as a metropolitan area with a population of over 200,000, creating additional requirements for transportation planning such as the Congestion Management 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 and Partner Agencies

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)



Localities
 Figure 3 Map showing all 9 localities in the PlanRVA Region

■ Ashland	■ Chesterfield	■ Hanover	■ New Kent	■ Richmond
■ Charles City	■ Goochland	■ Henrico	■ Powhatan	



- Town of Ashland (1)

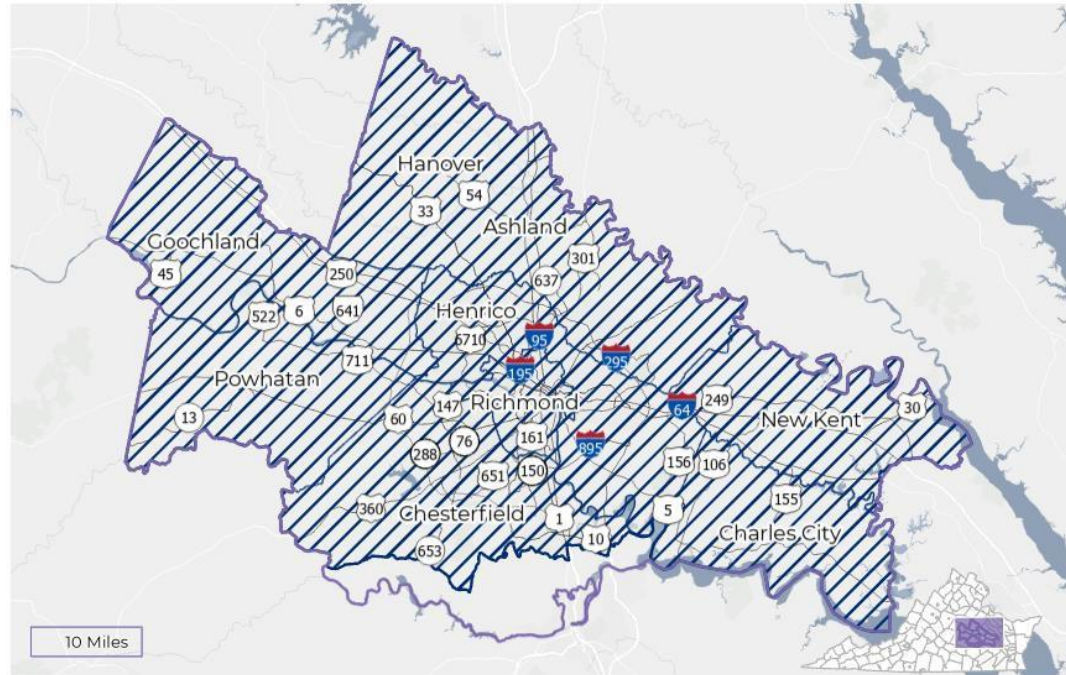
Partner agencies which also hold one vote include the Capital Region Airport Commission, Greater Richmond Transit Company (GRTC), Richmond Metropolitan Transportation Authority (RMTA), and VDOT (as the Secretary of Transportation's designee). Non-voting members represent other RRTPO committees and partner 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 2045, 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



Richmond Region MPO

Localities PDC MPO

Figure 4 Richmond Region MPO



- Town of Ashland
- The 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.

The Transportation Improvement Program (TIP)

The TIP is the region's collaborative list of transportation investments for a four-year period. This TIP covers federal fiscal years 2027 to 2030 and has an anticipated effective start date of October 1, 2026.

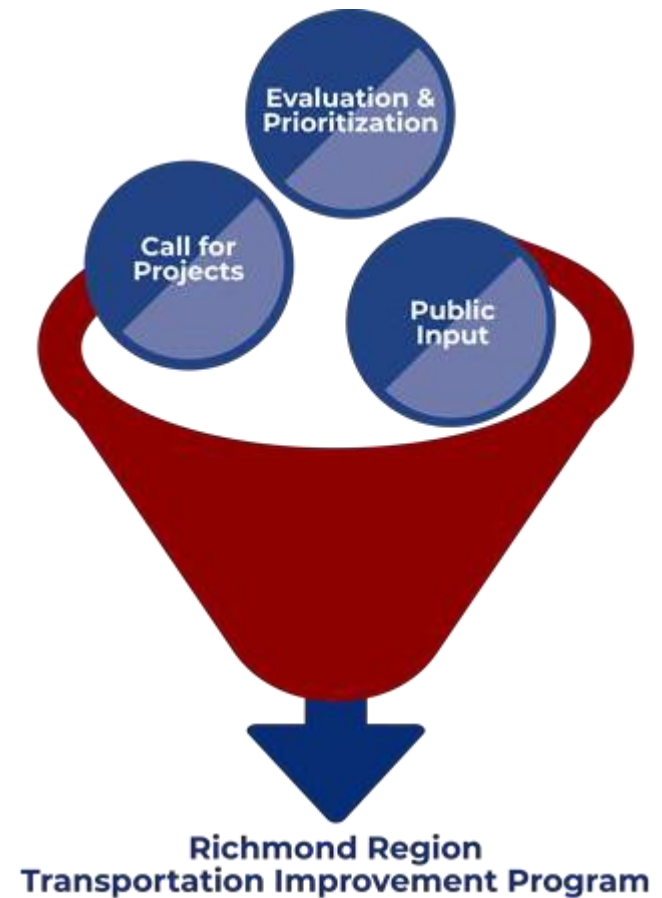
The TIP includes:

- Projects awarded RRTPO's federal funds,
- Projects using federal and state dollars managed by the Virginia Department of Transportation (VDOT) or Department of Rail and Public Transportation (DRPT) and,
- Regionally significant projects, regardless of funding source, which must be included in the air quality analysis and conformity determination.

Development of the TIP is the region's opportunity to review regionally significant projects and projects awarded federal funding through various competitive processes to ensure they align with the goals and vision for the future in *Pathways to the Future: Transportation 2045*, the long-range transportation plan. Through the TIP process, the region works to develop consensus on a list of projects to move forward. Once a project is in the TIP, the project or a phase of the project can be authorized in a federal agreement under which the federal government commits to reimburse the state for a share of eligible costs. This commitment is called an obligation.

Projects or project phases are only included in the TIP if full funding for the project is reasonably anticipated to complete the project. To meet this requirement, the TIP includes a financial analysis showing how the planned projects can be undertaken with expected revenues.

After the TIP is approved, the TIP is included in the Statewide Transportation Improvement Program (STIP). The STIP includes all TIPs in the state as well as projects to be undertaken outside of MPO boundaries. The approved TIP documents are sent to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for review and acceptance.



Financial Plan

Introduction

Federal law requires the TIP include a financial plan showing how the proposed projects can be reasonably implemented with public and private funds. The revenue projections and project costs in the TIP have been cooperatively developed with the Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT), and Greater Richmond Transit Company (GRTC). The following tables show expected revenues and obligations for each of the four years covered by the TIP. In addition to construction projects, financial projections have also been made to show revenues for maintaining and operating the region's highway and transit systems during the same 4-year period.

Some projects listed in the TIP may have no planned obligations. These projects include informational purposes. There are several reasons this may occur and include:

- The project is completed and awaiting final closeout.
- The project is already underway, but the next phase will not happen during the four-year window covered by the TIP.

In addition, the TIP includes a section for illustrative projects. These are regional priority projects which cannot be achieved within the expected revenues but would be undertaken if additional funding sources were found. In general, these projects are expected to seek discretionary grant funding to allow for implementation.

The TIP funding summary tables summarize by year and by funding source the revenue amounts estimated and committed for fiscal year 2027 - 2030. The tables include expenditures and estimate revenues expected for each funding source and show that the program is financially constrained by year. The financial summary tables are based on total funds available, which include annual allocations of funds including any state and local matching dollars. These revenue sources are all reasonably expected to be made available and committed to the project phase during the programmed year of the TIP.

Highway Revenues

This section of the plan covers revenues and projects with oversight from the Virginia Department of Transportation (VDOT) and Federal Highway Administration (FHWA). This includes funds such as CMAQ and RSTP which are subsequently flexed to transit projects. This section of the financial plan contains four tables summarizing various aspects of financial planning for highway projects. Table 1 shows planned federal obligations for the fiscal years covered by the TIP. This table also includes state match funds and other non-federal contributions to projects.

Table 2 covers conversion of advance construction projects to federal obligations. Advance Construction is an innovative funding mechanism that allows states to proceed with projects without federal obligation authority while maintaining the ability to convert a project to federal obligations in the future. Funds in this table are shown based on the year of conversion to federal obligations.

Table 3 shows planned federal obligations for projects that impact the Richmond area but also serve other metropolitan planning areas (MPOs) or rural areas of the state. In general, these projects are either located along the interstate highway system or are programmatic in nature.

Table 4 shows funding programmed for maintenance of the existing highway system. This table demonstrates the region is investing in adequately maintaining the condition of existing roadways and bridges while planning for capital improvements.

The revenue projections for this section of the plan were developed by VDOT and provided to the MPO.

Table 1: Federal Obligations, State and Local Matching Funds

Fund Source	FFY 2027		FFY 2028		FFY 2029		FFY 2030		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
Federal										
BR	\$0	\$0	\$1,480,251	\$1,480,251	\$7,392,097	\$7,392,097	\$0	\$0	\$8,872,348	\$8,872,348
CMAQ (2)	\$6,236,399	\$6,236,399	\$3,312,781	\$3,312,781	\$238,877	\$238,877	\$374,944	\$374,944	\$10,163,001	\$10,163,001
CRP/F	\$11,069,181	\$11,069,181	\$0	\$0	\$1,521,556	\$1,521,556	\$2,092,345	\$2,092,345	\$14,683,082	\$14,683,082
DEMO	\$268,798	\$268,798	\$0	\$0	\$0	\$0	\$0	\$0	\$268,798	\$268,798
HIP/F	\$7,994,026	\$7,994,026	\$0	\$0	\$0	\$0	\$0	\$0	\$7,994,026	\$7,994,026
HSIP	\$5,240,467	\$5,240,467	\$12,831,935	\$12,831,935	\$988,281	\$988,281	\$0	\$0	\$19,060,683	\$19,060,683
NHFP	\$4,938,177	\$4,938,177	\$0	\$0	\$0	\$0	\$0	\$0	\$4,938,177	\$4,938,177
NHPP/E	\$2,703,113	\$2,703,113	\$6,813,573	\$6,813,573	\$0	\$0	\$16,800,855	\$16,800,855	\$26,317,541	\$26,317,541
NHS/NHPP	\$16,217,019	\$16,217,019	\$34,314,594	\$34,314,594	\$11,400,863	\$11,400,863	\$126,495,039	\$126,495,039	\$188,427,515	\$188,427,515
PROTECTPRGM	\$0	\$0	\$3,392,767	\$3,392,767	\$3,238,699	\$3,238,699	\$0	\$0	\$6,631,466	\$6,631,466
RSTP (2)	\$12,554,082	\$12,554,082	\$10,824,704	\$10,824,704	\$22,848,980	\$22,848,980	\$238,860	\$238,860	\$46,466,626	\$46,466,626
STP/STBG	\$5,697,443	\$5,697,443	\$9,518,181	\$9,518,181	\$105,508	\$105,508	\$23,073,513	\$23,073,513	\$38,394,645	\$38,394,645
TAP	\$3,892,734	\$3,892,734	\$6,517,985	\$6,517,985	\$0	\$0	\$0	\$0	\$10,410,719	\$10,410,719
Subtotal -- Federal	\$76,811,439	\$76,811,439	\$89,006,771	\$89,006,771	\$47,734,861	\$47,734,861	\$169,075,556	\$169,075,556	\$382,628,627	\$382,628,627
Other										
Non-Federal	\$9,269,317	\$9,269,317	\$0	\$0	\$0	\$0	\$0	\$0	\$9,269,317	\$9,269,317
State Match	\$7,234,411	\$7,234,411	\$3,534,369	\$3,534,369	\$5,771,963	\$5,771,963	\$153,446	\$153,446	\$16,694,189	\$16,694,189
Subtotal -- Other	\$16,503,728	\$16,503,728	\$3,534,369	\$3,534,369	\$5,771,963	\$5,771,963	\$153,446	\$153,446	\$25,963,506	\$25,963,506
Total	\$93,315,167	\$93,315,167	\$92,541,140	\$92,541,140	\$53,506,824	\$53,506,824	\$169,229,002	\$169,229,002	\$408,592,133	\$408,592,133

Table 2: Advance Construction Conversion

Fund Source	FFY 2027		FFY 2028		FFY 2029		FFY 2030		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
NHS/NHPP	\$5,612,035	\$5,612,035	\$30,465,906	\$30,465,906	\$36,347,471	\$36,347,471	\$6,301,549	\$6,301,549	\$78,726,961	\$78,726,961
STP/STBG	\$0	\$0	\$0	\$0	\$2,755,727	\$2,755,727	\$0	\$0	\$2,755,727	\$2,755,727
Subtotal	\$5,612,035	\$5,612,035	\$30,465,906	\$30,465,906	\$39,103,198	\$39,103,198	\$6,301,549	\$6,301,549	\$81,482,688	\$81,482,688

Table 3: Statewide or Multiple MPO

Fund Source	FFY 2027		FFY 2028		FFY 2029		FFY 2030		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
CMAQ (2)	\$9,852,982	\$9,852,982	\$4,992,225	\$4,992,225	\$0	\$0	\$0	\$0	\$14,845,207	\$14,845,207
NHS/NHPP	\$2,043,049	\$2,043,049	\$0	\$0	\$0	\$0	\$0	\$0	\$2,043,049	\$2,043,049
Non-Federal	\$8,427,820	\$8,427,820	\$0	\$0	\$0	\$0	\$0	\$0	\$8,427,820	\$8,427,820
Subtotal	\$20,323,851	\$20,323,851	\$4,992,225	\$4,992,225	\$0	\$0	\$0	\$0	\$25,316,076	\$25,316,076

Table 4: Maintenance

Fund Source	FFY 2027		FFY 2028		FFY 2029		FFY 2030		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
CMAQ (2)	\$430,385	\$430,385	\$0	\$0	\$0	\$0	\$0	\$0	\$430,385	\$430,385
HSIP	\$322,984	\$322,984	\$0	\$0	\$0	\$0	\$0	\$0	\$322,984	\$322,984
NHFP	\$2,258,000	\$2,258,000	\$2,264,000	\$2,264,000	\$6,401,000	\$6,401,000	\$2,278,000	\$2,278,000	\$13,201,000	\$13,201,000
NHS/NHPP	\$20,573,687	\$20,573,687	\$14,875,000	\$14,875,000	\$14,900,000	\$14,900,000	\$19,464,000	\$19,464,000	\$69,812,687	\$69,812,687
STP/STBG	\$29,053,861	\$29,053,861	\$26,238,708	\$26,238,708	\$26,052,708	\$26,052,708	\$25,554,708	\$25,554,708	\$106,899,985	\$106,899,985
Subtotal	\$52,638,917	\$52,638,917	\$43,377,708	\$43,377,708	\$47,353,708	\$47,353,708	\$47,296,708	\$47,296,708	\$190,667,041	\$190,667,041

Highway Program Descriptions

BR (Bridge Rehabilitation and Replacements): Provides funding for bridge improvements both on and off the National Highway System (NHS).

CMAQ (Congestion Mitigation and Air Quality Improvement): Provides flexible funding for congestion reduction and air quality improvement projects and programs; funding is only available for areas not meeting federal air quality standards or maintenance areas. Some of these projects are selected directly by the RRTPO consistent with [the regional funding framework](#).

CRP/F (Carbon Reduction Program): Funding for projects that reduce on-road emissions of climate change causing pollutants.

DEMO (Demonstration Program): Provides specialized funding for demonstrations, priority, pilot, or special interest projects.

EB/MG (Equity Bonus (Minimum Guarantee)): Historic program providing minimum guaranteed funding for localities.

HIP/F (Highway Infrastructure Program): Provides funding for restoration, repair, and construction of federal aid eligible roads, bridges, and tunnels.

HSIP (Highway Safety Improvement Program): Funds projects to reduce traffic fatalities and serious injuries on public roads; set aside for Railway Highway Crossings Program.

NHFP (National Highway Freight Program): Provides funding to improve the movement of freight on the National Highway Freight Network (NHFN).

NHPP/E: Funds dedicated to improving infrastructure conditions, safety, congestion reduction, system reliability, or freight movement on the NHS.

NHS/NHPP (National Highway System/National Highway Performance Program): Funds projects to construct new facilities on or improve the condition and performance of the National Highway System (NHS).

RSTP (Regional Surface Transportation 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.

STP/STBG (Surface Transportation Block Grant): Provides flexible funding for a wide range of eligible projects and programs to address state and local transportation needs.

TAP (Transportation Alternatives Program): Funding dedicated to bicycle and pedestrian facilities through the Surface Transportation Block Grant. Some of these projects are selected directly by the RRTPO consistent with the regional funding framework.

Transit Revenues

This section of the plan covers revenues and projects with oversight from the Virginia Department of Rail and Public Transportation (VDRPT) and Federal Transit Administration (FTA). This section includes projects from GRTC and smaller providers offering mobility options for seniors and people with disabilities. Table 5 summarizes projected revenues and obligations by year and funding source.

The revenue projections in this section were developed cooperatively with the Greater Richmond Transit Company (GRTC) and DRPT to forecast obligation authority and program funding. As the program manager, DRPT also provided revenue projections and forecasting for the 5310 program.

Table 5: Transit Funding

Fund Source	FFY 2027		FFY 2028		FFY 2029		FFY 2030		Total	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
FTA 5307	\$37,540.00	\$37,540.00	\$5,502.86	\$5,502.86	\$23,206.86	\$23,206.86	\$2,960.70	\$2,960.70	\$69,210.42	\$69,210.42
FTA 5310	\$4,797.00	\$4,797.00	\$5,149.00	\$5,149.00	\$5,536.00	\$5,536.00	\$5,951.00	\$5,951.00	\$21,433.00	\$21,433.00
FTA 5339	\$3,462.00	\$3,462.00	\$4,158.00	\$4,158.00	\$9,375.00	\$9,375.00	\$4,490.00	\$4,490.00	\$21,485.00	\$21,485.00
Local	\$13,306.60	\$13,306.60	\$11,079.60	\$11,079.60	\$5,568.00	\$5,568.00	\$2,950.40	\$2,950.40	\$32,904.60	\$32,904.60
Other Federal	\$2,400.00	\$2,400.00	\$2,800.00	\$2,800.00	\$33,400.00	\$33,400.00	\$13,400.00	\$13,400.00	\$52,000.00	\$52,000.00
State	\$21,453.20	\$21,453.20	\$17,167.57	\$17,167.57	\$36,986.17	\$36,986.17	\$21,396.34	\$21,396.34	\$97,003.28	\$97,003.28
Total	\$82,958.80	\$82,958.80	\$45,857.03	\$45,857.03	\$114,072.03	\$114,072.03	\$51,148.44	\$51,148.44	\$294,036.31	\$294,036.31

Transit Program Description

FTA 5307 (Urbanized Area Formula Funding program): Provides funding to public transit systems in large urban areas for capital, planning, job access projects, and some operating expenses such as ADA paratransit and preventive maintenance.

FTA 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities): Program to assist local transit agencies, governments, and nonprofit groups in meeting the needs of seniors and people with disabilities.

FTA 5339 (Grants for Buses and Bus Facilities program): Provides funding to transit agencies and states to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Ungrouped Projects

Introduction

As a short-term plan for the next four years, the core of the TIP is the list of projects to be implemented in the near term. The TIP includes capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects, and safety projects. Projects that impact the capacity of arterials are considered “regionally significant” and are required to be individually listed in the TIP. By practice, all transit projects are also listed individually in the TIP. The TIP includes projects that receive FHWA or FTA funds, projects that require FHWA or FTA approval, and projects that are regionally significant but funded with other funds including state, local, and private sources.

Project Screening

Every project included in the FY27 – FY30 TIP was screened against the goals and objectives of [ConnectRVA 2045, the region's long-range transportation plan](#) (LRTP). These goals were developed through a cooperative, iterative process with input from members of the LRTP advisory committee and feedback from the public and were ultimately approved by the RRTPO's policy board. The goals and objectives are summarized below. More information about the development and selection of these goals and objectives [can be found here](#).

- A. **Safety** – improve the safety of the transportation system for all people
 - 1. Enhance safety and comfort of bicycle and pedestrian facilities.
 - 2. Work to eliminate all serious injuries and fatalities resulting from vehicular crashes.
- B. **Environment/Land Use** - Reduce the negative impact the transportation system has on the natural and built environment.
 - 1. Address roadways prone to flooding and consider climate impacts in transportation planning.
 - 2. Reduce transportation related pollutants, including decarbonizing transportation.
 - 3. Reduce vehicle miles traveled (VMT) per capita.
 - 4. Increase number and share of trips taken by shared and active transportation modes.
 - 5. Tie land use planning to transportation investments through encouragement of walkable and transit-oriented communities.
 - 6. Minimize impacts of transportation system on natural resources and communities with particular emphasis on Environmental Justice (EJ) populations.
- C. **Equity/Accessibility** - Improve equitable access through greater availability of mode choices that are affordable and efficient

1. Reduce trip lengths for all people with a focus on Environmental Justice (EJ) populations.
2. Increase access to jobs and community services via transit, walking, and biking for all people with a focus on EJ populations.

D. **Economic Development** - Improve connectivity and mobility for strong economic vitality

1. Reduce peak period travel times.
2. Increase transportation investment which focuses on economic vitality.
3. Improve reliability and accessibility of travel to and within the regional activity centers.
4. Reduce freight bottlenecks.
5. Increase multimodal access to tourist destinations.

E. **Mobility** - Increase travel efficiency and mode choices by maintaining the transportation system in a state of good repair

1. Increase the percentage of complete streets across the highway network to maximize use of available capacity.
2. Increase system efficiency through operational, transportation demand management (TDM), and technology-based solutions.
3. Improve system reliability across all modes.

Each project was screened by staff to assess the project's ability to help meet the objectives. This assessment ensures projects that are implemented advance the region's planning goals.

How to Read a Project

RRTPO has taken a web-first approach to the TIP and public accessibility. All projects can be found in an interactive format at <https://www.rrtpotip.org>. These pages include project details, maps (where available), consistency with ConnectRVA goals, planned obligations, and the ability to comment directly on the project. An example of the page format is below. Please note that the website will not be updated to include the information from this document until the anticipated effective start date of October 1, 2026.

#HB2.FY17 Rte 10 (Bermuda Triangle Rd To Meadowville Rd)

Details

UPIC: 101020
JURISDICTION: Chesterfield County
SCOPE: Reconstruction w/ Added Capacity
SYSTEM: Primary
ADMINISTRATION: Locally
OVERSIGHT: Non-Federal
ROUTE: West
 From: 172 MI. W OF Rte. 618 (Old Bermuda Hundred Rd)
 To: 0.27 MI. E OF Rte. 618 (Old Bermuda Hundred Road)
REGIONALLY SIGNIFICANT: Yes
COST: \$66,093,025

Location Map

ConnectRVA 2045 Goals

Safety Yes	Mobility Yes	Access Yes	Land Use No	Economy Yes
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Planned Obligations

PHASE	FUND	MATCH	2024	2025	2026	2027
SW	AC	\$0	\$7,648,804	\$0	\$0	\$0
CH	AC	\$0	\$16,709,865	\$5,401,477	\$0	\$0
CH	AC CONVERSION	\$0	\$0	\$1,260,368	\$1,321,439	\$1,384,964
CH	NHS/NHPP	\$0	\$337,340	\$0	\$0	\$0

AC: Innovative financing technique which allows a project to proceed without federal obligation authority while maintaining the ability to convert to federal obligations in the future
AC CONVERSION: Conversion of advance construction funds to federal obligations; corresponding federal funding programs identified
NHS/NHPP: Funds projects to construct new facilities on or improve the condition and performance of the National Highway System (NHS)

Modifications

No Modifications

Comment Form

Name: _____

Email Address: _____

In this document, projects are also listed in a format that matches the Statewide Transportation Improvement Program (STIP). Below is an example from a previous TIP.

UPC NO	101020	SCOPE	Reconstruction w/ Added Capacity				Basic Project Information - Location, Scope, Cost etc.
SYSTEM	Primary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO		
PROJECT	#HB2.FY17 RTE 10 (BERMUDA TRIANGLE RD TO MEADOWVILLE RD)		ADMIN BY	Locally			
DESCRIPTION	FROM: 1.73 mi. W of Rte. 618 (OLD BERMUDA HUNDRED RD) TO: 0.27 mi. E of Rte. 618 (OLD BERMUDA HUNDRED ROAD) (2.0000 MI)						
PROGRAM NOTE	Includes \$3,601,251 GARVEE DS Prin Prev, \$1,157,140 GARVEE DS Prin FFY24, \$1,260,368 GARVEE DS Prin FFY25, \$1,321,439 GARVEE DS Prin FFY26, \$1,384,964 GARVEE DS Prin FFY27 Total GARVEE DS Prin \$21,468,256. Corresponding DS UPC 110393						
ROUTE/STREET	WEST HNDRD/MEADOWVILLE/OLD BERMUDA HNDRD/RVRSBND (0010)			TOTAL COST	\$66,061,655		
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27	Planned Obligations by Phase, Year, and Funding Source
RW AC	Federal - AC OTHER	\$0	\$7,648,824	\$0	\$0	\$0	
CN	Federal - AC CONVERSION	\$0	\$0	\$1,260,368	\$1,321,439	\$1,384,964	
	Federal - NHS/NHPP	\$0	\$1,157,140	\$0	\$0	\$0	
CN TOTAL		\$0	\$1,157,140	\$1,260,368	\$1,321,439	\$1,384,964	
CN AC	Federal - AC	\$0	\$16,709,865	\$0	\$0	\$0	Advance Construction by Phase and Year Marked with AC
	Federal - AC OTHER	\$0	\$0	\$5,401,477	\$0	\$0	
CN AC		\$0	\$16,709,865	\$5,401,477	\$0	\$0	

The Ungrouped Projects

Interstate Projects

UPC NO	121682	SCOPE	Preliminary Engineering			
SYSTEM	Interstate	JURISDICTION	Goochland County	OVERSIGHT	NFO	
PROJECT	I-64/VA 623 ASHLAND RD INTERCHANGE IAR			ADMIN BY	VDOT	
DESCRIPTION	FROM: I-64 TO: I-64					
PROGRAM NOTE	All funding is obligated based on current allocations/estimate.					
ROUTE/STREET	I-64 (0064)			TOTAL COST	\$360,000	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	123919	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Goochland County	OVERSIGHT	NFO	
PROJECT	#SMART24 - I-64 AT ASHLAND RD (RTE 623) INTERCHANGE			ADMIN BY	VDOT	
DESCRIPTION	FROM: I-64 TO: ASHLAND RD (RTE 623) INTERCHANGE (0.9370 MI)					
ROUTE/STREET	I-64 (0064)			TOTAL COST	\$78,888,128	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
CN	Federal - AC CONVERSION	\$0	\$1,350,076	\$24,075,611	\$2,755,727	\$0

UPC NO	120384	SCOPE	Transit			
SYSTEM	Interstate	JURISDICTION	Henrico County	OVERSIGHT	NFO	
PROJECT	#I64CIP - I-64 INCREASE BUS FREQUENCY- RTE7 / NINE MILE ROAD			ADMIN BY	DRPT	
DESCRIPTION						
ROUTE/STREET	NINE MILE ROAD (0064)			TOTAL COST	\$7,816,397	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	110394	SCOPE				
SYSTEM	Interstate	JURISDICTION	Henrico County	OVERSIGHT	NFO	
PROJECT	#HB2.FY17 RTE 64 - MAJOR WIDENING GARVEE DEBT SERVICE			ADMIN BY	VDOT	

DESCRIPTION						
ROUTE/STREET	0064				TOTAL COST	\$17,768,574
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - AC CONVERSION	\$0	\$0	\$731,831	\$576,147	\$412,574
	Federal - NHS/NHPP	\$0	\$879,996	\$0	\$0	\$0
PE TOTAL		\$0	\$879,996	\$731,831	\$576,147	\$412,574
PE AC	Federal - AC	\$0	\$2,041,475	\$0	\$0	\$0

UPC NO	120374	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Interstate	JURISDICTION	Henrico County		OVERSIGHT	NFO
PROJECT	#164CIP - I-64WB EXIT 181 IMPROVE INTERCHANGE CONFIGURATION				ADMIN BY	VDOT
DESCRIPTION	FROM: 0.129 Miles West of Parham Road TO: 0.160 Miles East of Parham Road (0.2890 MI)					
ROUTE/STREET	0064				TOTAL COST	\$13,373,941
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
CN	Federal - AC CONVERSION	\$0	\$4,261,959	\$0	\$0	\$0

UPC NO	107458	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Interstate	JURISDICTION	Henrico County		OVERSIGHT	FO
PROJECT	#HB2.FY17 RTE 64 - MAJOR WIDENING				ADMIN BY	VDOT
DESCRIPTION	FROM: RTE 295 TO: EXIT 205 (BOTTOM'S BR) (3.9300 MI)					
ROUTE/STREET	0064				TOTAL COST	\$46,963,441
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
CN	Federal - AC CONVERSION	\$0	\$0	\$3,075,062	\$3,231,203	\$3,394,529
	Federal - NHS/NHPP	\$0	\$2,926,748	\$0	\$0	\$0
CN TOTAL		\$0	\$2,926,748	\$3,075,062	\$3,231,203	\$3,394,529
CN AC	Federal - AC	\$0	\$19,824,609	\$0	\$0	\$0

UPC NO	124222	SCOPE	Preliminary Engineering			
SYSTEM	Interstate	JURISDICTION	Multi-jurisdictional: Richmond MPO		OVERSIGHT	NFO

PROJECT	SHORT PUMP AREA TRANSPORTATION IMPROVEMENTS NEPA STUDY				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	I-64 (0064)				TOTAL COST	\$1,800,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	122805	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Interstate	JURISDICTION	New Kent County		OVERSIGHT	NFO
PROJECT	#SMART24 - I-64 GAP WIDENING - SEGMENT A				ADMIN BY	VDOT
DESCRIPTION	FROM: MILEMARKER 204.9 TO: MILEMARKER 215.6 (10.7000 MI)					
ROUTE/STREET	I-64 (0064)				TOTAL COST	\$243,797,200
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	123831	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Interstate	JURISDICTION	New Kent County		OVERSIGHT	NFO
PROJECT	#SMART24 - I-64 GAP WIDENING - SEGMENT B				ADMIN BY	VDOT
DESCRIPTION	FROM: MILEMARKER 215.6 TO: MILEMARKER 224.3 (8.7000 MI)					
ROUTE/STREET	I-64 (0064)				TOTAL COST	\$242,323,836
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
CN	Federal - AC CONVERSION	\$0	\$0	\$0	\$30,000,000	\$0

UPC NO	127838	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Interstate	JURISDICTION	New Kent County		OVERSIGHT	NFO
PROJECT	#SMART26 I64 EXIT 211 INTERCHANGE IMPROVEMENT PROJECT				ADMIN BY	VDOT
DESCRIPTION	FROM: I-64 TO: I64 Exit 211 Interchange (0.3000 MI)					
ROUTE/STREET	I-64 (0064)				TOTAL COST	\$94,000,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
CN	Federal - NHS/NHPP	\$0	\$0	\$4,527,585	\$0	\$0

CN AC	Federal - AC OTHER	\$0	\$20,700,000	\$21,400,827	\$2,191,034	\$0
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UPC NO	111984	SCOPE				
SYSTEM	Interstate	JURISDICTION	Chesterfield County	OVERSIGHT	NFO	
PROJECT	#SMART18 - I-95 AuxLanes b/w Rte.288/Rte.10-GARVEE Debt Serv			ADMIN BY	VDOT	
DESCRIPTION						
ROUTE/STREET	0095			TOTAL COST	\$6,598,037	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - AC CONVERSION	\$0	\$0	\$621,123	\$577,679	\$532,118
	Federal - NHS/NHPP	\$0	\$662,434	\$0	\$0	\$0
PE TOTAL		\$0	\$662,434	\$621,123	\$577,679	\$532,118
PE AC	Federal - AC	\$0	\$4,371,105	\$0	\$0	\$0

UPC NO	127888	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Chesterfield County	OVERSIGHT	NFO	
PROJECT	#SMART26 I-95/ROUTE 10 INTERCHANGE IMPROVEMENT, PHASE II			ADMIN BY	VDOT	
DESCRIPTION	FROM: .37 N of Rte 10 TO: .4 miles South of Rte 10 (0.7910 MI)					
ROUTE/STREET	I-95N (0095)			TOTAL COST	\$49,199,419	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
RW	Federal - NHS/NHPP	\$0	\$0	\$0	\$1,720,110	\$0
CN	Federal - NHS/NHPP	\$0	\$0	\$0	\$0	\$25,383,133
CN AC	Federal - AC OTHER		\$0	\$0	\$0	\$17,602,576

UPC NO	119673	SCOPE	Preliminary Engineering			
SYSTEM	Interstate	JURISDICTION	Richmond	OVERSIGHT	NFO	
PROJECT	I-95 at Commerce Road / Bells Road IAR / Access Study			ADMIN BY	VDOT	
DESCRIPTION						
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					

ROUTE/STREET	I-95 (0095)				TOTAL COST	\$550,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	123895	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Richmond		OVERSIGHT	NFO
PROJECT	RICHMOND MARINE TERMINAL ACCESS IMPROVEMENTS I-95/BELLS RD				ADMIN BY	VDOT
DESCRIPTION	FROM: I-95 TO: BELLS ROAD (0.3000 MI)					
ROUTE/STREET	I-95 (0095)				TOTAL COST	\$2,000,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE AC	Federal - AC OTHER	\$0	\$0	\$0	\$0	\$2,000,000

UPC NO	116656	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#I95CIP VARIABLE SPEED LIMITS - PROGRAM UPC				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	0095				TOTAL COST	\$7,034,630
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - NHS/NHPP	\$0	\$2,043,049	\$0	\$0	\$0
	Federal - NHS/NHPP	\$0	\$2,043,049	\$0	\$0	\$0
	Other	\$0	\$4,991,581	\$0	\$0	\$0
	Other	\$0	\$4,991,581	\$0	\$0	\$0
PE TOTAL		\$0	\$14,069,260	\$0	\$0	\$0

UPC NO	116658	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#I95CIP GEOFENCED EMERGENCY NOTIFICATIONS				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	0095				TOTAL COST	\$233,739
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30

PE	Other	\$0	\$233,739	\$0	\$0	\$0
	Other	\$0	\$233,739	\$0	\$0	\$0
PE TOTAL		\$0	\$467,478	\$0	\$0	\$0

UPC NO	116661	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#OTHER INTERSTATE TECHNOLOGY IMPROVEMENTS - PROGRAM UPC			ADMIN BY	VDOT	
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	9999			TOTAL COST	\$3,202,500	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Other	\$0	\$3,202,500	\$0	\$0	\$0
	Other	\$0	\$3,202,500	\$0	\$0	\$0
PE TOTAL		\$0	\$6,405,000	\$0	\$0	\$0

Primary Projects

UPC NO	104889	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Primary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO	
PROJECT	RT 10 (Whitepine to Frith) WIDENING			ADMIN BY	Locally	
DESCRIPTION	FROM: 0.787 MI N. of Rte. 288 TO: 1.110 MI S. of Rte. 288 (1.8970 MI)					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	IRONBRIDGE ROAD (0010)			TOTAL COST	\$15,125,097	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	T30829	SCOPE	Other			
SYSTEM	Primary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO	
PROJECT	RTE 10/ENON CHURCH ROAD INTERSECTION IMPROVEMENT STUDY			ADMIN BY	VDOT	
DESCRIPTION	FROM: Enon Church Road TO: East Hundred Road (0.0100 MI)					
ROUTE/STREET	RTE 10/ENON CHURCH ROAD (0010)			TOTAL COST	\$50,000	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	110393	SCOPE				
SYSTEM	Primary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO	
PROJECT	#HB2.FY17 RT 10 (BERM TRI TO MEADOWV) GARVEE DEBT SERVICE			ADMIN BY	VDOT	
DESCRIPTION						
ROUTE/STREET	0010			TOTAL COST	\$8,701,699	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - AC CONVERSION	\$0	\$0	\$594,486	\$525,240	\$452,485
	Federal - NHS/NHPP	\$0	\$660,397	\$0	\$0	\$0
PE TOTAL		\$0	\$660,397	\$594,486	\$525,240	\$452,485
PE AC	Federal - AC	\$0	\$3,089,482	\$0	\$0	\$0

UPC NO	101020	SCOPE	Reconstruction W/ Added Capacity			
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SYSTEM	Primary	JURISDICTION	Chesterfield County		OVERSIGHT	NFO
PROJECT	#HB2.FY17 RTE 10 (BERMUDA TRIANGLE RD TO MEADOWVILLE RD)				ADMIN BY	Locally
DESCRIPTION	FROM: 1.73 mi. W of Rte. 618 (OLD BERMUDA HUNDRED RD) TO: 0.27 mi. E of Rte. 618 (OLD BERMUDA HUNDRED ROAD) (2.0000 MI)					
ROUTE/STREET	WEST HNDRD/MEADOWVILLE/OLD BERMUDA HNDRD/RVRSBND (0010)				TOTAL COST	\$66,061,655
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
CN	Federal - AC CONVERSION	\$0	\$0	\$1,367,793	\$1,437,202	\$1,509,843
	Federal - NHS/NHPP	\$0	\$1,301,924	\$0	\$0	\$0
CN TOTAL		\$0	\$1,301,924	\$1,367,793	\$1,437,202	\$1,509,843
CN AC	Federal - AC	\$0	\$22,048,075	\$0	\$0	\$0

UPC NO	56181	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Primary	JURISDICTION	Hanover County		OVERSIGHT	NFO
PROJECT	RTE 33 - ADD LEFT TURN LANES AT THE INTERSECTION OF RTE 623				ADMIN BY	VDOT
DESCRIPTION	FROM: 0.310 MI S RTE 623 (ASHLAND RD) TO: 0.285 MI N RTE 623 (ASHLAND RD) (0.5850 MI)					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	0033				TOTAL COST	\$9,026,104
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	118145	SCOPE	Preliminary Engineering			
SYSTEM	Primary	JURISDICTION	Chesterfield County		OVERSIGHT	NFO
PROJECT	Route 60 Corridor Improvement Study				ADMIN BY	Locally
DESCRIPTION	FROM: Winterfield Rd/LeGordon Drive TO: Old Buckingham Road/Woolrdige Rd					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	ROUTE 60 (0060)				TOTAL COST	\$130,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

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: .02 East of Murray Olds Drive (0.0500 MI)					
ROUTE/STREET	MIDLOTHIAN TURNPIKE (0060)			TOTAL COST	\$22,293,031	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - RSTP	\$396,451	\$1,585,802	\$0	\$0	\$0
RW	Federal - RSTP	\$7,329	\$0	\$0	\$29,317	\$0
RW AC	Federal - AC OTHER	\$0	\$0	\$0	\$4,147,735	\$0
CN AC	Federal - AC OTHER		\$0	\$0	\$0	\$16,126,397

UPC NO	120380	SCOPE	Transit			
SYSTEM	Primary	JURISDICTION	Henrico County	OVERSIGHT	NFO	
PROJECT	#I64CIP - I-64 E/WB - BROAD STREET - SHORT PUMP BUS SERVICE			ADMIN BY	DRPT	
DESCRIPTION						
ROUTE/STREET	I-64 (0064)			TOTAL COST	\$3,744,635	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE AC	Federal - AC OTHER	\$0	\$1,088,890	\$0	\$0	\$0

UPC NO	115534	SCOPE	Other			
SYSTEM	Primary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO	
PROJECT	Hopkins/Chippenham Interchange Modification Report (IMR)			ADMIN BY	Locally	
DESCRIPTION	FROM: Various TO: Various					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	CHIPPENHAM PARKWAY (0150)			TOTAL COST	\$500,000	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	124712	SCOPE	Transit			
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SYSTEM	Primary	JURISDICTION	Richmond			OVERSIGHT	NFO
PROJECT	#SMART24 - BROAD ST STREETScape W/ PULSE BRT EXP PHASE III					ADMIN BY	Locally
DESCRIPTION	FROM: MALVERN AVENUE TO: LIBBIE AVENUE (1.6000 MI)						
ROUTE/STREET	BROAD STREET (0250)					TOTAL COST	\$23,852,736
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
RW	Federal - NHS/NHPP	\$0	\$0	\$0	\$3,928,349	\$0	

UPC NO	111467	SCOPE	Reconstruction W/ Added Capacity				
SYSTEM	Primary	JURISDICTION	Chesterfield County			OVERSIGHT	NFO
PROJECT	#SMART18 - SB Rt 288 to WB US 360 WB Off-Ramp					ADMIN BY	Locally
DESCRIPTION	FROM: 0.046 MI. N of Route 360 (Hull Street Rd.) TO: 1.135 MI. N. of Route 360 (Hull Street Rd.) (1.0890 MI)						
ROUTE/STREET	ROUTE 288 (0288)					TOTAL COST	\$24,974,657
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
		\$0	\$0	\$0	\$0	\$0	

UPC NO	118147	SCOPE	Preliminary Engineering				
SYSTEM	Primary	JURISDICTION	Goochland County			OVERSIGHT	NFO
PROJECT	Goochland Co. West Creek Area Transportation Access Study					ADMIN BY	VDOT
DESCRIPTION	FROM: Broad Street Road TO: Tuckahoe Creek Parkway						
PROGRAM NOTE	All funds obligated based on current allocations/estimate.						
ROUTE/STREET	ROUTE 288 (0288)					TOTAL COST	\$499,900
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
		\$0	\$0	\$0	\$0	\$0	

UPC NO	104890	SCOPE	Reconstruction W/ Added Capacity				
SYSTEM	Primary	JURISDICTION	Chesterfield County			OVERSIGHT	NFO
PROJECT	RTE 360 E (Lonas Pkwy to Castle Rock Rd) - WIDENING					ADMIN BY	Locally
DESCRIPTION	FROM: 0.190 Miles West of Bridgewood Rd. TO: 0.029 Miles East of Castle Rock Rd. (0.5610 MI)						
ROUTE/STREET	HULL STREET ROAD (0360)					TOTAL COST	\$6,428,134
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	

	\$0	\$0	\$0	\$0	\$0
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UPC NO	118144	SCOPE	Preliminary Engineering			
SYSTEM	Primary	JURISDICTION	Chesterfield County		OVERSIGHT	NFO
PROJECT	US 360 Superstreets Study				ADMIN BY	Locally
DESCRIPTION	FROM: Winterpock Rd TO: Harbour Point Parkway/Mockingbird Lane					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	US 360 (0360)				TOTAL COST	\$300,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	13551	SCOPE	Safety			
SYSTEM	Primary	JURISDICTION	Hanover County		OVERSIGHT	NFO
PROJECT	#SMART18 - RTE 360 WIDENING				ADMIN BY	Locally
DESCRIPTION	FROM: 0.61 MI W RTE 643 (LEE DAVIS RD) TO: 0.19 MI E RTE 643 (LEE DAVIS RD) (0.8000 MI)					
ROUTE/STREET	MECHANICSVILLE TURNPIKE (0360)				TOTAL COST	\$35,485,717
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - STP/STBG	(\$80,898)	(\$323,592)	\$0	\$0	\$0
RW	Federal - HIP/F	\$0	\$126,833	\$0	\$0	\$0
	Other	\$0	\$734,630	\$0	\$0	\$0
RW TOTAL		\$0	\$861,463	\$0	\$0	\$0
CN	Other	\$0	\$8,534,687	\$0	\$0	\$0

UPC NO	122295	SCOPE	Traffic Management/Engineering			
SYSTEM	Primary	JURISDICTION	Richmond District-wide		OVERSIGHT	NFO
PROJECT	#195CIP - PARALLEL ROUTES OPERATIONS STUDY				ADMIN BY	VDOT
DESCRIPTION						
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	VARIOUS (9999)				TOTAL COST	\$150,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30

	\$0	\$0	\$0	\$0	\$0
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UPC NO	CHE0001	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Primary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO	
PROJECT	Powwhite Parkway Extension Phase I			ADMIN BY	Locally	
DESCRIPTION	Extend Powwhite Parkway to Woolridge Road					
ROUTE/STREET	Powwhite Parkway to Woolridge Road			TOTAL COST	\$150,000,000	
MPO NOTE	Locally Funded, included for conformity. Construction anticipated to complete Summer 2028. Construction expected to begin in FY27					
FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
Local	\$0	\$80,000,000	\$65,500,000	\$3,000,000	\$0	

UPC NO	CHE0003	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Primary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO	
PROJECT	Route 360 (Woodlake Village – Otterdale) Widening			ADMIN BY	Locally	
DESCRIPTION	Route 360 from Woodlake Village Parkway to Otterdale Road					
ROUTE/STREET	Route 360			TOTAL COST	\$39,200,000	
MPO NOTE	Locally Funded, included for conformity.					
FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
Local	\$0	\$1,800,000	\$5,600,000	\$5,600,000	\$13,000,000	

Secondary Projects

UPC NO	111713	SCOPE	New Construction Roadway			
SYSTEM	Secondary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO	
PROJECT	#SMART18 - BBC Ph 1 - Bailey Br Conn., Brad McNeer Conn.			ADMIN BY	Locally	
DESCRIPTION	FROM: BRAD MC NEER PKWY TO: BAILEY BRIDGE ROAD					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	BAILEY BRIDGE CONNECTOR (0000)			TOTAL COST	\$29,486,268	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	112974	SCOPE	New Construction Roadway			
SYSTEM	Secondary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO	
PROJECT	RTE 668 (Woolridge Road, Rt 288-Old Hundred Road) Extension			ADMIN BY	Locally	
DESCRIPTION	FROM: 0.299 MI South of Rte 652 TO: 0.435 MI North of Rte 288 (1.8090 MI)					
ROUTE/STREET	N WOOLRIDGE ROAD (0668)			TOTAL COST	\$54,252,036	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	125559	SCOPE	Safety			
SYSTEM	Secondary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO	
PROJECT	OLD GUN ROAD SAFETY IMPROVEMENTS			ADMIN BY	VDOT	
DESCRIPTION	FROM: ROBIOUS ROAD TO: RICHMOND CITY LIMIT					
ROUTE/STREET	OLD GUN ROAD (0673)			TOTAL COST	\$150,000	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	77121	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Secondary	JURISDICTION	Hanover County	OVERSIGHT	NFO	
PROJECT	RTE 638 - CONSTRUCT LTL & ADD SB REC. LN			ADMIN BY	Locally	
DESCRIPTION	FROM: 0.2 MILE SOUTH OF ROUTE 301 TO: INTERSECTION ROUTE 301 (0.2000 MI)					
ROUTE/STREET	ATLEE ROAD (0638)			TOTAL COST	\$2,588,517	

FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
	\$0	\$0	\$0	\$0	\$0

UPC NO	115195	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Secondary	JURISDICTION	Hanover County		OVERSIGHT	NFO
PROJECT	Atlee Station Rd Widening (Phase 2)				ADMIN BY	Locally
DESCRIPTION	FROM: 0.124 MI N OF RTE 1860 (Castle Tower Rd) TO: 0.067 MI S OF RTE 1255 (Warren Ave) (2.0700 MI)					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	ATLEE STATION ROAD (0637)				TOTAL COST	\$37,014,201
FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
	\$0	\$0	\$0	\$0	\$0	

UPC NO	109260	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Secondary	JURISDICTION	Hanover County		OVERSIGHT	NFO
PROJECT	POLE GREEN RD WIDENING				ADMIN BY	Locally
DESCRIPTION	FROM: Bell Creek Road TO: Rural Point Road (1.6400 MI)					
ROUTE/STREET	POLE GREEN ROAD (0627)				TOTAL COST	\$41,642,923
FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
CN	Federal - RSTP	\$1,756,481	\$0	\$0	\$7,025,923	\$0
CN AC	Federal - AC OTHER	\$0	\$0	\$0	\$26,612,875	\$0

UPC NO	50528	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Secondary	JURISDICTION	Henrico County		OVERSIGHT	NFO
PROJECT	THREE CHOPT ROAD - WIDENING - PE ONLY				ADMIN BY	Locally
DESCRIPTION	FROM: BARRINGTON HILL DRIVE TO: GASKINS ROAD (1.5000 MI)					
ROUTE/STREET	9999				TOTAL COST	\$2,933,000
FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
	\$0	\$0	\$0	\$0	\$0	

UPC NO	60933	SCOPE	Reconstruction W/ Added Capacity			
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SYSTEM	Secondary	JURISDICTION	Henrico County		OVERSIGHT	NFO
PROJECT	RTE 9999 - DABBS HOUSE RD; RECONSTRUCTION				ADMIN BY	Locally
DESCRIPTION	FROM: INT. DABBS HOUSE ROAD AND NINE MILE ROAD TO: 0.075 MI. N OF INT. DABBS HOUSE RD & E RICHMOND RD (0.8920 MI)					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	DABBS HOUSE ROAD (9999)				TOTAL COST	\$11,723,295
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	111716	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Secondary	JURISDICTION	Henrico County		OVERSIGHT	NFO
PROJECT	#SMART18 - RICHMOND-HENRICO TURNPIKE -- SOUTH SGMT				ADMIN BY	Locally
DESCRIPTION	FROM: LABURNUM AVENUE TO: HUMMINGBIRD RD (1.1490 MI)					
ROUTE/STREET	RICHMOND-HENRICO TURNPIKE (7609)				TOTAL COST	\$41,663,459
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	60934	SCOPE	Reconstruction W/O Added Capacity			
SYSTEM	Secondary	JURISDICTION	Henrico County		OVERSIGHT	NFO
PROJECT	RTE 9999 - SADLER RD; WIDEN & RECONSTRUCT; FED ESCROW PROJ				ADMIN BY	Locally
DESCRIPTION	FROM: 0.005 MI WEST OF DOMINION BOULEVARD TO: 0.030 MI EAST OF CEDAR FOREST ROAD (1.8830 MI)					
ROUTE/STREET	SADLER ROAD (9999)				TOTAL COST	\$3,040,260
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	50529	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Secondary	JURISDICTION	Henrico County		OVERSIGHT	NFO
PROJECT	RTE 9999 (THREE CHOPT ROAD) WIDEN TO 4 LANES				ADMIN BY	Locally
DESCRIPTION	FROM: 1.076 Mi W INT. COX ROAD TO: 0.241 MI E INT. GASKINS ROAD (2.1740 MI)					
ROUTE/STREET	THREE CHOPT ROAD (9999)				TOTAL COST	\$54,884,131
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30

	\$0	\$0	\$0	\$0	\$0
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UPC NO	CHE0002	SCOPE	Reconstruction w/ Added Capacity		
SYSTEM	Secondary	JURISDICTION	Chesterfield County	OVERSIGHT	NFO
PROJECT	Woolridge Road (Lacoc – Genito) Widening			ADMIN BY	Locally
DESCRIPTION	Widening of Woolridge Road from Lacoc Road – Genito Road				
ROUTE/STREET	Woolridge Road			TOTAL COST	\$21,250,000
MPO NOTE	CVTA funded, included for conformity. Construction is anticipated to begin in early fall 2026.				
FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
	\$0	\$5,300,000	\$5,300,000	\$5,300,000	\$0

Urban Projects

UPC NO	T29524	SCOPE	Facilities For Pedestrians And Bicycles			
SYSTEM	Urban	JURISDICTION	Ashland	OVERSIGHT	NFO	
PROJECT	RT 1/ASHCAKE SIDEWALK			ADMIN BY	VDOT	
DESCRIPTION	FROM: ROUTE 1 TO: ASHCAKE ROAD					
ROUTE/STREET	ASHCAKE ROAD (9000)			TOTAL COST	\$36,784	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
CN	Federal - CMAQ	\$7,357	\$0	\$0	\$29,427	\$0

UPC NO	123760	SCOPE	Safety			
SYSTEM	Urban	JURISDICTION	Ashland	OVERSIGHT	NFO	
PROJECT	#SMART24 - GREEN CHIMNEY			ADMIN BY	VDOT	
DESCRIPTION	FROM: US 1 TO: HILL CARTER					
ROUTE/STREET	GREEN CHIMNEY (U000)			TOTAL COST	\$11,846,777	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
RW AC	Federal - AC OTHER	\$0	\$1,907,353	\$0	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$0	\$8,337,304	\$0	\$0

UPC NO	123761	SCOPE	New Construction Roadway			
SYSTEM	Urban	JURISDICTION	Ashland	OVERSIGHT	NFO	
PROJECT	#SMART24 - HILL CARTER PARKWAY EXTENSION			ADMIN BY	VDOT	
DESCRIPTION						
ROUTE/STREET	HILL CARTER PARKWAY (U000)			TOTAL COST	\$22,517,888	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
RW AC	Federal - AC OTHER	\$0	\$0	\$2,841,385	\$0	\$0
CN	Federal - STP/STBG	\$0	\$0	\$0	\$0	\$11,313,660
CN AC	Federal - AC OTHER	\$0	\$0	\$0	\$0	\$6,076,521

UPC NO	19036	SCOPE	Reconstruction W/O Added Capacity			
SYSTEM	Urban	JURISDICTION	Richmond	OVERSIGHT	NFO	
PROJECT	FOREST HILL AVENUE IMPROVEMENTS			ADMIN BY	Locally	
DESCRIPTION	FROM: HATHAWAY RD TO: POWHITE PARKWAY (0.7400 MI)					
ROUTE/STREET	FOREST HILL AVENUE (U000)			TOTAL COST	\$14,189,886	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	19035	SCOPE	Reconstruction W/O Added Capacity			
SYSTEM	Urban	JURISDICTION	Richmond	OVERSIGHT	NFO	
PROJECT	JAHNKE ROAD - 2 LANE IMPROVEMENTS			ADMIN BY	Locally	
DESCRIPTION	FROM: BLAKEMORE RD TO: FOREST HILL AVE (1.2200 MI)					
ROUTE/STREET	JAHNKE ROAD (U000)			TOTAL COST	\$39,719,924	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
CN AC	Federal - AC OTHER	\$0	\$17,007,708	\$0	\$0	\$0

UPC NO	104888	SCOPE	Bridge Rehab W/O Added Capacity			
SYSTEM	Urban	JURISDICTION	Richmond	OVERSIGHT	NFO	
PROJECT	#SGR23LB - RT 360 - REPLACE MAYO BRIDGE			ADMIN BY	VDOT	
DESCRIPTION	FROM: Floodwall near Manchester Road TO: Floodwall near Canal Walk (0.3770 MI)					
ROUTE/STREET	MAYO BRIDGE (U000)			TOTAL COST	\$191,589,321	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
RW	Federal - HIP/F	\$1,966,798	\$7,867,193	\$0	\$0	\$0
	Federal - NHS/NHPP	\$867,453	\$3,469,812	\$0	\$0	\$0
	Federal - RSTP	\$597,200	\$2,388,800	\$0	\$0	\$0
RW TOTAL		\$3,431,451	\$13,725,805	\$0	\$0	\$0

Miscellaneous Projects

UPC NO	86357	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Multi-jurisdictional: Richmond MPO	OVERSIGHT	NFO	
PROJECT	RAMPO Travel Demand Modeling On-Call Consultant Support			ADMIN BY	Other	
DESCRIPTION						
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	9999			TOTAL COST	\$1,443,550	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	120532	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	NFO	
PROJECT	#SMART22 #I81CIP - INTERCITY RAIL SERVICE EXPANSION			ADMIN BY	VPRA	
DESCRIPTION	FROM: Western Rail Initiative: Rte 46 DC TO: Roanoke					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	NA (9999)			TOTAL COST	\$257,200,000	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	T11802	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	FO	
PROJECT	Vehicle Fuel Conversion Program			ADMIN BY	Other	
DESCRIPTION	FROM: 1 TO: 1					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	9999			TOTAL COST	\$8,640,000	

FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
	\$0	\$0	\$0	\$0	\$0

UPC NO	T29917	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	TRANSFORMING RAIL IN VIRGINIA / VPRA				ADMIN BY	VPRA
DESCRIPTION	FROM: DC Rte 47, and Rte 51 TO: Newport News, Richmond					
PROGRAM NOTE	Child UPC of Parent UPC 124309 All funds obligated based on current allocations/estimate.					
ROUTE/STREET	9999				TOTAL COST	\$117,574,889
FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
	\$0	\$0	\$0	\$0	\$0	

UPC NO	T20741	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	VEHICLE FUEL CONVERSION PROGRAM MARKETING				ADMIN BY	Other
DESCRIPTION						
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	9999				TOTAL COST	\$360,000
FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
	\$0	\$0	\$0	\$0	\$0	

UPC NO	124309	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	Transforming Rail in Virginia - VRE Operations Costs / VPRA				ADMIN BY	VPRA
DESCRIPTION	FROM: DC Rte 46 and Rte 50 TO: Roanoke, Newport News, Norfolk and Richmond					
ROUTE/STREET	9999				TOTAL COST	\$42,750,000

	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - CMAQ	\$3,711,302	\$9,852,982	\$4,992,225	\$0	\$0

Public Transportation Projects

This format is consistent with DRPT's formatting to ensure consistency.

STIP ID	CCS9001	SCOPE			Transit: Other	
SYSTEM	Transit	RECIPIENT			Chesterfield Community Services Board	
PROJECT	Mobility Management and Other Capital				ADMIN BY	
MPO NOTES					TOTAL	121
	FUND SOURCE	FY27	FY28	FY29	FY30	
	Federal (total)	23	24	25	25	
	- FTA 5310	23	24	25	25	
	State	5	5	5	5	
	Local	1	1	1	1	

STIP ID	CCV0001	SCOPE	Transit: Operating		
SYSTEM	Transit	RECIPIENT	Chesterfield County		
Project	Operating Assistance		ADMIN BY		
MPO NOTES			TOTAL		306
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5310	42	43	44	46
	State	25	26	27	27
	Local	6	6	7	7

STIP ID	CCV9001	SCOPE	Transit: Other		
SYSTEM	Transit	RECIPIENT	Chesterfield County		
Project	Mobility Management and Other Capital		ADMIN BY		
MPO NOTES			TOTAL		1803

	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5310	345	355	366	377
	State	69	71	73	75
	Local	17	18	18	19

STIP ID	DRPT1007	SCOPE	Transit: Vehicles		
SYSTEM	Transit	RECIPIENT	Department of Rail and Public Transportation		
Project	Acquisition of Accessible Vehicles		ADMIN BY		
MPO NOTES			TOTAL		21469
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5310	2980	3278	3606	3967
	State	349	384	423	4645
	Local	396	435	479	527

STIP ID	GRT0002	SCOPE	Transit: Operating		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Operating Assistance		ADMIN BY		
MPO NOTES			TOTAL		367
	FUND SOURCE	FY27	FY28	FY29	C
	Federal - FTA 5310	44	45	47	48
	State	35	36	37	38
	Local	9	9	9	10

STIP ID	GRT1001	SCOPE	Transit: Vehicles		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Revenue Vehicles- Replacement		ADMIN BY		
MPO NOTES			TOTAL		77033
	FUND SOURCE	FY27	FY28	FY29	FY30

	Federal	3462	4158	9375	4490
	State	8409	10098	22768	10904
	Local	495	894	1339	641

STIP ID	GRT3001	SCOPE	Transit: Amenities		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Passenger Amenities		ADMIN BY		
MPO NOTES			TOTAL		32630
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5307	1142	1220	1124	1104
	State	2049	2221	2052	1972
	Local	8887	9154	837	868

STIP ID	GRT4001	SCOPE	Transit: Amenities		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Facility Improvements		ADMIN BY		
MPO NOTES			TOTAL		5320
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5307	2536	400	680	640
	State	508	80	136	128
	Local	127	20	34	32

STIP ID	GRT4002	SCOPE	Transit: Engineering		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Facility Construction North Side Transfer Center		ADMIN BY		
MPO NOTES			TOTAL		30000

	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal (Total)	560	1380	20000	0
	- FTA 5307	560	1380	0	0
	- Other Federal	0	0	20000	0
	State	1360	1500	4000	0
	Local	80	120	1000	0

STIP ID	GRT4003	SCOPE	Transit: Engineering		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Admin Maintenance Facility Development			ADMIN BY	
MPO NOTES				TOTAL	40000
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - Other	2400	2800	13400	13400
	State	480	560	2680	2680
	Local	120	140	670	670

STIP ID	GRT4004	SCOPE	Transit: Amenities		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Downtown Transfer Center			ADMIN BY	
MPO NOTES				TOTAL	36400
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5307	28000	0	0	0
	State	5600	0	0	0
	Local	2800	0	0	0

STIP ID	GRT5001	SCOPE	Transit: Vehicles		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Support Vehicles- Expansion		ADMIN BY		
MPO NOTES			TOTAL		2714
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5307	1636	191	191	151
	State	327	38	38	32
	Local	82	10	10	8

STIP ID	GRT6001	SCOPE	Transit: System Preservation		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	ADP Hardware and Equipment		ADMIN BY		
MPO NOTES			TOTAL		2020
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - 5307	1096	112	280	128
	State	220	23	56	26
	Local	55	6	14	7

STIP ID	GRT6002	SCOPE	Transit: System Preservation		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Shop Equipment		ADMIN BY		
MPO NOTES			TOTAL		666
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5307	24	13	39	111
	State	57	33	94	269
	Local	3	2	5	16

STIP ID	GRT7001	SCOPE	Transit: System Preservation		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	ADP Software		ADMIN BY		
MPO NOTES			TOTAL		3883
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5307	782	709	797	803
	State	156	158	159	161
	Local	39	39	40	40

STIP ID	GRT9001	SCOPE	Transit: Engineering		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Western BRT Extension		ADMIN BY		
MPO NOTES			TOTAL		1179
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5307	1120	2	0	0
	State	33	9	0	0
	Local	12	3	0	0

STIP ID	GRT9002	SCOPE	Transit: Engineering		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	North South BRT		ADMIN BY		
MPO NOTES			TOTAL		375
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5307	84	96	96	24
	State	17	20	20	5
	Local	4	5	5	1

STIP ID	GRT9003	SCOPE	Transit: Engineering		
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SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Northside Transfer Center			ADMIN BY	
MPO NOTES				TOTAL	30000
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5307	560	1380	20000	0
	State	1360	1500	4000	0
	Local	80	120	1000	0

STIP ID	GRT9004	SCOPE	Transit: Other		
SYSTEM	Transit	RECIPIENT	Greater Richmond Transit Company (GRTC)		
Project	Mobility Management and Other Capital			ADMIN BY	
MPO NOTES				TOTAL	336
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5310	64	66	69	71
	State	13	13	14	14
	Local	3	3	3	3

STIP ID	HAC0001	SCOPE	Transit: Operating		
SYSTEM	Transit	RECIPIENT	Hanover County		
Project	Operating Assistance			ADMIN BY	
MPO NOTES				TOTAL	181
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5310	27	28	28	29
	State	13	14	14	15
	Local	3	3	3	4

STIP ID	HAC9001	SCOPE	Transit: Other		
SYSTEM	Transit	RECIPIENT	Hanover County		

Project	Mobility Management and Other Capital				ADMIN BY	
MPO NOTES					TOTAL	3074
	FUND SOURCE	FY27	FY28	FY29	FY30	
	Federal	588	606	624	642	
	State	118	121	125	128	
	Local	29	30	31	32	

STIP ID	LGS0001	SCOPE	Transit: Operating			
SYSTEM	Transit	RECIPIENT	Lets Go Service			
Project	Operating Assistance				ADMIN BY	
MPO NOTES					TOTAL	454
	FUND SOURCE	FY27	FY28	FY29	FY30	
	Federal - FTA 5310	54	56	58	59	
	State	43	45	46	48	
	Local	11	11	11	12	

STIP ID	POC0001	SCOPE	Transit: Operating			
SYSTEM	Transit	RECIPIENT	Powhatan County Department of Social Services			
Project	Operating Assistance				ADMIN BY	
MPO NOTES					TOTAL	108
	FUND SOURCE	FY27	FY28	FY29	FY30	
	Federal - FTA 5310	13	13	14	14	
	State	10	11	11	11	
	Local	2	3	3	3	

STIP ID	SCO0001	SCOPE	Transit: Operating			
SYSTEM	Transit	RECIPIENT	Senior Connections, The Capital Area Agency on Aging			
Project	Operating Assistance				ADMIN BY	

MPO NOTES				TOTAL	559
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal	82	84	87	89
	State	42	43	44	45
	Local	10	11	11	11

STIP ID	SOC9001	SCOPE	Transit: Other		
SYSTEM	Transit	RECIPIENT	Senior Connections, The Capital Area Agency on Aging		
Project	Mobility Management and Other Capital		ADMIN BY		
MPO NOTES				TOTAL	996
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal	193	199	205	211
	State	39	40	41	40
	Local	7	7	7	7

STIP ID	TSC0001	SCOPE	Transit: Operating		
SYSTEM	Transit	RECIPIENT	The SPAN Center		
Project	Operating Assistance		ADMIN BY		
MPO NOTES				TOTAL	684
	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5310	82	84	87	89
	State	66	67	69	72
	Local	16	17	17	18

STIP ID	TSC9001	SCOPE	Transit: Other		
SYSTEM	Transit	RECIPIENT	The SPAN Center		
Project	Mobility Management and Other Capital		ADMIN BY		
MPO NOTES				TOTAL	1359

	FUND SOURCE	FY27	FY28	FY29	FY30
	Federal - FTA 5310	260	268	276	284
	State	52	53	55	57
	Local	13	13	14	14

Grouped Projects

Introduction

Many projects which use federal funds do not add capacity to the regional transportation network or create new connections. Some examples of these more minor projects include cleaning highway signs, bridge safety inspections, and constructing sidewalks where none exist currently.

Federal law allows funds to be set aside to cover groups of smaller projects. The projects and project details within each group can change without triggering the TIP modification process, providing additional flexibility. As the projects within each grouping can change, [VDOT provides regular updates online](#). By practice, public transportation projects are all individually listed in the TIP and STIP.

As with other projects, any changes to the planned obligations or total cost of these groupings require TIP amendments or adjustments as detailed in the Modifications section of this document.

Bridge Rehabilitation, Replacement, and Reconstruction

These funds cover bridge construction projects such as bridge or drainage structure rehabilitation, and reconstruction or replacement when said work is on or adjacent to the same alignment.

Rail

These funds cover projects for rail/highway crossing improvements, regardless of funding source. Examples include improvements to warning devices, crossing surfaces, and construction of grade separation to replace existing at-grade railroad crossings at the same location.

Recreational Trails

These funds cover projects funded and advanced as part of the recreational trails program through the Department of Conservation and Recreation.

Transportation Enhancement, Byway, and Other Non-Traditional Projects

These funds cover projects with scopes of work eligible for funding under the former Transportation Enhancement and Transportation Alternatives Programs, and the Transportation Alternatives (TA) Set-Aside of the Surface Transportation Block Grant Program, regardless of funding source. Examples include construction of interpretive pull-offs and overlooks, welcome centers, pedestrian and bicycle facilities, parking facilities, and wildflower plantings

Preventive Maintenance and System Preservation

These funds cover projects such as area wide programs for cleaning drainage facilities, corrosion protection activities, highway sign face cleaning, and retrofitting of dowel bars. In addition, pavement preservation projects are of a preventative nature that extend pavement life between 2 and 10 years and typically involve the surface layer of the pavement structure. Finally, this group includes pavement resurfacing, restoration, and rehabilitation (3R) activities that are limited to the bound layers of the pavement and typically extend pavement life between 12 and 20 years.

Preventive Maintenance for Bridges

These funds cover eligible bridge activities such as sealing, replacing, or reconstructing joints; deck overlays; painting; cathodic protection; retrofit of critical members and fatigue prone details; and some concrete repairs. This group also includes bridge safety inspections.

Traffic and Safety Operations

These funds cover projects which include signs, traffic signals, pavement markings and markers, guardrail, replacement or preventive maintenance of roadway lighting, maintenance, replacement, or upgrade of traffic calming devices.

Transit Access

These funds cover projects which provide bicycle or pedestrian facilities which increase access to transit services.

Transit Ridesharing

These funds cover projects which include continuation of ridesharing and van-pooling promotion activities at current levels.

Transit Vehicles

These funds cover projects which include purchase or lease of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet, rehabilitation of transit vehicles, and the purchase of support vehicles. This also includes the purchase of operating equipment for vehicles such as radios, fareboxes, and lifts.

The Grouped Projects

GROUPING		Construction: Bridge Rehabilitation/Replacement/Reconstruction				
ROUTE/STREET					TOTAL COST	\$431,672,379
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - CRP/F	\$0	(\$621,855)	\$0	\$0	\$0
	Federal - NHS/NHPP	\$0	\$71,387	\$0	\$0	\$0
PE TOTAL		\$0	(\$550,468)	\$0	\$0	\$0
RW	Federal - BR	\$0	\$0	\$1,480,251	\$0	\$0
	Federal - NHS/NHPP	\$0	\$406,969	\$0	\$0	\$1,604,081
RW TOTAL		\$0	\$406,969	\$1,480,251	\$0	\$1,604,081
CN	Federal - BR		\$0	\$0	\$7,392,097	\$0
	Federal - CRP/F	\$0	\$2,556,528	\$0	\$0	\$0
	Federal - NHPP/E	\$0	\$2,120,845	\$0	\$0	\$0
	Federal - NHS/NHPP	\$0	\$4,074,906	\$19,900,512	\$0	\$41,748,029
	Federal - PROTECTPRGM	\$0	\$0	\$3,392,767	\$3,238,699	\$0
	Federal - STP/STBG	\$0	\$4,191,120	\$8,171,117	\$105,508	\$0
CN TOTAL		\$0	\$12,943,399	\$31,464,396	\$10,736,304	\$41,748,029

GROUPING		Construction : Rail				
ROUTE/STREET					TOTAL COST	\$1,990,765
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
CN	Federal - STP/STBG	\$0	\$138,569	\$0	\$0	\$0

GROUPING		Construction : Safety/ITS/Operational Improvements				
ROUTE/STREET					TOTAL COST	\$1,231,112,331
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - NHS/NHPP	\$0	(\$161,925)	\$1,551,952	\$873,033	\$4,802,122
	Federal - RSTP	\$96,250	\$385,000	\$0	\$0	\$0
	Federal - STP/STBG	\$0	\$97,012	\$0	\$0	\$5,038,801
PE TOTAL		\$96,250	\$320,087	\$1,551,952	\$873,033	\$9,840,923
RW	Federal - CMAQ	\$652,837	\$2,611,346	\$0	\$0	\$0

	Federal - CRP/F	\$0	\$6,210,939	\$0	\$0	\$225,952
	Federal - HSIP	\$0	\$242,210	\$0	\$0	\$0
	Federal - NHFP	\$0	\$4,938,177	\$0	\$0	\$0
	Federal - NHPP/E	\$0	\$121,759	\$0	\$0	\$0
	Federal - NHS/NHPP	\$0	\$170,219	\$648,048	\$2,925,225	\$0
	Federal - RSTP	\$2,849,331	\$2,556,021	\$8,841,304	\$0	\$0
	Federal - STP/STBG	\$0	\$394,058	\$1,347,064	\$0	\$3,177,933
RW TOTAL		\$3,502,168	\$17,244,729	\$10,836,416	\$2,925,225	\$3,403,885
CN	Federal - CMAQ	\$1,688,376	\$3,066,533	\$3,102,576	\$209,450	\$374,944
	Federal - CRP/F	\$0	\$1,301,440	\$0	\$0	\$1,866,393
	Federal - HSIP	\$0	\$4,998,257	\$12,831,935	\$988,281	\$0
	Federal - NHPP/E	\$0	\$460,509	\$135,570	\$0	\$0
	Federal - NHS/NHPP	\$0	\$0	\$4,190,075	\$1,954,146	\$52,957,674
	Federal - RSTP	\$5,697,061	\$4,772,245	\$1,983,400	\$15,793,740	\$238,860
	Federal - STP/STBG	\$0	\$1,200,276	\$0	\$0	\$1,388,647
CN TOTAL		\$7,385,437	\$15,799,260	\$22,243,556	\$18,945,617	\$56,826,518

GROUPING		Construction : Transportation Alternatives/Byway/Non-Traditional				
ROUTE/STREET					TOTAL COST	\$259,846,177
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - CRP/F	\$0	\$0	\$0	\$851,644	\$0
	Federal - NHS/NHPP	\$0	\$0	\$1,949,976	\$0	\$0
PE TOTAL		\$0	\$0	\$1,949,976	\$851,644	\$0
RW	Federal - CRP/F	\$0	\$0	\$0	\$669,912	\$0
	Federal - TAP/F	\$0	\$1,148,538	\$0	\$0	\$0
RW TOTAL		\$0	\$1,148,538	\$0	\$669,912	\$0
CN	Federal - CMAQ	\$52,551	\$0	\$210,205	\$0	\$0
	Federal - CRP/F	\$0	\$1,622,129	\$0	\$0	\$0
	Federal - DEMO	\$0	\$268,798	\$0	\$0	\$0
	Federal - NHS/NHPP	\$0	\$1,754,152	\$0	\$0	\$0
	Federal - STP/STBG	\$0	\$0	\$0	\$0	\$2,154,472
	Federal - TAP/F	\$0	\$2,744,196	\$6,517,985	\$0	\$0

CN TOTAL	\$52,551	\$6,389,275	\$6,728,190	\$0	\$2,154,472
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GROUPING	Maintenance : Preventive Maintenance and System Preservation					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$157,126,178
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - NHFP	\$0	\$2,258,000	\$2,264,000	\$6,401,000	\$2,278,000
	Federal - NHS/NHPP	\$0	\$17,764,193	\$14,601,000	\$14,625,000	\$14,688,000
	Federal - STP/STBG	\$0	\$22,914,861	\$20,082,708	\$19,886,708	\$19,362,708
PE TOTAL		\$0	\$42,937,054	\$36,947,708	\$40,912,708	\$36,328,708

GROUPING	Maintenance : Preventive Maintenance for Bridges					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$27,838,494
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - AC CONVERSION	\$0	\$0	\$0	\$0	\$4,500,000
	Federal - NHS/NHPP	\$0	\$413,824	\$274,000	\$275,000	\$276,000
	Federal - STP/STBG	\$0	\$4,907,000	\$4,920,000	\$4,928,000	\$4,949,000
PE TOTAL		\$0	\$5,320,824	\$5,194,000	\$5,203,000	\$9,725,000
CN	Federal - NHS/NHPP	\$0	\$2,395,670	\$0	\$0	\$0

GROUPING	Maintenance : Traffic and Safety Operations					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$5,702,369
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - CMAQ	\$0	\$430,385	\$0	\$0	\$0
	Federal - HSIP	\$0	\$322,984	\$0	\$0	\$0
	Federal - STP/STBG	\$0	\$1,232,000	\$1,236,000	\$1,238,000	\$1,243,000
PE TOTAL		\$0	\$1,985,369	\$1,236,000	\$1,238,000	\$1,243,000

GROUPING		Transit : Access				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
RW	Federal - NHPP/E	\$0	\$0	\$6,678,003	\$0	\$0
	Federal - NHS/NHPP	\$0	\$0	\$1,546,446	\$0	\$0
RW TOTAL		\$0	\$0	\$8,224,449	\$0	\$0
CN	Federal - NHPP/E	\$0	\$0	\$0	\$0	\$16,800,855

GROUPING		Transit : Amenities				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - RSTP	\$0	\$109,732	\$0	\$0	\$0
CN	Federal - RSTP	\$0	\$756,482	\$0	\$0	\$0

GROUPING		Transit : Rail ROW Improvements				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
CN	Federal - CMAQ	\$139,630	\$558,520	\$0	\$0	\$0

GROUPING		Transit : Vehicles				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

Major Projects

Regulations

The FHWA definition for major projects state that the threshold is \$500 million; FTA has a similar threshold of \$250 million for new starts major capital projects. The region does not have any projects that meet these threshold. However, there are a few major projects in the region which have been highlighted below due to their importance and major public interest. The I-64 widening project has three phases (two are included in our region and one is outside of our region). The Mayo Bridge is another larger project that felt significant in the region. This project has been anticipated by the community and has fostered significant public engagement.

Interstate 64

This project is split into three projects; the TIP Blocks in the RRTPO Region are included below, Segment C is in James City County therefore outside the region and not counted in total. These projects aim to ensure the safety and efficiency of travel along this major corridor. These road widening is often a last resort these roads require because the lack of space often causes congestion, and the merging can be a contributing factor for crashes. This project has required cooperation across the agencies in the region; VDOT, CVTA, impacted localities, and us at PlanRVA to highlight a few. Whether or not the community members use this road they will feel the benefits of these initiatives. The combined total of these projects in our region is \$522,127,470. A design-build contract for Phase 2 has been awarded, and it is advancing toward construction. Overall, there are more projects happening on interstate 64 that are also expected to have a significant impact on the region. Most of the projects with the highest total allocation are along this roadway and demonstrate the investment.

Mayo Bridge

This project was originally planned as a superstructure replacement that would retain the existing piers, but structural and geotechnical analysis showed that at least one pier would need to be replaced, leading to the conclusion that a full bridge replacement is in the best interest of the public. VDOT and the City of

Richmond refined the proposed design based on public feedback and the results of the traffic sensitivity analysis, producing a concept that reduces the bridge from four travel lanes to two, provides dedicated space for cyclists, and includes a separated pedestrian walkway with additional room on the western side to better connect with the existing trail system. The posted speed will be reduced from 35 to 25 miles per hour, and traffic calming devices will be added on Mayo Island to support safer travel across the corridor. This will include a PE expected to end in April of 2027 and roll directly into RW to provide more reliable connections for all modes of transportation.

Modifications

Introduction

The TIP is an ever-evolving list of transportation priorities. It changes on a regular basis to include new projects or project phases. A TIP modification is any change that is made between full updates of the TIP. There are three types of TIP modifications: (1) amendments, (2) administrative modifications, and (3) technical corrections. RRTPO coordinates modifications with VDOT and DRPT to ensure consistency between the TIP and the STIP. All completed modifications are listed on the impacted project page and in a separate Amendments and Administrative Modifications document on the RRTPO website for easy reference.

Amendments

TIP amendments are the most significant type of TIP modification. An amendment involves a major change to a project. The list below provides examples of TIP amendments:

- Adding or removing a project or phase
- Changing the start date significantly for the project or phase
- Revising the design concept or scope in a significant way such as changing the project limits, the number of lanes in a highway project, or the number of stations for a transit project
- Modifying the TIP in any way triggers an updated air quality conformity analysis
- Increasing project or phase cost. Details about the sliding scale used to determine if a cost increase is significant can be found in [the STIP procedures manual here.](#)

All amendments are made available for public review and comment consistent with the [Public Engagement Plan](#). Amendments require an updated demonstration of fiscal constraint and, if the project is not exempt, a determination of air quality conformity. Amendments are incorporated into the STIP and are subject to Federal approval.

Amendments are reviewed by the Technical Advisory Committee (TAC) and approved by the Policy Board.

Administrative Modifications

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

- Changing the start date for the project or phase by a small amount
- Revising the design concept or scope in a limited way
- Increasing project or phase cost below the sliding scale threshold for an amendment
- Revising the funding source such as updating the type of federal funding or replacing non-Federal with Federal funding
- Splitting or combining projects already included in the TIP without changes to cost, scope, or schedule
- Updating the project or phase name
- Switching the lead agency administering the project
- Administrative modifications do not undergo public review, a demonstration of fiscal constraint, or a determination of air quality conformity. These modifications do not require Federal approval.
- Administrative modifications are processed by RRTPO staff with the agreement of the affected locality or agency and submitted to VDOT or DRPT as needed.

Technical Corrections

The last type of modification is the technical correction. These corrections include typographical, grammatical, or syntactical errors that address, for example, an error in spelling, grammar, deletion of a redundant word or formatting that was inadvertently published. It does not include changes to funding amounts. Technical corrections do not require Federal approval.

Performance Targets

Introduction

Federal law establishes performance measures to ensure states and metropolitan planning organizations (MPOs) are investing in projects that contribute towards national goals. The USDOT has published rules for states and MPOs to collect data and establish performance targets that will support performance-based investment decisions. The Transportation Improvement Program (TIP) must include a description of the anticipated effect of the TIP toward achieving the performance targets identified by the MPO. The TIP must also demonstrate the link between investment priorities in the TIP and achievement of performance targets in the plans. A summary of each set of performance targets and the relation to investment decisions is included below.

Roadway Safety

This measure focuses on reducing fatal and severe injuries for all users, including both motorized and non-motorized modes of travel. Fatalities and injuries are measured in both total number and rate per 100 million vehicle miles travelled (VMT). A separate target is also set for non-motorized modes such as biking and walking to reflect the importance of protecting more vulnerable road users. The safety target is reviewed annually. The RRTPO has adopted the following targets for 2026. This baseline was adopted because no serious injuries or death is acceptable for us in our region.

Table 1: Roadway Safety Performance Targets

Target Description	Target	
Fatalities	107	To achieve the targets for fatalities and injuries across the region, funding is prioritized in both state and regionally administered projects that are expected to reduce crashes resulting in fatalities or severe injuries. Some of the major funding programs with a focus on safety in evaluating applications are summarized below.
Fatalities per 100M VMT	0.967	
Serious Injuries	833	
Serious Injuries per 100M VMT	7.559	
Non-Motorized Fatalities & Serious Injuries	108	

In the FY27 – FY30 TIP, \$19,060,683 in Highway Safety Improvement Program (HSIP) funding is dedicated to safety improvements throughout the region.

Beyond dedicated safety funds, the Safety/ITS/ Operational Improvements project group has \$1,231,112,331 dedicated to improvements which enhance safety and operations on existing roadways.

To improve the safety of more vulnerable non-motorized road users, \$ 259,846,177 is programmed toward active transportation improvements in the Transportation Alternatives/Byway/Non-Traditional project group. These investments are expected to provide safer connections for non-motorized road users, reducing fatalities and serious injuries.

Table 2: Safety Weighting in Funding

Funding Program	Weight
RSTP (RRTPO)	25%
CMAQ (RRTPO)	25%
VHSIP (state)	100%
Smart Scale (state)	20%
CVTA regional (CVTA)	38.5%

Pavement Condition

This measure focuses on the condition of pavements along interstates and non-interstates that form the National Highway System (NHS). In planning and programming federal funds, MPOs are required to emphasize preservation of the existing transportation system. The RRTPO has adopted the following targets for pavement conditions for the next four years.

Table 3: Pavement Condition Performance Targets

Target Description	Target
Interstate Pavement in Good Condition	45%
Interstate Pavement in Poor Condition	3%
Non-Interstate Pavement in Good Condition	25%
Non-Interstate Pavement in Poor Condition	5%

Highways maintenance is primarily the responsibility of the Virginia Department of Transportation, particularly in the case of the interstate and state primary highways that form the NHS. Some localities including the Town of Ashland, Henrico County, and the City of Richmond own and maintain their own roadways to varying extents.

To ensure pavements throughout the state are maintained in good condition, funding for

maintenance is set aside before distribution to the various competitive programs. Additionally, the State of Good Repair program makes funding for reconstruction and rehabilitation available for interstate and primary routes through a prioritization process.

In the FY27 – FY30 TIP, \$157,126,178 in federal funds are programmed for Preventive Maintenance and System Preservation. These funds are expected to help meet the pavement condition targets and represent approximately 41% of the total federal funding programmed in the TIP.

Bridge Condition

This measure is like the pavement condition target but focused on the condition of the deck or surface of bridges on the National Highway System (NHS) that are included in the National Bridge Inventory (NBI). RRTPO has adopted the following targets for bridge deck condition for the next four years:

Table 4: Bridge Condition Performance Targets

Target Description	Target	
Deck Area of Bridges in Good Condition	25.1%	The primary funding source for bridge rehabilitation is the State of Good Repair program. This program provides funding for structurally deficient bridges (bridges in poor or cusp condition). Other funding programs such
Deck Area of Bridges in Poor Condition	3.6%	

as RSTP or the Central Virginia Transportation Authority (CVTA) regional program have also provided funding for bridge projects.

Bridge funding generally falls under either preventive maintenance, including deck overlays and inspections, or bridge rehabilitation, replacement, or reconstruction project groups. These two funds program \$27,838,494 to support these bridge deck condition targets.

Roadway Performance

This measure focuses on the consistency or dependability in the travel time of a trip weighted by the number of people travelling along a corridor. This measure looks at the longest 20% of travel times along the corridor relative to the median travel time. If travel time is at least 50% longer than normal during the worst periods, the segment is deemed unreliable. Each road segment is weighted by length, traffic volume, and vehicle occupancy to calculate the percentage of person-miles that are reliable. RRTPO has adopted the following targets for the next four years.

Table 5: Reliability Performance Targets

Target Description	Target	
Person-Miles Travelled that are Reliable (Interstate)	85%	To achieve the targets for reliability across the region, funding is prioritized in both state and regionally administered programs for projects that are expected to reduce congestion and improve reliability. While congestion is not the same as reliability, the two measures are closely
Person-Miles Travelled that are Reliable (Non-Interstate)	88%	

related. Congested roads are more likely to experience delays due to unexpected events (such as crashes or lane closures) and reducing non-recurrent congestion improves reliability. Some of the major funding programs with a focus on congestion or reliability in evaluating applications are summarized below.

Table 6: Reliability and Congestion Weighting in Funding

Funding Program	Weight	
RSTP (RRTPO)	15%	Improvements to congestion bottlenecks and unreliable segments of the NHS are expected to improve regional performance toward these measures. Identified projects based on the RRTPO's Congestion Management Process (CMP) include:
CMAQ (RRTPO)	15%	
Smart Scale (state)	25%	
CVTA regional (CVTA)	23%	

CMP Process Projects:

UPC	Project
UPC 127838	#SMART26 I64 EXIT 211 INTERCHANGE IMPROVEMENT PROJECT
UPC 123919	#SMART24 - I-64 AT ASHLAND RD (RTE 623) INTERCHANGE
UPC 127888	#SMART26 I-95/ROUTE 10 INTERCHANGE IMPROVEMENT, PHASE II
UPC 118147	Goochland Co. West Creek Area Transportation Access Study
UPC 123831	#SMART24 - I-64 GAP WIDENING - SEGMENT B
UPC 111467	#SMART18 - SB Rt 288 to WB US 360 WB Off-Ramp
UPC 122805	#SMART24 - I-64 GAP WIDENING - SEGMENT A
UPC 118144	US 360 Superstreets Study
UPC 104890	RTE 360 E (Lonas Pkwy to Castle Rock Rd) - WIDENING
UPC 118145	Route 60 Corridor Improvement Study

UPC 123895 RICHMOND MARINE TERMINAL ACCESS IMPROVEMENTS I-95/BELLS RD
UPC 121682 I-64/VA 623 ASHLAND RD INTERCHANGE IAR
UPC 124712 #SMART24 - BROAD ST STREETScape W/ PULSE BRT EXP PHASE III
UPC 13551 #SMART18 - RTE 360 WIDENING
UPC 101020 #HB2. FY17 RTE 10 (BERMUDA TRIANGLE RD TO MEADOWVILLE RD)
GRT4003 Facility Construction North Side Transfer Center
GRT4004 Downtown Transfer Center
GRT9001 Western BRT Extension
GRT9002 North South BRT

Grouped Projects

Maintenance : Traffic and Safety Operations
Transit : Access
Transit : Amenities
Transit : Vehicles
Transit : Rail ROW Improvements

Freight Movement

This measure is like roadway performance but focuses on the reliability of travel for trucks on the interstates. This measure is calculated as the ratio of the 95th percentile to travel time to the “normal” 50th percentile travel time. A lower Target (closer to one) indicates more reliable travel. RRTPO has adopted the following target for the next four years.

Table 7: Truck Reliability Performance Target

Target Description	Target	
Truck Travel Time Reliability Index	<1.64	To achieve the targets for truck travel time reliability across the region, funding is prioritized in both state and regionally administered programs for projects that are expected to reduce congestion and improve reliability, with a focus on truck movement. As noted under roadway performance, congestion and reliability are closely connected and improvements to congestion often improve reliability. Some of the major funding programs with a focus on congestion or reliability for truck travel in evaluating applications are summarized below.

Table 8: Freight Reliability in Funding

Funding Program	Weight	
RSTP (RRTPO)	3.75%	Improvements to unreliable freight segments of the interstate are expected to improve regional performance toward these measures. Identified projects based on the RRTPO’s Congestion Management Process (CMP) include:
CMAQ (RRTPO)	3.75%	
Smart Scale (state)	4%	

CMP Process Projects:

UPC	Project
UPC 127838	#SMART26 I64 EXIT 211 INTERCHANGE IMPROVEMENT PROJECT
UPC 123919	#SMART24 - I-64 AT ASHLAND RD (RTE 623) INTERCHANGE
UPC 127888	#SMART26 I-95/ROUTE 10 INTERCHANGE IMPROVEMENT, PHASE II
UPC 118147	Goochland Co. West Creek Area Transportation Access Study
UPC 123831	#SMART24 - I-64 GAP WIDENING - SEGMENT B
UPC 111467	#SMART18 - SB Rt 288 to WB US 360 WB Off-Ramp
UPC 122805	#SMART24 - I-64 GAP WIDENING - SEGMENT A
UPC 118144	US 360 Superstreets Study
UPC 104890	RTE 360 E (Lonas Pkwy to Castle Rock Rd) - WIDENING
UPC 118145	Route 60 Corridor Improvement Study
UPC 123895	RICHMOND MARINE TERMINAL ACCESS IMPROVEMENTS I-95/BELLS RD
UPC 121682	I-64/VA 623 ASHLAND RD INTERCHANGE IAR
UPC 124712	#SMART24 - BROAD ST STREETScape W/ PULSE BRT EXP PHASE III
UPC 13551	#SMART18 - RTE 360 WIDENING
UPC 101020	#HB2. FY17 RTE 10 (BERMUDA TRIANGLE RD TO MEADOWVILLE RD)
GRT4003	Facility Construction North Side Transfer Center
GRT4004	Downtown Transfer Center

GRT9001 Western BRT Extension

GRT9002 North South BRT

Grouped Projects

Maintenance : Traffic and Safety Operations

Transit : Access

Transit : Amenities

Transit : Vehicles

Transit : Rail ROW Improvements

Transit Asset Management

This measure focuses on the condition of vehicles and facilities owned and operated by public transportation service providers. All rail operators and fixed and non-fixed route providers with more than 100 vehicles (Tier 1 agencies) set their own performance targets and develop a Transit Asset Management (TAM) plan. Smaller, non-rail providers (Tier 2 agencies) can choose to follow a group asset management plan developed by the state rather than developing their own targets. The Greater Richmond Transit Company (GRTC) is a Tier 1 agency making them responsible for creating their own TAM Plan and for updating it every four years.

GRTC has outlined policies for asset management for revenue vehicles, non-revenue vehicles, and facility conditions in their FFY2022 Transit Asset Management Plan. GRTC's next TAM update will be due October 2026. The targets for vehicles are set as a percentage of vehicles at or beyond their [useful life benchmarks \(ULB\)](#), an FTA developed measure of expected useful life of a vehicle. Facilities are assessed based on the percentage classified as marginal or poor (less than 3 on the 5-point TERM scale). A summary of the targets by asset class is included below.

Table 9: GRTC TAM Performance Targets

Target Description	Target
Rolling Stock	
AO - Automobile	35%
BU – Bus	20%
BR – Over the Road Bus	20%
CU - Cutaway	35%
<hr/>	
Equipment	
Automobiles	100%
Trucks & Other Rubber Tired Vehicles	72%
<hr/>	
Facilities	
Administrative/Maintenance Facilities	33%
Passenger/Parking Facilities	10%

In addition to GRTC, the eastern portions of the region are served by Bay Transit, a nonprofit community transit service. Bay Transit is a Tier 2 provider which has opted into the state-sponsored Virginia Group Tier II Transit Asset Management Plan FFY 2022 – 2025 published October 1, 2022. The performance targets outlined in the Virginia Group Tier II Transit Asset Management Plan FFY 2022 – 2025 are summarized below.

DRPT has begun the quadrennial Tier II TAM plan update, and it is anticipated to be completed September 30, 2026.

Table 10: DRPT Tier 2 TAM Performance Targets

Target Description	Target	
Rolling Stock		<p>In allocating funds, DRPT prioritizes State capital assistance provided to transit agencies via the MERIT Capital Assistance Program. The MERIT program is designed to favor projects that:</p> <p>Achieve the statewide policy objective of maintaining a state of good repair of existing assets and,</p> <p>Have the greatest impact on the provision of public transportation services throughout the state.</p> <p>To achieve these targets, the region is investing significantly in the replacement of rolling stock. In total, the TIP programs \$77,033,000 for replacing vehicles and maintaining GRTC's fleet in a state of good repair.</p> <p>Additionally, just over \$2.7 million is planned to be invested in support vehicles. These investments will help the region to meet the designated targets for asset management.</p>
AB – Articulated Bus	5%	
BU – Bus	15%	
BR – Over the Road Bus	15%	
CU - Cutaway	10%	
MV – Minivan	20%	
VN – Van	20%	
Equipment		
Automobiles	30%	
Trucks & Other Rubber Tired Vehicles	30%	
Facilities		
Administrative Facilities	10%	
Maintenance Facilities	10%	
Passenger Facilities	15%	
Parking Facilities	10%	

Transit Safety

This measure focuses on the safety of public transportation, specifically fatalities, injuries, safety events, and the frequency of these incidents in terms of both of revenue miles and distance.

GRTC has developed policies and targets for reducing fatalities, injuries and safety events which were originally adopted on July 21, 2020. The transit safety targets for 2026 are summarized below.

Table 11: GRTC Safety Targets

Target Description	Target
Fixed Route	
Fatalities (total reportable)	0
Fatalities (per 100,000 revenue mile)	0
Injuries (total reportable)	15
Injuries (per 100,000 revenue mile)	0.22
Safety Events (total)	18
Safety Events (per 100,000 revenue mile)	0.27
Paratransit/Demand Response	
Fatalities (total reportable)	0

Fatalities (per 100,000 revenue mile)	0
Injuries (total reportable)	8
Injuries (per 100,000 revenue mile)	0.12
Safety Events (total)	9
Safety Events (per 100,000 revenue mile)	0.13

To achieve these safety targets, the region has prioritized investments in preventive maintenance for GRTC rolling stock. Total spending on preventive maintenance exceeds \$100 million for the four years covered by the TIP.

Congestion Mitigation & Air Quality

As an attainment area under the 2015 National Ambient Air Quality Standards (NAAQS), RRTPO is not required to adopt the CMAQ standards.

Conformity Assessment

Introduction

The Richmond-Petersburg Area was previously designated as a nonattainment area under the 1997 ozone standard and later a maintenance area before being designated an attainment area under the 2008 ozone standard. The area is currently in attainment for all standards including the 2015 ozone standard.

In February 2018, the D.C. Circuit Court issued a decision in South Coast Air Quality Management District v. EPA which impacted areas like the Richmond-Petersburg Area that had been designated nonattainment and/or maintenance under the 1997 ozone standard but designated attainment under the 2008 ozone standard. One of those impacts is that new, updated, or amended Transportation Improvement Program and Long-Range Transportation Plan must demonstrate conformity in keeping with the anti-backsliding requirements associated with the revocation of the 1997 ozone standard.

A copy of the Richmond Regional Conformity Assessment report which includes the FY 2027-2030 Transportation Improvement Program and 2045 Long-Range Transportation Plan (as well as the Tri-cities area plans) for the 1997 ozone standard can be [found on the RRTPO website](#). The conformity analysis was prepared in accordance with EPA's November 24, 1993, Final Rule on Criteria and Procedures for Determining Conformity and subsequent rulemakings related to ozone. The RRTPO resolution approving the conformity analysis is attached as an informational item.

Self-Certification

Self-Certification materials will be added after the self-certification process has concluded.

Resolution of Approval

The Resolution of Approval materials will be added after the TIP's official approval.

Public Engagement and Comments

Introduction

The Richmond Regional Transportation Planning Organization (RRTPO) is committed to providing opportunities for the public to learn about and participate in the development of regional transportation plans. Regarding the development of the Transportation Improvement Program (TIP), federal regulations stipulate that the TIP development process must include opportunities for public involvement (23 CFR 450.324(b)), as outlined in the [RRTPO's Public Engagement Plan](#) (23 CFR 450.316(a)).

TIP Development Process

The RRTPO's Public Engagement Plan was adopted in April 2024 and guides outreach and engagement efforts as part of the development of the FY27 – FY30 TIP.

Major milestones in the development of the TIP include:

- Develop draft project schedule and public outreach strategy. (Summer 2025)
- Present project schedule to Technical Advisory Committee (TAC). (August 2025)
- Develop TIP engagement website for public review and increased transparency. (Winter 2026)
- Develop draft TIP document in coordination with VDOT, DRPT, and member agencies. (Fall 2025 – 2026)
- Approve project list for conformity. (March 2026)
- Open public review of draft TIP. (March 2026)
- Review public comments and respond. (May 2026)
- Adopt FY27 – FY30 TIP. (Summer 2026)

Outreach Efforts and Opportunities

In developing the TIP, the RRTPO aims for both broad and targeted outreach. The 2024 Public Engagement Plan highlights three goals for public engagement including 1) Robust and creative opportunities to engage, 2) informing and educating the public, and 3) continuous evaluation and improvement. To meet these goals PlanRVA staff have developed a public engagement strategy for the FY27-FY30 TIP from appropriate practices identified in [the public engagement toolkit](#).

For this TIP, the TPO settled on four major forms of engagement:

- Attending Community Public Meetings to inform and educate about the TIP
- Newsletters/Social Media Posts/Print Media
- TIP engagement website
- Regional Symposium Housing & Transportation Futures

Major decisions and announcements are always handled by the TPO in public meetings, making public meetings a natural fit for updates and seeking public comment on the TIP. All meetings of the RRTPO and its various committees are livestreamed online, available for later viewing in a video archive, and allow for public comment both in person and virtually. Major presentations or actions by the RRTPO policy board and technical advisory committee include schedule updates (2 meetings), project review and approval (2 meetings), and adoption of the TIP (2 meetings).

The RRTPO also distributes a newsletter and maintains a mailing list of interested parties which is used to provide opportunities for input on major planning efforts. RRTPO website, the existing TIP website, and the newly created TIP engagement website offer public opportunities to view RRTPO updates.

Finally, the RRTPO continues a web-first approach to engaging with the public on the TIP. A specific TIP engagement page (<https://engage.planrva.org/TIP>) has been developed and will be live on March 12, 2026 at the start of the 30 day public engagement period. This website will allow visitors to view mappable TIP projects on an interactive map, leave comments, and subscribe for more information. A total of 176 unique visitors used the site during the 30-day review period. Ten (10) comments were submitted

requesting to be added to the interested parties list, but no substantive comments were received, which required a response or changes to the plan.

In addition to our engage website our existing TIP specific website, <https://www.rrtipotip.org>, remains active. This interactive page allows anyone interested in the TIP to view project information, search by map or project information, and provide comments in general and directly on projects.

Opportunities to comment on the TIP are not limited to the TIP update process. The TIP is regularly revised to accommodate projects development schedules. The RRTPO welcomes input on specific projects contained in the TIP and the format of the TIP on an on-going basis. The TIP website will be used to provide notice of any amendments during the life of the TIP and will serve as a key component of continuous public engagement.

Public Comments and Responses

Do you have any input on the Air Quality Conformity Report?	Responses
<p>We should move beyond following air quality rules to looking at what will actually reduce pollution: reducing car-dependency and focusing on transit.</p>	<p>Thank you for your comment. The Air Quality Conformity Report was prepared in compliance with all federal transportation conformity requirements. In addition, the Richmond region currently meets all of the Environmental Protection Agency's National Ambient Air Quality Standards (NAAQS), including that for ozone. We are also supportive of programs (e.g., GRTC and Ridefinders) that reduce car dependency and promote transit.</p>
<p>It's long, impenetrable, and amounts to "well, as long as it's not illegal, we're going to keep doing it", whether there are people living shorter, more difficult lives, dying earlier and in pain all over the Richmond region who wouldn't have to suffer if we committed to reducing pollution rather than just not hitting the upper limit.</p>	<p>Thank you for your comment. The Air Quality Conformity Report was prepared in compliance with all federal transportation conformity requirements. In addition, the Richmond region currently meets all of the Environmental Protection Agency's National Ambient Air Quality Standards (NAAQS), including that for ozone. The region's current ozone design value is 62 ppb which is well below the 8-hour ozone NAAQS set at 70 ppb.</p>
<p>I think the report captures the essence of what neighbors are saying. We're very fortunate to have Plan RVA monitoring air quality as our region continues to grow,</p>	<p>Thank you for your comment.</p>

<p>I support the findings of the Air Quality Regional Conformity Assessment. However, I encourage the MPO to move beyond 'conformity' and strive for 'leadership' by setting more aggressive targets for reducing greenhouse gas emissions. I'd like to see more frequent monitoring of how TIP projects specifically contribute to lower CO2 outputs over their lifecycle.</p>	<p>Thank you for your comment. The Air Quality Conformity Report meets the Environmental Protection Agency's transportation conformity requirements that pertain specifically to ozone, although your comments pertaining to reducing greenhouse gases is appreciated.</p>
<p>I didn't read it</p>	<p>Thank you for your comment.</p>

Do you see any projects you have specific concerns about? Tell us more.	Responses
<p>Highway widenings across the region are not the future of transportation.</p>	<p>The TIP balances roadway, transit, bicycle, and pedestrian investments, and all roadway projects must demonstrate safety, operational, and economic need while remaining compliant with federal air quality conformity requirements.</p>
<p>I am particularly concerned that we're looking to spend almost \$2 billion to "improve" Short Pump and its highway interchanges (including adding an interchange). Short Pump is a distant commuter area that is a major contributor to regional air pollution and it's disappointing that we're throwing more money at old, bad decisions rather than focusing on transportation models that encourage fewer, shorter car trips, more transit, and local hubs rather than long commutes.</p> <p>We are spending such a tiny amount of money on "green infrastructure" and billions of dollars on bigger, more, longer, wider... highways. Same as we've done for three or four generations at this point? When will it change?</p>	<p>Projects are selected based on adopted performance criteria addressing safety, congestion, and system reliability, while land-use and development policy decisions remain the responsibility of local governments.</p>
<p>None.</p>	<p>Thank you for your response.</p>

<p>While I support the plan, I am concerned about the remaining budget allocated to major highway capacity expansion. To truly meet our sustainability and resilience goals, we should ensure that roadway projects prioritize 'Complete Streets' designs and green infrastructure (like permeable surfaces and increased canopy) to mitigate urban heat and manage stormwater runoff.</p>	<p>The TIP reflects a multimodal funding strategy that includes roadway preservation, transit, pedestrian, and bicycle projects to support regional mobility needs.</p>
<p>I'm concerned about spending hundreds of millions of dollars on highway projects with limited benefits that lock us into a development pattern that doesn't seem fruitful, healthy, or economical to me. I'm particularly concerned about the long-term infrastructure maintenance costs associated with these road construction and widening projects. I'm also skeptical of the cost-benefit for some of those projects, particularly the road widenings on secondary roads. They typically cost \$20-50M, and my guess is that they benefit a few thousand drivers, so we're talking about asking each driver for \$10,000 to get a slightly nicer road for 1 mile of their commute (not counting long-term maintenance costs). I'm not an expert though. I also want to see more toll roads in our region, so that the people who are choosing to use these expensive projects are the people paying for them, and to manage traffic/demand on new highways, which typically get clogged pretty quickly.</p>	<p>The Air Quality Conformity Analysis is conducted in accordance with EPA and FHWA regulations and confirms that all programmed projects meet federally established health-based air quality standards.</p>

<p>I am concerned that the Short Pump improvement NEPA study doesn't look into public transportation or pedestrian safety. I think the effects of continued expansion west of the Pulse line, eventually to Short Pump, should at least be given a brief investigation to see what would need to be changed in the future if it is expanded that far.</p>	<p>Transit expansions undergo separate feasibility and funding evaluations before consideration in future TIP updates.</p>
<p>All of the road widening and highway projects. Adding more lanes increases traffic due to induced demand, and more roads encourage more driving, resulting in worse air quality and safety outcomes.</p>	<p>Projects are designed to improve overall system safety and efficiency and must comply with federal air quality and safety standards.</p>
<p>Concerned that Powhite Extension is expanding region's sprawl and will enable the rapid growth of more car-dependents residences.</p>	<p>Project scopes are defined at a level appropriate for long-range programming, with greater detail provided as projects move into design and implementation.</p>
<p>I did not see in the Transit Project anything about improvements to the transit stops for riders. Many stops in Richmond City and Henrico County do not provide shelter or benches for riders. The stops leave riders subjected to the sun during high temperature days. They also don't provide a place for riders to sit, leaving elderly and disabled riders to stand or sit on the ground.</p>	<p>Transit stop amenities are addressed through separate capital improvement and operating programs administered by the transit provider.</p>

What other comments or questions do you have about the TIP?	Response
<p>What is the meaningful impact that public comment will have? It seems like there's already a report and a plan that are largely shaped by suburban counties playing Hungry Hungry Hippos with funding, who have an incentive to keep steering money to themselves for massive highway projects. Is there any incentive to... listen to people? Is there more weight given to the thoughts of people that have to live with the consequences of these plans, the noise, dust, and increased air pollution? The fenceline communities next to the highways and those who will be displaced to build them?</p>	<p>All roadway projects in the TIP are required to meet federal air quality conformity standards and are balanced with investments in transit and other non-automobile transportation options.</p>
<p>I am excited about the I64 Expansion Project, The I64/Rt 211 Overpass for the Buc-ee's Project.</p>	<p>Us too!</p>
<p>How is the TIP being screened for Climate Resilience? As we face more frequent extreme weather events, I'd like to know if these funded projects are being designed to withstand 50-year or 100-year flood events to ensure our long-term regional stability.</p>	<p>The TIP reflects a fiscally constrained, multimodal investment strategy that includes roadway maintenance, transit, bicycle, and pedestrian projects needed to support regional mobility.</p>

<p>It was very hard to understand what projects were doing. I wish each project had a 3 sentence writeup just giving the general purpose and activities of the project. There were some projects listed that really intrigued me but that I can't find more information on: a north side GRTC transfer center separate from the downtown transfer center; an express bus to Short Pump; etc. https://www.rrtipotip.org/tip/details/84</p>	<p>The TIP presents projects at a standardized programmatic level required for federal funding and reporting, which limits the amount of descriptive detail provided. More detailed information on individual projects, including transit initiatives, is available through the sponsoring agencies as projects advance in development.</p>
<p>More transit, bike, and ped projects please!</p>	<p>Projects advancing through the TIP must comply with NEPA, Title VI, and Environmental Justice requirements to identify, assess, and avoid or mitigate community impacts.</p>
<p>The lists are not very informative about the scope of the projects.</p>	<p>The TIP includes projects that address documented transportation needs while maintaining fiscal constraint and accounting for long-term system maintenance and operations.</p>

Engage PlanRVA

Report Type: Project

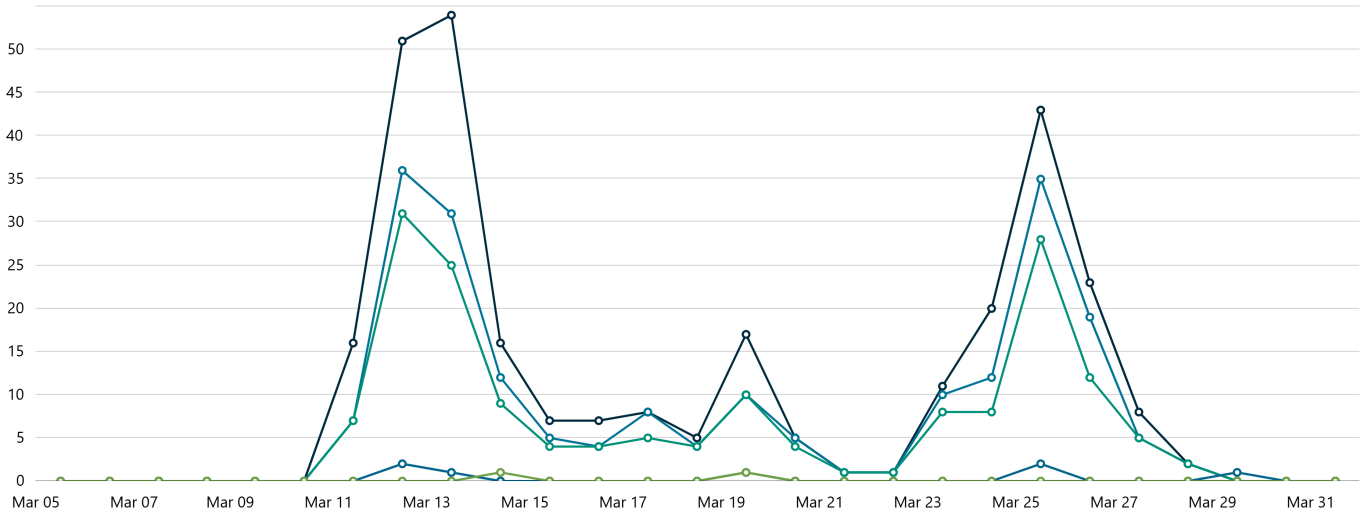
Project Name: Transportation Improvement Program (TIP)

Date Range: 05-03-2026 - 31-03-2026

Exported: 31-03-2026 09:56:54

Performance Summary

Information regarding key visitation and utilization metrics for your Site or projects.



295
Views

207
Visits

142
Visitors

7
Contributions

7
Contributors

2
Followers

Views - The number of times a Visitor views any page on a Site.

Visits - The number of end-user sessions associated with a single Visitor.

Visitors - The number of unique public or end-users to a Site. A Visitor is only counted once, even if they visit a Site several times in one day.

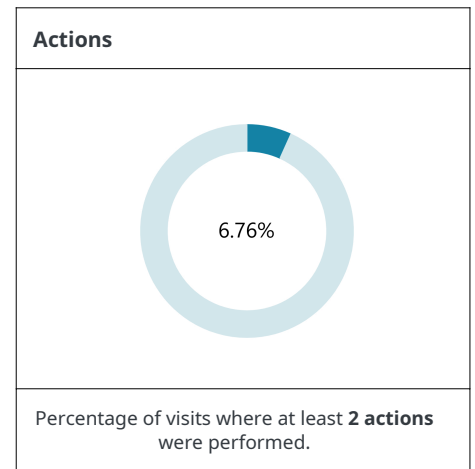
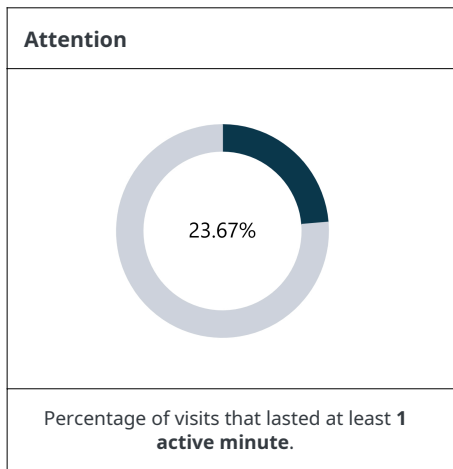
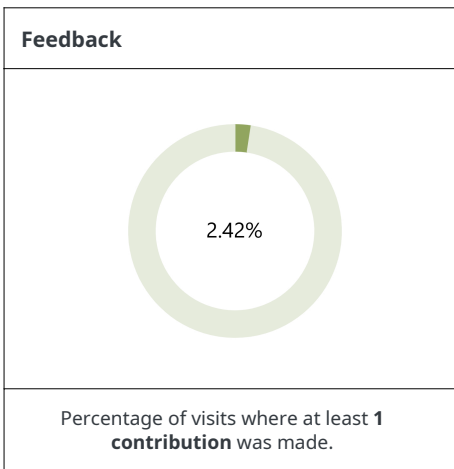
Contributions - The total number of responses or feedback collected through the participation tools.

Contributors - The unique number of Visitors who have left feedback or Contributions on a Site through the participation tools.

Followers - The number of Visitors who have 'subscribed' to a project using the 'Follow' button.


Conversions





Information regarding how well your engagement websites converted Visitors to perform defined key actions.



Participation

Information regarding how people have participated in your projects and activities.

Contributions by Activity			
Contributions by Activity is a breakdown of contributions across each tool			
Activity	Contributions		%
 Form	7	<div style="width: 100%; height: 10px; background-color: #004a7c;"></div>	100%

Top Activities			
Top Activities is the top 5 tools that received the highest contributions			
Activity	Page Name	Contributions	Contributors
 Form	Transportation Improvement Program (TIP)	7	7
 Question and Answer	Transportation Improvement Program (TIP)	0	0
 Form	Transportation Improvement Program (TIP)	0	0
 Social Map	Transportation Improvement Program (TIP)	0	0

Projects

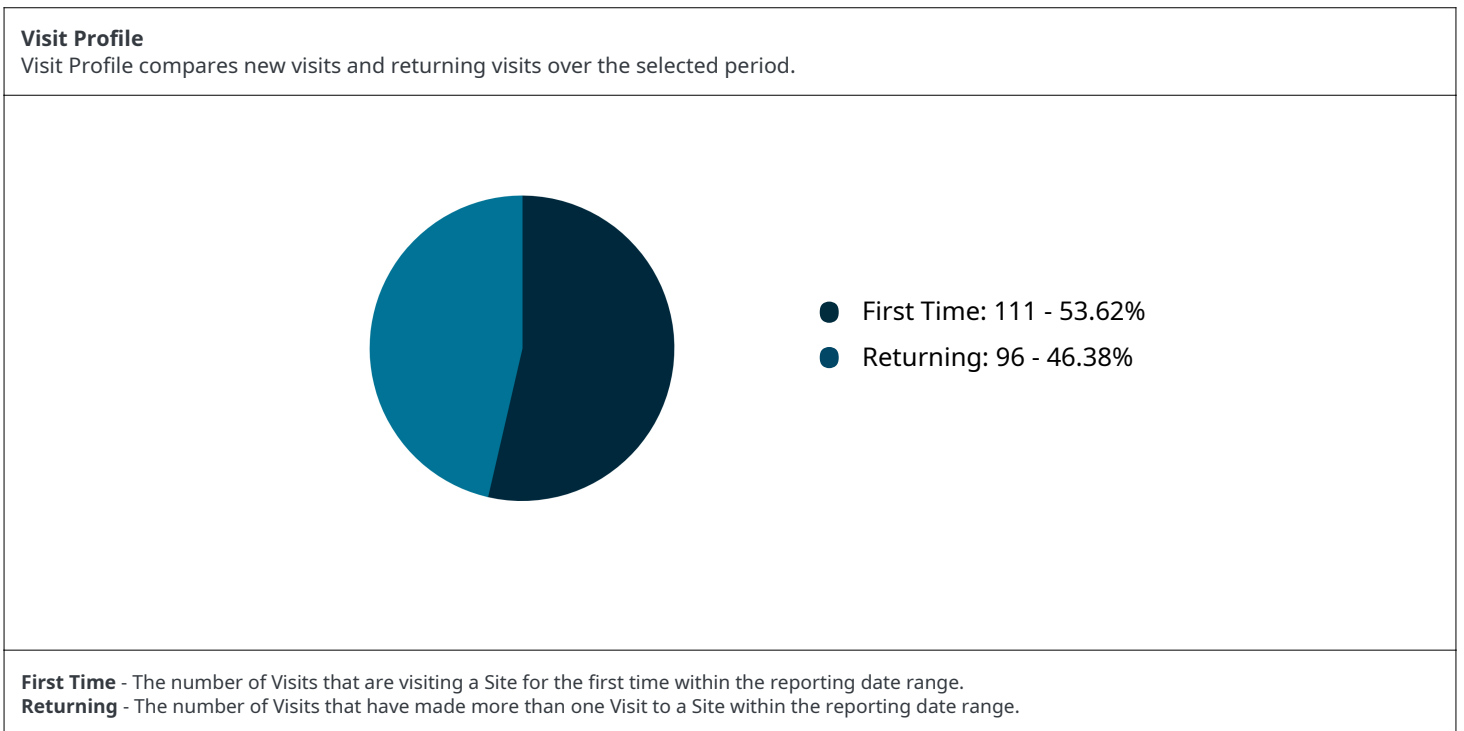
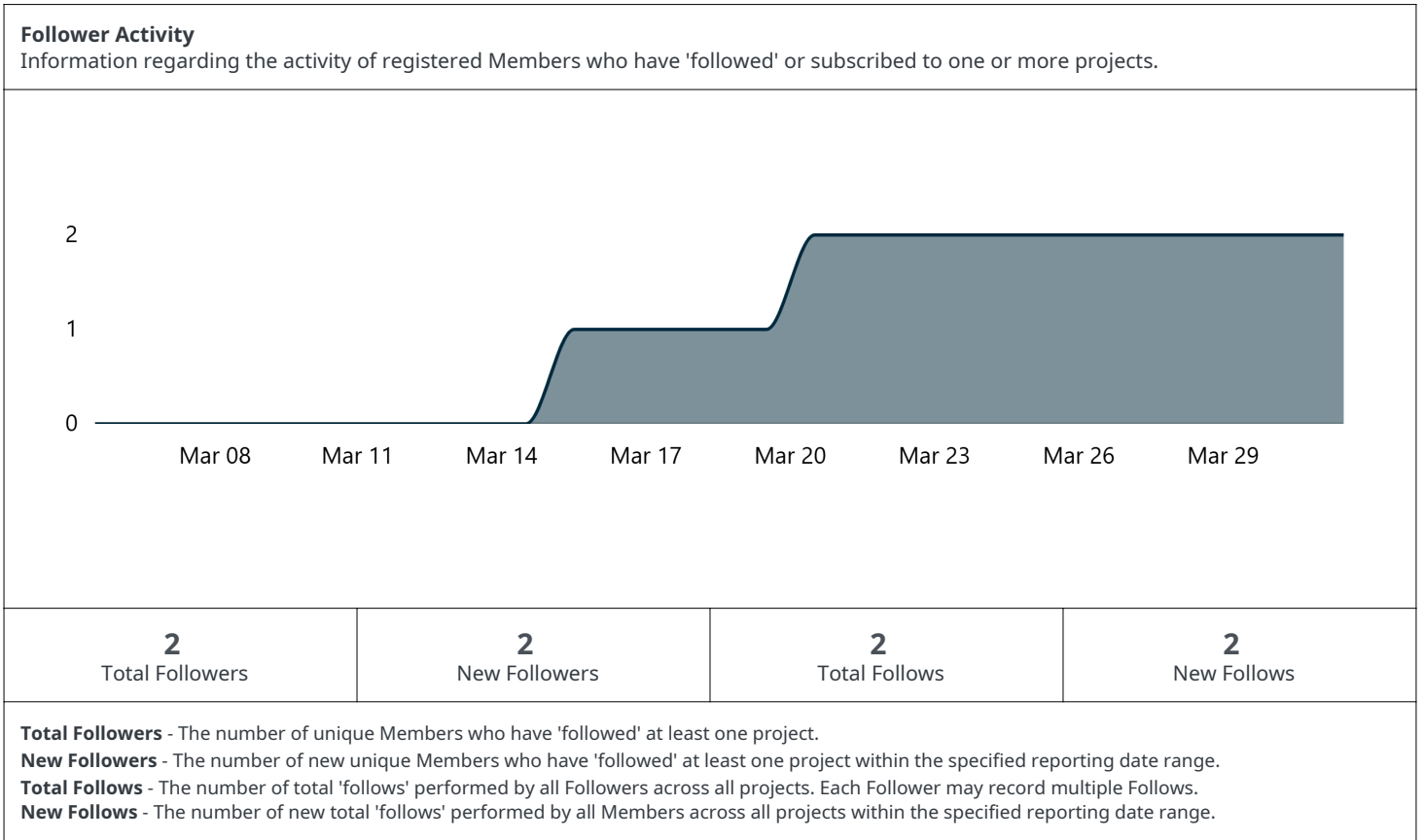
The current number of published projects on your site

Engagement Time	
<div style="font-size: 2em; font-weight: bold;">0</div> <div>Days</div>	<div style="font-size: 2em; font-weight: bold;">3</div> <div>Hours</div>
<div style="font-size: 2em; font-weight: bold;">12</div> <div>Minutes</div>	
<div style="font-weight: bold;">Mar 25th</div> <div style="font-weight: bold;">2026</div> <div>Peak Visitation Date</div>	<div style="font-weight: bold;">Wednesday</div> <div>Peak Visitation Day</div>

Top Visited Pages			
Summary information for the top five most visited Pages.			
Page Name	Visitation %	Visits	Visitors
Transportation Improvement Program (TIP)	95.71%	201	143
Map of TIP Projects	23.33%	49	40

People

Information regarding who has participated in your projects and activities.



Acquisition

Information regarding the method by which Visitors arrived to your Site or projects.

Referral Types

Referral traffic is the segment of traffic that arrives on your website through another source, like through a link on another domain.



Direct - Visits from Visitors who enter the exact URL or click an untracked link (e.g., from emails without UTM parameters).

Search Engines - Visits from search results on engines like Google or Bing.

Websites - Visits from links on external sites, excluding search engines and social media.


Social Media - Visits from links on platforms like Facebook, LinkedIn, or X.

Campaigns - Visits from tracked marketing efforts using UTM parameters, such as email campaigns or paid ads.

AI Assistants - Visits from clicks or referrals originating from AI services such as ChatGPT, Copilot, or other AI-powered tools.

Downloads

Information regarding your downloads, the total set of unique documents downloaded, total downloads of all files, and your top downloads.




42
Total Downloads


Top Downloads		
Top file downloads in your selection, ordered by the number of downloads.		
File Title	File Type	Downloads
20260310_TIPFullDocument_Final.pdf	PDF	13
Draft RCA Richmond Area FY27-30 TIP and 2045 LRTP for public review final.pdf	PDF	12
sample text for tip .docx	DOCX	10
Final TIP Graphic Powered By.png	PNG	6
lrtp sample text stage 2.docx	DOCX	1

Email Campaigns


Information regarding your email campaigns, your total campaigns, the total number of recipients, and your top campaigns by click-through rate (clicks as a percentage of total recipients).



1
Email Campaigns Sent



119
Total Recipients

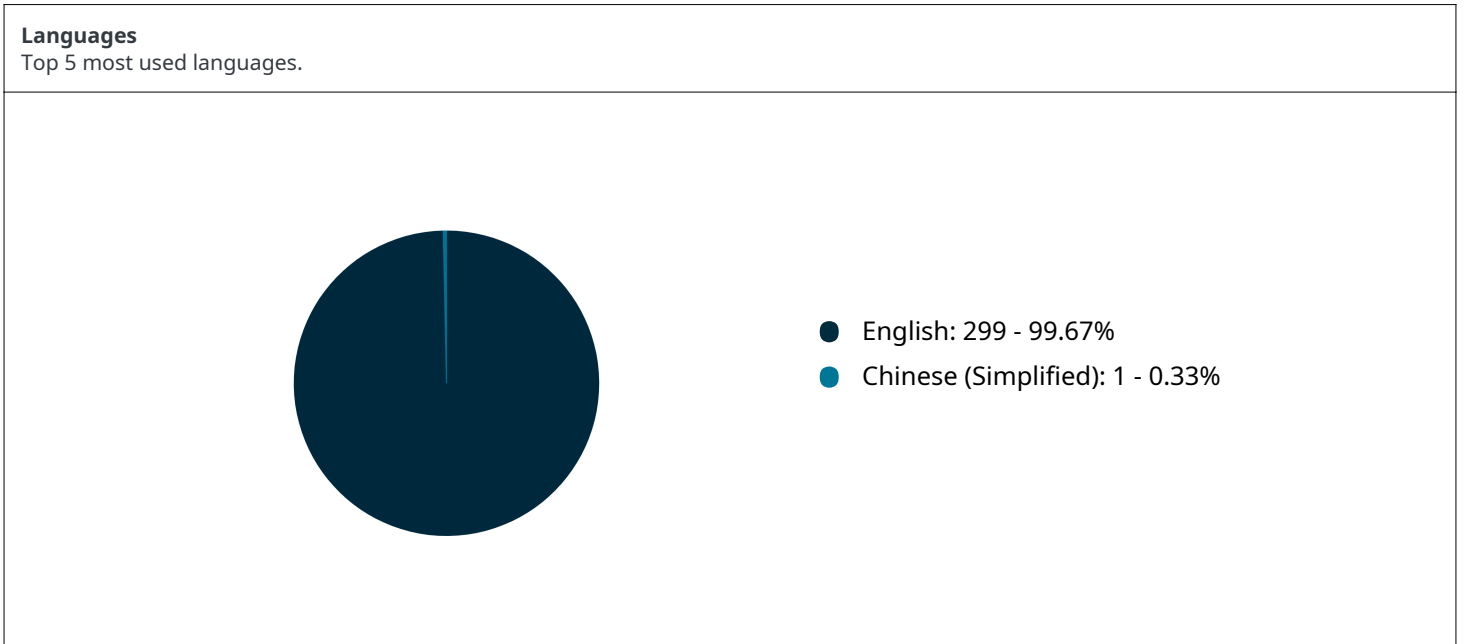


18.49%
Click-through Rate

Top Campaigns			
Top email campaigns that have activity in your selection, ordered by click-through rate (clicks as a percentage of total recipients).			
Campaign Name	Recipients	Clicks	Click-through Rate
Transportation Improvement Program (TIP)	119	22	18.49%

Translation

Information regarding the languages used by visitors to your site or projects.



Top Languages
Top 5 languages with the number of page views

Language	Page Views
English	299
Chinese (Simplified)	1

Engage PlanRVA

Results

Mar 12, 2026 - Mar 29, 2026

Project: Transportation Improvement Program (TIP)

Form:

Tool Type: Form

Activity ID: 123

Exported: 2026-03-31 10:34:32

Exported By: kwagenhauser

Filter By: No filters applied.

Response No:
1

Contribution ID: 4501

Member ID:

Date Submitted: Mar 29, 2026, 05:21 PM

Q1 I understand the transportation investments in the TIP better than I did before

Slider 20

Q2 These projects are aligned with what I want for the region.

Rating 3

Q3 Do you see any projects you're excited about? Tell us more.

Long Text GRTC Projects and publicly-accessible transit projects

Q4 Do you see any projects you have specific concerns about? Tell us more.

Long Text Highway widenings across the region are not the future of transportation.

Q5 Do you have any input on the Air Quality Conformity Report?

Long Text We should move beyond following air quality rules to looking at what will actually reduce pollution: reducing car-dependency and focusing on transit.

Q6 What is your age?

Multi Choice 18-24

Q7 What is your race/ethnicity? (Select all that apply)

Multi Choice White or Caucasian

Q8 Where do you live?

Multi Choice Henrico County

Q9 Where do you work?

Multi Choice Richmond City

Q10 What is your household income?

Multi Choice Prefer not to answer

Q11 What other comments or questions do you have about the TIP?

Long Text

Response No:
2

Contribution ID: 4445
Member ID:
Date Submitted: Mar 25, 2026, 09:17 AM

Q1 I understand the transportation investments in the TIP better than I did before

Slider 100

Q2 These projects are aligned with what I want for the region.

Rating 3

Q3 Do you see any projects you're excited about? Tell us more.

Long Text Improved transit

Q4 Do you see any projects you have specific concerns about? Tell us more.

Long Text I did not see in the Transit Project anything about improvements to the transit stops for riders. Many stops in Richmond City and Henrico County do not provide shelter or benches for riders. The stops leave riders subjected to the sun during high temperature days. They also don't provide a place for riders to sit, leaving elderly and disabled riders to stand or sit on the ground.

Q5 Do you have any input on the Air Quality Conformity Report?

Long Text

Q6 What is your age?

Multi Choice 45-64

Q7 What is your race/ethnicity? (Select all that apply)

Multi Choice White or Caucasian

Q8 Where do you live?

Multi Choice Richmond City

Q9 Where do you work?

Multi Choice Henrico County

Q10 What is your household income?

Multi Choice \$100,000-\$150,000

Q11 What other comments or questions do you have about the TIP?

Long Text

Q1 I understand the transportation investments in the TIP better than I did before

Slider 100

Q2 These projects are aligned with what I want for the region.

Rating 3

Q3 Do you see any projects you're excited about? Tell us more.

Long Text I am most excited about the investments in Active Transportation and Transit, specifically the Pulse BRT expansion and the Fall Line Trail segments. Prioritizing infrastructure that enables a shift away from single-occupancy vehicles is the most effective way to achieve regional carbon reduction. I also appreciate the inclusion of Pedestrian Hybrid Beacons and sidewalk gap closures, as improving safety is a prerequisite for making sustainable modes of travel viable for everyone.

Q4 Do you see any projects you have specific concerns about? Tell us more.

Long Text While I support the plan, I am concerned about the remaining budget allocated to major highway capacity expansion. To truly meet our sustainability and resilience goals, we should ensure that roadway projects prioritize 'Complete Streets' designs and green infrastructure (like permeable surfaces and increased canopy) to mitigate urban heat and manage stormwater runoff.

Q5 Do you have any input on the Air Quality Conformity Report?

Long Text I support the findings of the Air Quality Regional Conformity Assessment. However, I encourage the MPO to move beyond 'conformity' and strive for 'leadership' by setting more aggressive targets for reducing greenhouse gas emissions. I'd like to see more frequent monitoring of how TIP projects specifically contribute to lower CO2 outputs over their lifecycle.

Q6 What is your age?

Multi Choice 45-64

Q7 What is your race/ethnicity? (Select all that apply)

Multi Choice White or Caucasian

Q8 Where do you live?

Multi Choice Henrico County

Q9 Where do you work?

Multi Choice Town of Ashland
Charles City County
Chesterfield County
Goochland County
Hanover County
Henrico County
New Kent County
Powhatan County
Richmond City
On Tribal Land
Other: Nationwide

Q10 What is your household income?

Multi Choice Prefer not to answer

Q11 What other comments or questions do you have about the TIP?

Long Text How is the TIP being screened for Climate Resilience? As we face more frequent extreme weather events, I'd like to know if these funded projects are being designed to withstand 50-year or 100-year flood events to ensure our long-

term regional stability.

Response No:
4

Contribution ID: 4350

Member ID:

Date Submitted: Mar 19, 2026, 06:46 PM

Q1 I understand the transportation investments in the TIP better than I did before

Slider 50

Q2 These projects are aligned with what I want for the region.

Rating

Q3 Do you see any projects you're excited about? Tell us more.

Long Text Glad to see Mayo Bridge makeover and Jahnke Road upgrade. Also in favor of Pulse extensions.

Q4 Do you see any projects you have specific concerns about? Tell us more.

Long Text Concerned that Powhite Extension is expanding region's sprawl and will enable the rapid growth of more car-dependents residences.

Q5 Do you have any input on the Air Quality Conformity Report?

Long Text

Q6 What is your age?

Multi Choice Over 65

Q7 What is your race/ethnicity? (Select all that apply)

Multi Choice White or Caucasian

Q8 Where do you live?

Multi Choice Richmond City

Q9 Where do you work?

Multi Choice Not Applicable

Q10 What is your household income?

Multi Choice \$50,000-\$99,999

Q11 What other comments or questions do you have about the TIP?

Long Text The lists are not very informative about the scope of the projects.

Response No:
5

Contribution ID: 4131

Member ID:

Date Submitted: Mar 13, 2026, 02:18 PM

Q1 I understand the transportation investments in the TIP better than I did before

Slider 70

Q2 These projects are aligned with what I want for the region.

Rating 3

Q3 Do you see any projects you're excited about? Tell us more.

Long Text Mayo Bridge, Jahnke Rd, Broad St streetscape, and all GRTC projects!

Q4 Do you see any projects you have specific concerns about? Tell us more.

Long Text All of the road widening and highway projects. Adding more lanes increases traffic due to induced demand, and more roads encourage more driving, resulting in worse air quality and safety outcomes.

Q5 Do you have any input on the Air Quality Conformity Report?

Long Text

Q6 What is your age?

Multi Choice 25-44

Q7 What is your race/ethnicity? (Select all that apply)

Multi Choice White or Caucasian

Q8 Where do you live?

Multi Choice Richmond City

Q9 Where do you work?

Multi Choice Richmond City

Q10 What is your household income?

Multi Choice \$50,000-\$99,999

Q11 What other comments or questions do you have about the TIP?

Long Text More transit, bike, and ped projects please!

Response No:
6

Contribution ID: 4103

Member ID:

Date Submitted: Mar 12, 2026, 01:38 PM

Q1 I understand the transportation investments in the TIP better than I did before

Slider 60

Q2 These projects are aligned with what I want for the region.

Rating 4

Q3 Do you see any projects you're excited about? Tell us more.

Long Text The Three Chopt expansion is great, especially if sidewalk/bike lanes get added. The Pulse expansion west is amazing and would allow me to take the bus to commute

Q4 Do you see any projects you have specific concerns about? Tell us more.

Long Text I am concerned that the Short Pump improvement NEPA study doesn't look into public transportation or pedestrian safety. I think the effects of continued expansion west of the Pulse line, eventually to Short Pump, should at least be given a brief investigation to see what would need to be changed in the future if it is expanded that far.

Q5 Do you have any input on the Air Quality Conformity Report?

Long Text

Q6 What is your age?

Multi Choice 25-44

Q7 What is your race/ethnicity? (Select all that apply)

Multi Choice White or Caucasian

Q8 Where do you live?

Multi Choice Henrico County

Q9 Where do you work?

Multi Choice Richmond City

Q10 What is your household income?

Multi Choice \$100,000-\$150,000

Q11 What other comments or questions do you have about the TIP?

Long Text

Q1 I understand the transportation investments in the TIP better than I did before

Slider 10

Q2 These projects are aligned with what I want for the region.

Rating 1

Q3 Do you see any projects you're excited about? Tell us more.

Long Text I am excited for some of the alternative transportation projects, but overall disappointed that so much money is being spent to fix bad decisions (Short Pump) without any restrictions on repeating those mistakes (Powhite). Localities have no incentive to build differently or more sustainably if they keep getting funding to build the same old way.

Q4 Do you see any projects you have specific concerns about? Tell us more.

Long Text I am particularly concerned that we're looking to spend almost \$2 billion to "improve" Short Pump and its highway interchanges (including adding an interchange). Short Pump is a distant commuter area that is a major contributor to regional air pollution and it's disappointing that we're throwing more money at old, bad decisions rather than focusing on transportation models that encourage fewer, shorter car trips, more transit, and local hubs rather than long commutes.

We are spending such a tiny amount of money on "green infrastructure" and billions of dollars on bigger, more, longer, wider... highways. Same as we've done for three or four generations at this point? When will it change?

Q5 Do you have any input on the Air Quality Conformity Report?

Long Text It's long, impenetrable, and amounts to "well, as long as it's not illegal, we're going to keep doing it", whether there are people living shorter, more difficult lives, dying earlier and in pain all over the Richmond region who wouldn't have to suffer if we committed to reducing pollution rather than just not hitting the upper limit.

Q6 What is your age?

Multi Choice 25-44

Q7 What is your race/ethnicity? (Select all that apply)

Multi Choice White or Caucasian

Q8 Where do you live?

Multi Choice Henrico County

Q9 Where do you work?

Multi Choice Henrico County
Richmond City

Q10 What is your household income?

Multi Choice \$100,000-\$150,000

Q11 What other comments or questions do you have about the TIP?

Long Text What is the meaningful impact that public comment will have? It seems like there's already a report and a plan that are largely shaped by suburban counties playing Hungry Hungry Hippos with funding, who have an incentive to keep steering money to themselves for massive highway projects. Is there any incentive to... listen to people? Is there more weight given to the thoughts of people that have to live with the consequences of these plans, the noise, dust, and increased air pollution? The fenceline communities next to the highways and those who will be displaced to build them?

POLICY BOARD AGENDA 4/23/2026; ITEM C -2.

FY27– FY30 Transportation Improvement Program (TIP)

Richmond Regional Transportation Planning Organization

On motion by _____, seconded by _____, the members of the RRTPO Policy Board voted to adopt the following resolution:

WHEREAS, The Transportation Improvement Program (TIP) is a federally required, four-year planning document pursuant to **49 U.S.C. § 5303(j)** that identifies transportation projects seeking federal funding within the metropolitan planning area ; and

WHEREAS, the FY27-FY30 TIP has been developed in coordination with the Long-Range Transportation Plan and the Statewide Transportation Improvement Program (STIP), and in collaboration with state, regional, and local partners including VDOT, DRPT, GRTC, and human service providers; and

WHEREAS, the Richmond Regional Transportation Planning Organization (RRTPO) conducted a public comment period on the draft FY27-FY30 TIP from **March 12 through April 13, 2026**, with notice published in the *Richmond Free Press* and the *Richmond Times-Dispatch* during the weeks of March 12 and April 13, 2026; and

WHEREAS, additional public outreach was conducted through **PlanRVA's Pathways to the Future Regional Symposium: Housing and Transportation Futures**, held on **March 13, 2026**, and through the FY27-FY30 TIP Engagement website, providing webObased access to project information and opportunities for public comment; and,

WHEREAS, all public comments received during the comment period have been documented and presented to the Policy Board for consideration;and

WHEREAS, the Technical Advisory Committee (TAC) has reviewed the draft FY27-FY30 Transportation Improvement Program and recommends approval and adoption;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board hereby approves and adopts the FY27-FY30 Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the RRTPO Policy Board authorizes submittal of the



adopted FY27-FY30 TIP to the Virginia Department of Transportation, the Department of Rail and Public Transportation, and the Federal Highway Administration and the Federal Transit Administration, consistent with federal and state requirements.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held April 23, 2026.

WITNESS:

BY:

Sarah-Keel Crews
Manager of Board Operations
PlanRVA

Martha Shickle
Secretary
Richmond Regional
Transportation Planning
Organization



ACTION ITEM

April 23, 2026

TO Policy Board

SUBJECT FY27 – FY32 Flexible Regional Funding

BRIEF:

The committee is asked to endorse the results of RRTPO’s FY27 funding solicitation and scoring process for regional transportation projects and studies using federal RSTP, CMAQ, and CRP funds. For this cycle, RRTPO received 22 new project applications and 6 existing project applications, all evaluated under the updated project selection and allocation guidelines adopted by the Policy Board in August 2025. Projects were scored and ranked using a transparent, performance-based framework that prioritizes safety, equity, accessibility, mobility, economic development, environmental outcomes, alignment with the Long-Range Transportation Plan, cost-effectiveness, and project readiness. Projects recommended for funding will be incorporated into the Six-Year Improvement Program (SYIP) for adoption by the Commonwealth Transportation Board and included in the Transportation Improvement Program (TIP), enabling obligation of federal funds. Detailed project scores and rankings are documented in Appendix A (New Projects).

RECOMMENDED ACTION:

TAC recommends that the Policy Board approve funding for the following projects.



Existing Projects				
UPC	Project Name	Funding Source	Request	Locality
118146	FLT: Route 1 (Holiday Lane - Willis Road)	CMAQ	\$ 1,303,151.00	Chesterfield
118153	Brook Road & Hilliard Road Trail #FL	CMAQ	\$ 1,038,879.00	Henrico
115200	Hull street phase III	RSTP	\$ 5,500,000.00	Richmond
115769	Libbie Avenue Road Diet - Bethlehem Rd to W Broad S	RSTP	\$ 1,080,169.50	Henrico
109194	N. Parham Road Traffic Signal and Sidewalk Project	RSTP	\$ 204,029.00	Henrico
118154	Old Bermuda Hundred Road at Ramblewood Drive Roundabout	CMAQ	\$ 3,453,821.00	Chesterfield
T203	Air Pollution Reduction Program	CMAQ	\$ 500,000.00	RideFinders
T203	Air Pollution Reduction Program	CMAQ	\$ 2,000,000.00	RideFinders



50529	Three Chopt Road Widening	RSTP	\$ 3,994,569.00	Henrico
113846	Early Settlers Road (Robious Rd - Hospital/Park) Sidewalk	RSTP	\$ 583,801.00	Chesterfield



New Projects					
Project Name	Funding Source	Request	Locality	Leverage	UPC
E. Parham Road Improvements - I-95 to Cleveland St	RSTP	\$ 1,435,000.00	Henrico	No	128638
W Broad St and Parham Rd Improvements	RSTP	\$ 1,428,000.00	Henrico	Yes	70721
Williamsburg Rd Improvements - Randall Ave to Charles City Rd	RSTP/CRP	\$ 1,488,000.00	Henrico	Yes	70721
288 NB Auxiliary Lane	RSTP	\$ 2,853,900.00	Goochland	Yes	70721
North-South BRT Pedestrian Connection - Carnation Street	CMAQ	\$ 1,497,493.00	Richmond	No	NEW
GRTC North-South Bus Rapid Transit	RSTP	\$ 14,652,000.00	GRTC	No	NEW
Nine Mile Rd Improvements - Gordon Ln to Dabbs House Rd	RSTP	\$ 2,258,750.00	Henrico	Yes	70721
North-South BRT Pedestrian Connection - Giant Drive	CMAQ	\$ 2,851,991.00	Richmond	Yes	70721
IC Traffic Signal Optimization with Transit Signal Priority	CRP	\$ 4,473,000.00	Richmond	No	NEW



and Emergency Vehicle Preemption Expansion					
2B Richmond Signal System Smart City Communication Network Upgrades	RSTP	\$ 9,236,500.00	Richmond	No	NEW

DISCUSSION:

The Richmond Regional Transportation Planning Organization (RRTPO) is responsible for selecting and prioritizing transportation projects that advance regional mobility, safety, equity, and environmental goals. During the current funding cycle, RRTPO received 22 new project applications requesting federal funding through the Regional Surface Transportation Program (RSTP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and the Carbon Reduction Program (CRP). RSTP projects are evaluated based on regional needs, safety, mobility, and cost-effectiveness and do not require documented emissions or air-quality benefits. In addition to these requirements, CMAQ projects must clearly demonstrate emission or congestion reductions, while CRP projects must quantify long-term carbon-reduction benefits targeting greenhouse gas emissions rather than criteria pollutants.

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. Projects were scored and ranked using these guidelines, and those recommended for funding will be incorporated into the Six-Year Improvement Program (SYIP) for consideration by the Commonwealth Transportation Board and included in the Transportation Improvement Program (TIP), enabling the obligation of federal funds. Detailed project scores and rankings are provided in Appendix A (New Projects). RRTPO evaluates project applications using a weighted scoring framework across five policy goals: Safety, Equity & Accessibility, Mobility, Economic Development, and Environment & Land Use.

BUDGET SUMMARY: Prior to this meeting, the RRTPO received updated program budgets including information. The table below shows the available funding by



program for the next six (6) years.

Fund	Previous	FY27	FY28	FY29	FY30	FY31	FY32	FY27- FY32
CMAQ	\$ 4,877,164	\$ -	\$ 991,968	\$ 1,746,569	\$ 3,032,147	\$ 9,085,651	\$ 9,840,189	\$ 24,696,524
CRP	\$ 470,062	\$ 229,959	\$ 234,558	\$ 548,294	\$ 2,440,341	\$ 2,489,148	\$ 2,618,581	\$ 8,560,881
STBG	\$ 12,673,141	\$ 2,154,056	\$ 459,187	\$ 2,114,049	\$ 8,710,510	\$ 25,170,843	\$ 26,097,086	\$ 64,705,731

NEW PROJECT PRIORITIZATION: All the new project applications were screened by staff for eligibility and consistency with regional planning. The performance measures and weights are summarized below:

Goal	Goal Weight	Measure	Measure Weight
Safety	25%	Crash Frequency	17.5%
		Crash Rate	7.5%
Mobility	15%	Person Throughput	7.5%
		Person Hours of Delay	7.5%
Equity & Accessibility	25%	Access to Jobs	7.5%
		Access to Jobs (EJ)	5%
		Access to Destinations	7.5%
		Access to Destination (EJ)	5%
Economic Development	15%	Job Growth	7.5%
		Truck Intensive Areas	3.75%
		Truck Throughput	3.75%
Environment & Land Use	20%	Sensitive Features (Environment & Cultural)	5%
		Air Pollution (NOx, VOC)	5%
		VMT/capita Reduction	5%
		Activity Centers	5%

Studies are scored separately in the STBG program as the purpose is to define and refine the projects for development and/or submission for competitive funding. Study scoring is summarized below:

Criteria	LRTP Goal	Possible Points
Is the study necessary to advance a project, recommendation, or policy in the Long-Range Transportation Plan?	--	40



Do the Study Goals Address the Following?	--	--
Safety and Crash Reduction	Safety	15
Multimodal Transportation and Mode Choice	Accessibility	7.5
Access for Communities of Concern	Accessibility	7.5
Connections to and within Regional Activity Centers	Environment /Land Use	6
Resiliency and Protection of the Natural Environment	Environment /Land Use	6
Regional Economic Growth and Development	Economic Development	9
Congestion Management and Mobility	Mobility	9

ALLOCATION APPROACH: Consistent with the Regional Funding Framework, allocations were prioritized in the following order:

1. Unallocated balance to balance entry (UPC 70721/70719/-27907)
2. RideFinders FY27 award (\$500,000)
3. Additional funding for existing projects in FY27 – FY32
4. Next phase/balance of existing projects in FY32
5. New projects in order of priority by cost/benefit ranking with bonus points included

In cases where funding needs in a specific year exceeded the available funding, staff prioritized projects later in the development process (e.g., CN > RW > PE). Alternately, the draft allocations also generally frontload project funding to ensure federal reimbursement will be available when required by the project schedule.

For more information, please contact Kerry Wagenhauser at KWagenhaser@planrva.org or +1 804-924-9616

Attachments:

- A. [New Project Ranking Summary](#)
- B. [Draft Resolution](#)

ID	Title	Sponsor	Safety Score	Mobility Score	Access Score	Economic Development Score	Land Use / Environment Score	Benefit	Request	Benefit/Cost Score	Readiness Bonus Score	Benefit/Cost Score W/ Project Readiness Bonus added	Final Rank
FY27_19	E. Parham Road Improvements - I-95 to Cleveland St	Henrico	24.77	0.15	0.00	1.40	5.56	31.88	\$ 1,435,000.00	222.19	0	222.19	1
FY27_15	W Broad St and Parham Rd Improvements	Henrico	2.82	0.07	0.86	0.49	13.57	17.81	\$ 1,428,000.00	124.72	0	124.72	2
FY27_16	Williamsburg Rd Improvements - Randall Ave to Charles City Rd	Henrico	10.17	0.23	0.00	1.01	5.06	16.46	\$ 1,488,000.00	110.64	0	110.64	3
FY27_01	288 NB Auxiliary Lane	Goochland	4.69	8.13	0.00	3.47	7.69	23.98	\$ 2,853,900.00	84.03	7	91.03	4
FY27_12	North-South BRT Pedestrian Connection - Carnation Street	Richmond	6.06	1.05	0.00	0.58	5.32	13.01	\$ 1,497,493.00	86.88	0	86.88	5
FY27_05	GRTC North-South Bus Rapid Transit	GRTC	2.87	4.88	25.00	7.43	16.67	56.85	\$ 14,652,000.00	38.80	5	43.80	6
FY27_17	Nine Mile Rd Improvements - Gordon Ln to Dabbs House Rd	Henrico	4.99	0.21	0.00	0.12	4.41	9.72	\$ 2,258,750.00	43.04	0	43.04	7
FY27_11	North-South BRT Pedestrian Connection - Giant Drive	Richmond	6.03	0.65	0.00	0.44	4.84	11.96	\$ 2,851,991.00	41.92	0	41.92	8
FY27_09	Route 288 Southbound Hard Shoulder Running Lane	Goochland	2.08	9.64	0.47	4.14	6.20	22.53	\$ 5,485,000.00	41.08	0	41.08	9
FY27_22	1C Traffic Signal Optimization with Transit Signal Priority and Emergency Vehicle Preemption Expansion	Richmond	0.00	1.40	0.00	0.27	15.79	17.46	\$ 4,473,000.00	39.04	0	39.04	10
FY27_21	2B Richmond Signal System Smart City Communication Network Upgrades	Richmond	0.00	10.25	0.44	9.03	12.79	32.52	\$ 9,236,500.00	35.21	0	35.21	11

FY27_08	Pulse BRT Western Extension – Transit Signal Priority	GRTC	4.14	8.58	10.03	7.31	11.02	41.08	\$ 16,900,000.00	24.31	5	29.31	12
FY27_07	RVA Bike Share Expansion & Mobility Hubs	Richmond	0.00	0.00	0.00	3.34	10.00	13.34	\$ 5,071,372.00	26.30	0	26.30	13
FY27_06	Belmont/Cogbill Roundabout	Chesterfield	3.16	0.10	0.38	0.37	13.82	17.83	\$ 7,614,557.00	23.42	0	23.42	14
FY27_02	Route 60 (Providence Road - Ruthers Road) Pedestrian Improvements	Chesterfield	6.43	0.25	0.00	0.24	5.36	12.28	\$ 6,610,305.00	18.58	0	18.58	15
FY27_13	Staples Mill Road Sidewalk Improvements - Hungary Spring Rd to Saluda Ave	Henrico	10.25	0.62	0.07	0.11	4.01	15.05	\$ 8,510,406.00	17.68	0	17.68	16
FY27_14	Rt. 1 Ashcake Rd to SCL	Ashland	0.00	0.34	0.67	1.14	3.63	5.77	\$ 3,993,600.00	14.45	0	14.45	17
FY27_10	Patterson Pipeline Sidewalks - Forest Ave to Sweetbriar Rd	Henrico	0.00	0.31	0.00	0.05	5.09	5.45	\$ 6,572,185.00	8.29	3	11.29	18
FY27_18	Rt. 1/Ashcake Intersection	Ashland	0.00	0.04	0.00	0.54	4.75	5.33	\$ 7,578,237.00	7.03	0	7.03	19
FY27_03	Otterdale Road (Lake Summer Drive to Summer Lake Drive) Reconstruction	Chesterfield	0.00	0.03	0.15	0.00	4.37	4.55	\$ 6,868,427.00	6.62	0	6.62	20
FY27_04	Ashbrook/Ashlake Roundabout	Chesterfield	0.00	0.03	0.00	0.02	3.15	3.21	\$ 7,831,787.00	4.09	0	4.09	21
FY27_20	US 33/ Mountain Rd Widening	Hanover	0.00	0.16	0.34	0.76	1.64	2.90	\$ 8,950,000.00	3.24	0	3.24	22

POLICY BOARD AGENDA 4/23/2026; ITEM C-3

FY27– FY30 Transportation Improvement Program (TIP)

Richmond Regional Transportation Planning Organization

On motion by _____, seconded by _____, the members of the RRTPO Policy Board voted to adopt the following resolution:

WHEREAS, the Richmond Regional Transportation Planning Organization (RRTPO) is responsible for selecting and prioritizing transportation projects and studies that utilize federal Regional Surface Transportation Program (RSTP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Carbon Reduction Program (CRP) funds in order to advance regional mobility, safety, equity, accessibility, and environmental goals; and

WHEREAS, the RRTPO conducted a FY27 funding solicitation cycle for regional transportation projects and studies and received twenty-two (22) new project applications and seven (7) existing project applications requesting RSTP, CMAQ, and CRP funding; and

WHEREAS, in August 2025, the Policy Board adopted updated project selection and allocation guidelines to ensure a transparent, performance-based, and equitable funding process aligned with the Long-Range Transportation Plan, *ConnectRVA 2045*; and

WHEREAS, all submitted projects were evaluated and ranked using this framework, which considers safety, equity and accessibility, mobility, economic development, environmental outcomes, cost effectiveness-, and project readiness; and

WHEREAS, TAC has reviewed the projects and scorecards and recommended funding awards

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization Policy Board approves the FY27– FY32 Flexible Regional Funding awards as shown in the two tables below

Existing Projects				
UPC	Project Name	Funding Source	Request	Locality

118146	FLT: Route 1 (Holiday Lane - Willis Road)	CMAQ	\$ 1,303,151.00	Chesterfield
118153	Brook Road & Hilliard Road Trail #FL	CMAQ	\$ 1,038,879.00	Henrico
115200	Hull street phase III	RSTP	\$ 5,500,000.00	Richmond
115769	Libbie Avenue Road Diet - Bethlehem Rd to W Broad S	RSTP	\$ 1,080,169.50	Henrico
109194	N. Parham Road Traffic Signal and Sidewalk Project	RSTP	\$ 204,029.00	Henrico
118154	Old Bermuda Hundred Road at Ramblewood Drive Roundabout	CMAQ	\$ 3,453,821.00	Chesterfield
T203	Air Pollution Reduction Program	CMAQ	\$ 500,000.00	RideFinders
T203	Air Pollution Reduction Program	CMAQ	\$ 2,000,000.00	RideFinders
50529	Three Chopt Road Widening	RSTP	\$ 3,994,569.00	Henrico

113846	Early Settlers Road (Robious Rd - Hospital/Park) Sidewalk	RSTP	\$ 583,801.00	Chesterfield
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New Projects					
Project Name	Funding Source	Request	Locality	Leverage	UPC
E. Parham Road Improvements - I-95 to Cleveland St	RSTP	\$ 1,435,000.00	Henrico	No	128638
W Broad St and Parham Rd Improvements	RSTP	\$ 1,428,000.00	Henrico	Yes	70721
Williamsburg Rd Improvements - Randall Ave to Charles City Rd	RSTP/ CRP	\$ 1,488,000.00	Henrico	Yes	70721
288 NB Auxiliary Lane	RSTP	\$ 2,853,900.00	Goochland	Yes	70721
North-South BRT Pedestrian Connection - Carnation Street	CMAQ	\$ 1,497,493.00	Richmond	No	New
GRTC North-South Bus Rapid Transit	RSTP	\$ 14,652,000.00	GRTC	No	New
Nine Mile Rd Improvements - Gordon Ln to Dabbs House Rd	RSTP	\$ 2,258,750.00	Henrico	Yes	70721
North-South BRT Pedestrian Connection - Giant Drive	CMAQ	\$ 2,851,991.00	Richmond	Yes	70721
1C Traffic Signal	CRP	\$ 4,473,000.00	Richmond	No	New

Optimization with Transit Signal Priority and Emergency Vehicle Preemption Expansion					
2B Richmond Signal System Smart City Communication Network Upgrades	RSTP	\$ 9,236,500.00	Richmond	No	New

;and

BE IT FURTHER RESOLVED, that the RRTPO Policy Board authorizes staff to proceed with incorporating the approved projects into the SYIP and Transportation Improvement Program (TIP), consistent with federal and state requirements, to enable the obligation of RSTP, CMAQ, and CRP funds.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held April 23, 2026.

WITNESS:

BY:

 Sarah-Keel Crews
 Manager of Board Operations
 PlanRVA

 Martha Shickle
 Secretary
 Richmond Regional
 Transportation Planning
 Organization

ACTION ITEM

April 23, 2026

TO Policy Board

SUBJECT FY27 – FY28 Transportation Alternatives (TA) - Project Prioritization

BRIEF:

The Transportation Alternatives (TA) program is dedicated to bicycle and pedestrian projects and programs. Applications for the TA program are administered through a statewide program, and the RRTPO and the Commonwealth Transportation Board (CTB) have shared responsibility for selecting projects for funding. The RRTPO has a defined methodology for project prioritization which incorporates both the statewide merit score prepared by VDOT, location along a Pedestrian Safety Action Plan (PSAP) corridor, and region-specific factors including proximity to equity emphasis areas (EEA), inclusion in BikePedRVA 2045 (regional active transportation plan), and designation as regional spine, regional spur, or local spur in the regional plan.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) recommends approval of the Transportation Alternatives (TA) Set Aside project prioritization as included in Attachment B. Project selections will be coordinated with the Commonwealth Transportation Board (CTB) to maximize funding for regional projects, and staff will report back on the final outcomes.

A draft resolution of approval is included as Attachment B for consideration.

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) Program.

The Transportation Alternatives (TA) program provides capital grant assistance for projects defined as “transportation alternatives” in federal code. The RRTPO TA allocations are directed towards on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving bike and pedestrian access to public transportation, and trails that serve a transportation purpose.

The fiscal year 2027 – 2028 project applications were submitted in October. The RRTPO previously reviewed and endorsed all candidate projects. The statewide merit scores were released in January. The RRTPO coordinates with VDOT Richmond District, the Tri-Cities MPO, and our Commonwealth Transportation Board (CTB) member to select projects for TA funding. The RRTPO has approximately \$4.7 million to allocate in this round. The draft FY27 – FY28 TA Project Prioritization can be found in Attachment A.

ConnectRVA 2045 Consistency: ConnectRVA 2045 establishes categories of projects which are regional in nature and must be included in the constrained long-range plan (CLRP) prior to inclusion in the TIP. Conversely, other project types are considered either local or programmatic in nature and can advance without being specifically listed. The project types under each category can be reviewed in Chapter 5 of ConnectRVA 2045.

Figure 1 below graphically shows the consistency of review process.

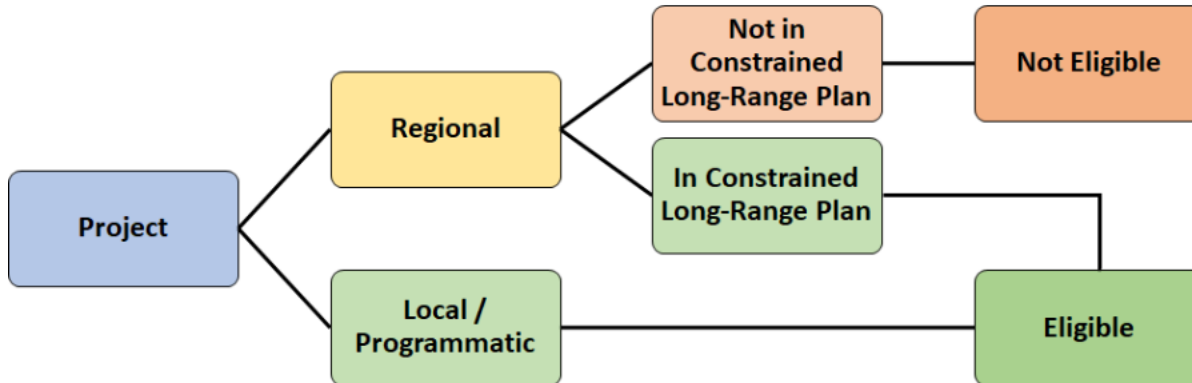


Figure 1: ConnectRVA 2045 Consistency Workflow

Most bicycle and pedestrian projects are considered local or programmatic as either safety improvements or facilities within or adjacent to the existing right-of-way. All the proposed projects were reviewed against the ConnectRVA 2045 criteria as part of the endorsement process this fall.

Statewide Merit Score Evaluation: VDOT evaluates each project to assist with the CTB review and project selection. Projects are scored based on four criteria using qualitative and quantitative measures.

1. Project Delivery and Funding
2. Readiness to Proceed
3. Project Concept & Benefit
4. Deductive Measure

RRTPO Prioritization Process: The RRTPO process uses the statewide merit score as the starting point. Statewide merit scores are normalized and worth 80% of the benefit score. The remaining 20% of the benefit is calculated based on the estimated people in equity emphasis areas (EEA) served by the project using a half mile buffer and the project's inclusion and classification in BikePedRVA 2045 or location on PSAP corridors. Project benefits are then divided based on cost in hundreds of thousands of dollars to give a cost-benefit score for prioritization.

For more information, please contact Phil Riggan at priggan@planrva.org or 804-432-3088.

ATTACHMENTS:

- A. Draft FY27 – FY28 TA Project Prioritization
- B. Resolution of Approval

Project Title	Description	Sponsor	Request	Statewide Element					Regional Element										Total Score	Cost Benefit Score	Rank
				Merit Score				Statewide Score	Equity Emphasis Areas (population served)				BikePedRVA 2045 (Spines & Spurs)				Regional Score				
				Raw Score	Norm.	Value	S1		Raw Score	Norm.	Value	R1	Raw Score	Norm.	Value	R2					
Franklin Street Protected Bike Lanes	This project will construct a two-way bikeway with physical separation on Franklin Street from Belvidere Street to Lombardy Street.	Richmond	\$1,000,000	194	82.1%	80	65.64	65.64	15673	100.0%	10.00	10.00	7	70.0%	10.00	7.00	17.00	82.64	8.26	1	
Courthouse/Tabor Pedestrian Crossing	This project will construct a signalized pedestrian crossing on the north leg of the Tabor Lane and Courthouse Road intersection with ADA-compliant curb ramps and will construct approximately 300 feet of shared-use path from the Rockwood Park inner loop continuing west to Old Courthouse Road.	Chesterfield	\$610,430	172	53.8%	80	43.08	43.08	0	0.0%	10.00	0.00	7	70.0%	10.00	7.00	7.00	50.08	8.20	2	
Atlee Rd and Combs Dr Improvements	This project will construct safety improvements at the intersection of Atlee Road and Combs Drive including a rectangular rapid flashing beacon with signage on overhead masts along Atlee Road, pedestrian warning signage approximately 175 feet from the crosswalks, and high visibility crosswalks across the north leg of the intersection.	Hanover	\$1,116,240	205	96.2%	80	76.92	76.92	0	0.0%	10.00	0.00	3	30.0%	10.00	3.00	3.00	79.92	7.16	3	
Route 1/Sherbourne Pedestrian Crossing	This project will construct a pedestrian hybrid beacon and crossing approximately 500 feet south of the Route 1 and Sherbourne Road intersection. This project will also construct 40 feet of sidewalk in the median between Route 1 northbound and Route 1 southbound.	Chesterfield	\$874,232	177	60.3%	80	48.21	48.21	6049	38.6%	10.00	3.86	10	100.0%	10.00	10.00	13.86	62.06	7.10	4	
E Patterson Ave Pedestrian Improvements	This project will construct pedestrian safety improvements along Patterson Avenue between Maple Avenue and Libbie Avenue including ADA-compliant curb ramps, reconstructed sidewalk, and pedestrian-scaled street lights. This project will also consolidate and narrow private entrances.	Richmond	\$1,000,000	186	71.8%	80	57.44	57.44	0	0.0%	10.00	0.00	5	50.0%	10.00	5.00	5.00	62.44	6.24	5	
German School Rd Sidewalk Improvements	This project will construct sidewalk on German School Road from 1021 German School Road to Glenway Drive and on Glenway Drive from German School Road to Blakemore Road. The project will also construct crosswalks across German School Road, ADA-compliant curb ramps, and curb bump-outs at the German School Road and Glenway Drive intersection. Additionally, a crosswalk with ADA-compliant curbs ramps will be constructed at the Glenway Drive and Blakemore Road intersection.	Richmond	\$1,620,506	208	100.0%	80	80.00	80.00	9267	59.1%	10.00	5.91	10	100.0%	10.00	10.00	15.91	95.91	5.92	6	
Beach Rd/Rt 10 Pedestrian Crossing	This project will construct approximately 180 feet of sidewalk on Ironbridge Road and two signalized pedestrian crossings with ADA-compliant curb ramps at the intersection of Ironbridge Road and Beach Road.	Chesterfield	\$1,211,325	172	53.8%	80	43.08	43.08	0	0.0%	10.00	0.00	7	70.0%	10.00	7.00	7.00	50.08	4.13	7	
Forest Hill Ave Crossing Improvements	This project will reduce crossing distances for pedestrians on Forest Hill Avenue at Taylor Avenue, 48th Street, and Westover Hills Boulevard. The project also includes a rectangular rapid flashing beacon at the Taylor Avenue crossing.	Richmond	\$1,000,000	148	23.1%	80	18.46	18.46	6000	38.3%	10.00	3.83	10	100.0%	10.00	10.00	13.83	32.29	3.23	8	
New Market Heights Trail - Phase 3	This project will construct approximately 3,200 feet of the New Market Heights Trail (a paved shared-use path) from the New Market Battlefield area to Kingsland Road.	Henrico	\$2,500,000	196	84.6%	80	67.69	67.69	0	0.0%	10.00	0.00	5	50.0%	10.00	5.00	5.00	72.69	2.91	9	
New Market Heights Trail - Phase 4	This project will construct approximately 1.4 miles of the New Market Heights Trail (a paved shared-use path) from Kingsland Road to Deep Bottom Road and ending at Deep Bottom Park.	Henrico	\$2,500,000	186	71.8%	80	57.44	57.44	0	0.0%	10.00	0.00	5	50.0%	10.00	5.00	5.00	62.44	2.50	10	
Old Buckingham (Buck Sta-Oldbury) Shared Use Path	This project will construct approximately 800 feet of shared-use path on Old Buckingham Road from Buckingham Station Road to Oldbury Road. The project will additionally extend the existing sidewalk north of Old Buckingham Station Road by approximately 35 feet.	Chesterfield	\$2,178,819	167	47.4%	80	37.95	37.95	0	0.0%	10.00	0.00	3	30.0%	10.00	3.00	3.00	40.95	1.88	11	
Carnation Street Sidewalks - Phase 3	This project will construct approximately 2,200 feet of sidewalk on Carnation Street between Hioaks Road and Warwick Road.	Richmond	\$2,321,422	155	32.1%	80	25.64	25.64	7570	48.3%	10.00	4.83	7	70.0%	10.00	7.00	11.83	37.47	1.61	12	
School Connector Sidewalk Project	This project will construct approximately 4,345 feet of sidewalk along Old Buckingham Road to extend existing sidewalk to Powhatan Middle School and Powhatan Elementary School.	Powhatan	\$2,500,000	130	0.0%	80	0.00	0.00	0	0.0%	10.00	0.00	3	30.0%	10.00	3.00	3.00	3.00	0.12	13	

NOTE: SRTS raw score doubled to create equal 250 point basis with infrastructure projects



POLICY BOARD AGENDA 4/23/2026; ITEM C-4.

FY27 – FY28 Transportation Alternatives (TA) – Project Prioritization

Richmond Regional Transportation Planning Organization

On motion by _____, seconded by _____, the members of the RRTPO Policy Board voted to adopt the following resolution:

WHEREAS, the Transportation Alternatives (TA) Set Aside program provides funding for programs and projects defined as transportation alternatives, including pedestrian facilities, bicycle facilities, recreational trails, safe routes to school, and infrastructure projects for improving non-driver access to public transportation; and

WHEREAS, the Commonwealth Transportation Board (CTB) and Richmond Regional Transportation Planning Organization (RRTPO) can select projects from this list to fund; and

WHEREAS, the candidates projects were prioritized consistent with the Regional Project Selection and Allocation Framework; and

WHEREAS, the Technical Advisory Committee (TAC) has reviewed the proposed project prioritization and recommends approval;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board adopts the attached prioritization for funding FY27 – FY28 Transportation Alternatives projects and directs staff to report back on the results of coordination with VDOT and the CTB.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held April 23, 2026.

WITNESS:

BY:

Sarah-Keel Crews
Manager of Board Operations
PlanRVA

Martha Shickle
Secretary
Richmond Regional Transportation
Planning Organization

**ACTION ITEM**

April 23, 2026

TO

Policy Board

SUBJECT

FY27 Regional Public Transportation Plan

BRIEF:

The enabling legislation for the Central Virginia Transportation Authority (CVTA) dedicates 15% of the CVTA revenues to the Greater Richmond Transit Company (GRTC) to provide transit and mobility services throughout the Planning District 15 (PlanRVA) footprint. The legislation further requires GRTC to develop a strategic plan for public transportation within the PlanRVA footprint in coordination with the Richmond Regional Transportation Planning Organization (RRTPO). Annually, GRTC submits a proposed list of investments to CVTA consistent with this strategic plan. RRTPO is requested to endorse the annual investments as being consistent with the strategic plan and regional planning.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) recommends approval of a resolution to endorse the proposed GRTC annual CVTA investment plan. The draft resolution is included in Attachment A for consideration.

DISCUSSION:

Code of Virginia § 33.2-3701. establishes the Central Virginia Transportation Fund and lays out the following requirements for GRTC to make use of the funds:

“The GRTC shall create a separate, special fund in which all revenues received pursuant to subdivision D 2 shall be deposited. **The GRTC shall develop a plan for regional public transportation within Planning District 15 in collaboration with the Richmond Regional Transportation Planning Organization in conformance with the guidelines required by § 33.2-286.** The GRTC shall annually provide to the Authority sufficient documentation, as required by the Authority, showing that the revenues distributed under subdivision D 2 were applied in accordance with Authority approval and the guidelines required by § 33.2-286.” [emphasis added]

In developing this annual plan for using CVTA funds, GRTC consults with the RRTPO technical advisory committee (TAC) to ensure consistency across regional planning



efforts. The RRTPO policy board is then requested to endorse GRTC's planned CVTA investments as consistent with regional planning efforts.

In addition to the current fiscal year, GRTC has kicked off a more comprehensive review of the regional public transportation plan for FY28. Additional workshops and coordination with the RRTPO, CVTA, and local governments are planned over the coming months.

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

Attachment

- A. [Draft Resolution of Endorsement](#)
- B. [GRTC Summary of Proposed Investments](#) [to be provided when available]



POLICY BOARD AGENDA 4/23/2026; ITEM C-5.

GRTC FY27 Regional Public Transportation Plan

Richmond Regional Transportation Planning Organization

On motion by _____, seconded by _____, the members of the RRTPO Policy Board voted to adopt the following resolution:

WHEREAS, Code of Virginia § 33.2-3701 establishes the Central Virginia Transportation Fund and dedicates 15% of the CVTA revenues to the Greater Richmond Transit Company (GRTC) to provide transit and mobility services throughout the Planning District 15 (PlanRVA) footprint.; and

WHEREAS, requires GRTC to develop a strategic plan for public transportation within the PlanRVA footprint in coordination with the Richmond Regional Transportation Planning Organization (RRTPO); and

WHEREAS, GRTC has developed a plan for the investment of CVTA funds for Fiscal Year 2027 and presented it to the RRTPO for review; and

WHEREAS, the Technical Advisory Committee (TAC) has reviewed and recommends endorsement of the plan; and

WHEREAS, the RRTPO policy board finds the proposed FY27 plan consistent with ConnectRVA 2045 and other regional planning efforts;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board endorses the FY27 Regional Public Transportation Plan.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held April 23, 2026.

WITNESS:

BY:

Sarah-Keel Crews
Manager of Board Operations
PlanRVA

Martha Shickle
Secretary
Richmond Regional



Transportation Planning Organization



RRTPO TAC | Regional Public Transportation Plan

Patricia Robinson, Assistant Director of Planning & Scheduling

April 14, 2026



Overview

- **Background**
 - State legislation directs GRTC to develop a Regional Public Transportation Plan
 - Collaboration with the Richmond Regional Transportation Planning Organization (RRTPO)
 - Annual requirement, identifying how GRTC plans to spend CVTA funds in the upcoming fiscal years
- **Objectives**
 - Provide an update on service adjustments in FY26
 - Provide an update on service plans for FY27
 - Inform the RRTPO TAC of GRTC's CVTA transit funding priorities for FY27
- **Recommendation**
 - Recommends that RRTPO TAC support the GRTC FY27 Regional Public Transportation Plan



FY26 Updates

- Maintain Transit Operations (28.6M)
 - Maintain operations and levels of service
- Planning Studies (250K)
 - Match for federal grant for Downtown Transfer Hub study
- Capital / Technical Assistance - State of Good Repair and Rider Experience (1.2M – matching funds)
 - Fleet Replacement
 - Facilities Improvements
 - Security and Technology Upgrades



FY26 Service Updates

Route/Service	Change	Funding Source
Route 56	Replaced with microtransit	-
Route 88	Replaced with microtransit	-
Broad Rock Microtransit	New Service (Replaced 88)	Route Replacement
Sandston Microtransit	Expansion (Replaced 56)	TRIP DRPT/Route Replacement



FY27 Priorities

- Maintain Transit Operations (31.2M)
 - Restore service levels
- Capital / Technical Assistance - State of Good Repair and Rider Experience (2M – matching funds)
 - Examples:
 - Fleet replacement
 - Facility pavement repair/replacement (SGR)
 - Security technology upgrades
 - Technical studies – ie: Origin and Destination, Operator work preference

Category		FY 2027 Request
Business Improvement	\$	11,229,039.55
Infrastructure/Facility Improvement	\$	12,455,139.74
Safety/Regulatory	\$	1,514,000.00
Service Expansion	\$	44,401,376.00
Service Improvement	\$	660,986.00
Service Sustainability	\$	615,000.00
State of Good Repair	\$	21,101,438.01
Grand Total	\$	91,976,979.30

Next Steps

Oct – Dec

Budget Prep: GRTC evaluated FY27 priorities based on ridership, demand, cost, and jurisdictional feedback

Dec – Feb

Budget Prep: GRTC evaluate FY27 capital priorities and prepare DPRT grant applications

Feb – Mar

Draft Budget and Draft Regional Public Transportation Plan (RPTP)

Feb – April

TPO TAC FY27 RPTP Review and Priority Approval (April 14th)

April

GRTC Board of Directors FY27 RPTP approval (April 21st)

FY27 RPTP Approval

- RRTPO Policy Board (April 23rd)
- CVTA Finance (May)
- CVTA TAC (May)
- CVTA Full Authority (May)

Action Item

FY2027 CVTA TRANSIT FUNDING

- GRTC uses funds accrued in the prior year for the next fiscal year's operations
- Estimated total CVTA transit funding to be accrued by June 30, 2026 is \$35.1M
- \$33.2M of CVTA funds to maintain service levels and capital/grant matches
- \$2M difference in funds to a restricted reserve for future use.
- Projected total CVTA transit funds distributed in FY2027 are \$36.3 million to be put into restricted reserve.

RECOMMENDATION

- GRTC recommends that the RRTPO TAC approve the GRTC FY2027 Regional Public Transportation Plan to spend \$33.2M on maintenance of transit operations and capital/grant matches and place the accrued balance and FY2027 distributions into a restricted reserve for future approval.

1. Clarify the CVTA fund balance and explain how these funds are anticipated to be used and when.

The CVTA fund balance reflects regional transportation funding that has been awarded but not yet fully expended. These funds are programmed for specific approved uses, including transit operations support and capital investments, and are drawn down over time as costs are incurred. This is not uncommitted funding, but rather funding tied to planned and approved projects. At the meeting, we can outline what is committed, what remains available, and the expected timeline for expenditure.

2. Does the FY27 budget include service being provided today or does it assume being fully staffed with drivers?

The FY27 budget reflects the level of service GRTC intends to operate, not just the reduced level currently being delivered due to workforce constraints. The budget aligns with the planned service network and assumes continued progress in hiring and retaining operators to restore service to planned levels.

3. What is the difference in service hours being provided today versus being fully staffed with drivers and assumed in the FY27 budget?

There is currently a gap between service being delivered and the level of service assumed in the FY27 budget due to operator shortages. Current service hours reflect what can be reliably operated with existing staffing levels, while the FY27 budget reflects the full planned service.

4. Is there a maintenance of effort in local funding for Richmond, Henrico, and Chesterfield, or have they reduced their local funding since CVTA funding came into play in FY21?

State legislation establishing CVTA funding does not require a strict maintenance of effort. It allows local partners to reduce their local transit contributions to as low as 50% of their FY2019 funding levels, providing flexibility as regional funding was introduced.

5. Explain general route changes to the system since launch of the new/frequent service in 2018.

Since the 2018 system redesign, GRTC has made targeted adjustments to improve reliability, respond to ridership demand, and adapt to changes in development and travel patterns. These changes have included schedule refinements, route alignments, stop adjustments, and service span updates.

Some changes were part of ongoing service planning and system optimization, while others were made in response to operational realities, including workforce availability. At a high level, the goal has been to maintain a strong frequent network while improving overall system performance and reliability.

GRTC updates their Title VI Program, every 3 years, which includes a service change analysis for each booking. For additional information please review the *Projects* section of GRTC's website:

<https://www.ridegrtc.com/community/projects/>

6. Frequency changes to the system from budget constraints (not due to driver shortages).

GRTC has not implemented frequency reductions due to budget constraints. Any recent frequency adjustments have been driven by operator availability, not funding limitations.

These changes were made to align scheduled service with available workforce capacity and improve reliability for riders. The focus has been on delivering consistent, dependable service rather than scheduling trips that cannot be operated. As staffing levels improve, the intent is to restore frequencies to planned levels reflected in the budget and service plan.

7. Please explain the reason for driver shortage, how it is being addressed, and how long GRTC anticipates having a driver shortage.

GRTC, like many transit agencies nationwide, is experiencing a constrained operator labor market. This is driven by a combination of factors including competition for CDL-qualified workers, the nature of shift-based work, training pipeline limitations, and broader workforce trends impacting transit.

The agency is actively addressing this through recruitment, training classes, and retention efforts. Progress is being made through ongoing hiring and training cycles, but recovery is expected to be gradual rather than immediate. The timeline to fully close the gap depends on both hiring success and retention.

8. What is the status of rural microtransit service? Is it in the FY27 budget or grant funded? Are there driver shortages?

Microtransit service is supported through a mix of funding sources, including grant funding and operating funds, depending on the specific service. For FY27, we can clarify which services are assumed to continue and how they are funded within the budget.

From a staffing perspective, microtransit operators are unaffected by the current workforce challenges.

**ACTION ITEM**

April 23, 2026

TO Policy Board
SUBJECT RRTPO Self-Certification

BRIEF: As part of the FY27 – FY30 TIP development, the Richmond Regional Transportation Planning Organization (RRTPO) is required to prepare and submit certification that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements around metropolitan planning, air quality conformity, and non-discrimination. This self-certification is signed by the state and RRTPO and submitted along with the TIP to FHWA and FTA as part of the overall Statewide Transportation Improvement Program submittal

RECOMMENDED ACTION: The Technical Advisory Committee recommends approval of the self-certification resolution. A draft resolution of approval is included as Attachment B for consideration.

DISCUSSION: When adopting a new TIP, the RRTPO is required to certify that it is conducting planning activities in accordance with the requirements for metropolitan planning as well as various non-discrimination authorities. This self-certification is in addition to the review by FHWA and FTA every four (4) years to certify the planning program. In particular, the MPO is required under 23 CFR § 450.336 to certify that the program meets the following laws and regulations:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450.336;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;



6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

ANALYSIS: Following the example of Hampton Roads, staff have prepared a questionnaire to demonstrate compliance with the above-listed requirements. This analysis can be found in Attachment A to this staff report. The link to the most [federal certification review completed in 2022](#) is also available. The report for 2026 is still pending at the time of this report, however the MPO has received notice that the program has been recertified.

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

Attachment

- A. [Self-Certification Analysis](#)
- B. [Draft Resolution of Approval](#)

Self-Certification Questions

ORGANIZATION AND STRUCTURE

- 1. Is the RRTPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law?** *Yes, the RRTPO has been established by agreement of the impacted localities and Governor in accordance with state law.*
- 2. Does the RRTPO Board include elected officials, providers of major modes of transportation, and appropriate state officials?** *The voting membership of the Policy Board is comprised of elected officials from each of the member localities, the Capital Region Airport Commission, GRTC Transit System, Richmond Metropolitan Transportation Authority (RMTA), and VDOT (serving on behalf of the Secretary of Transportation). Additional voting members represent major interests such as RideFinders, the Port of Virginia, the Department of Rail and Public Transportation, and the Central Virginia Transportation Authority.*
- 3. Is training about the transportation planning process provided for the RRTPO Board and its advisory committees?** *Members are given an introduction through the ABCs of the RRTPO. This booklet covers, in brief, the organizational structure, membership, meeting schedules, budget, bylaws, policies, and non-binding governance documents. RRTPO staff also provide orientation to the organization on an individual basis for both new and current members as requested.*
- 4. Does the RRTPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-year forecast period?** *Yes, the RRTPO and Tri-Cities planning areas cover the entire urbanized area of the MSA. Additionally, the RRTPO includes outlying rural counties with significant ties to the urbanized area as defined by commuting patterns and membership in the PlanRVA planning district commission.*

TRANSPORTATION PLANNING AND PROGRAMMING PROCESS

- 1. Is the transportation planning process continuous, cooperative, and comprehensive?** *Yes, the RRTPO serves as the forum for cooperative regional transportation decision-making. The RRTPO carries 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.

2. Is there a currently adopted Unified Planning Work Program (UPWP)? Yes, the RRTPO's current UPWP can be found on [the PlanRVA website](#).

a. **Are tasks and products clearly outlined?** Yes, the UPWP includes main task areas which detail expected results or products. This includes expected deliverables and on-going program activities.

b. **Does the UPWP include sufficient detail of who will perform the work, the schedule for completing work, the resulting products, proposed funding and a summary of the total amounts of federal and matching funds?** Yes, the UPWP includes an expected completion date, expected outcome, responsible party, and a budget for each task. Some activities central to the "continuous" part of the MPO's mandate are listed as needed or ongoing.

c. **Is the work identified in the UPWP completed in a timely fashion?** Yes, UPWP work is generally completed based on approved project schedules. Where projects are expected to be carried over from one fiscal year to the next, they carry over is noted in the work status reports and included in the next UPWP.

3. Is there a valid Long Range Transportation Plan (LRTP)? Yes, the RRTPO's most recent Long-Range Transportation Plan titled ConnectRVA 2045, was adopted October 4, 2021, and can be found on [the PlanRVA website](#). The 2050 update to the plan is in development and expected to be presented for adoption in September.

a. **Does the LRTP have at least a 20-year horizon at the time of adoption?** ConnectRVA 2045 has a 23-year planning horizon – 2022 to 2045. The plan was developed using the data for the Base Year 2017. The plan was adopted by the TPO Policy Board on October 4, 2021.

b. **Does it address the ten planning factors?** These planning factors are the foundation of ConnectRVA 2045 and are addressed in various ways in the plan. The planning factors are first described in Chapter 2 under "Federal Guidance on Transportation Planning". The planning factors were incorporated in the seven Guiding Principles of the plan which shaped the Vision, Goals and Objectives (VGO) as described in Chapter 4. Along with the VGO, 15 performance measures were developed for the plan that provided the technical means (data) for measuring the progress toward meeting the goal and objectives. Some of the performance

measures directly evaluated the planning factors. These performance measures were used to evaluate, score, and rank all the projects for inclusion in the constrained plan - see Technical Report E: Project Prioritization Process Report for details. Chapter 3 also provided discussion on planning factors including safety, environmental mitigation, resiliency, economic development, and tourism.

c. **Does it cover all modes applicable to the area?** Yes, the LRTP covers highway, active transportation, bus, and rail transit. Park and Ride and bridge improvements are also called out separately. A breakdown of project types by mode can be found in [exhibits 40 – 42d](#).

d. **Does the LRTP specify the RRTPO's project selection methodology?** Yes, the LRTP spells out the weighting of planning goal areas and specific performance measures within each area in Technical Report E: Project Prioritization Process Report. This prioritization methodology has been extended to the regional funding programs administered by the RRTPO.

e. **Is it financially constrained?** Yes, the financial plan includes cooperatively developed costs and revenues in year of expenditure dollars reasonably expected to be available. The financial information is summarized in Chapter 6 and the details are in the [Technical Report F: Constrained Plan Development Report](#).

f. **Does it include funding for the maintenance and operation of the system?** Chapter 6 demonstrates that the plan's primary focus is on preservation and maintenance of the existing transportation system. Exhibit 36 shows that more than 45% of the available financial resources (constrained budget) for the plan will be dedicated to highway maintenance and operations and State of Good Repair.

g. **Is it updated/reevaluated in a timely fashion (at least every four or five years)?** Yes, the ConnectRVA 2045 plan was approved in October of 2021, five years after the Plan 2040 update. The 2050 update is currently in progress and expected to be presented for adoption in September.

h. **Does the area have a process for including environmental mitigation discussions in the planning process?** Yes, Chapter 3 has a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities under the "Environmental Resources & Mitigation" section.

4. **Is there a valid Transportation Improvement Program (TIP)?** Yes, the current FY24 - FY27 TIP can be found on [the PlanRVA website](#). The draft FY27 - FY30 TIP, effective October 1, can be found on the [dedicated TIP engagement website](#).

a. **Is it consistent with the LRTP?** Yes, all projects in the Transportation Improvement Program are screened against ConnectRVA 2045 for consistency with regional planning goal and objectives. The RRTPO reviews candidate projects for consistency prior to providing endorsements for projects seeking state and federal funding.

b. **Is it fiscally constrained?** Yes, all projects in the TIP have funding allocated and are feasible within projected obligation limits and available non-federal resources. The Financial Plan section of the TIP covers the constraint demonstration.

c. **Is it developed cooperatively with the state and local transit operators?** Yes, the TIP was developed in coordination with VDOT, DRPT, GRTC, and 5310 providers. GRTC provides both projects and revenue projections critical to developing the TIP.

d. **Is it updated at least every four years and adopted by the RRTPO and submitted to the Governor?** Yes, the TIP is updated every three years. Upon approval, the TIP is submitted to VDOT and DRPT for the Governor's approval and submission to FHWA and FTA.

5. **Does the area have a valid Congestion Management Process?** Yes, the congestion management process can be found on [the PlanRVA website](#). An updated CMP report has been completed and will be adopted with the 2050 LRTP.

a. **Is it consistent with the LRTP?** Yes, Technical Report I: FY-21 Congestion Management Process tracks the system performance measures, outlines strategies to manage demand, and works to ensure the continued reliability of the regional multimodal transportation system in the Richmond Region. Exhibit 42a in Chapter 6 provides the constrained project list of projects in ConnectRVA 2045 that will add capacity to the region's highway network. Any highway project under "Widening," "New Road," "Auxiliary Lane," or "Road Extension" will add capacity specifically for single-occupant vehicles.

b. **Is it used for the development of the TIP?** The CMP informs the project selection criteria for TPO-allocated funds and endorsement of applications for funding programs administered by

others. Congestion mitigation and enhanced mobility account for 15% of the prioritization process for TPO-directed funds.

c. **Is it monitored and reevaluated to meet the needs of the area?** *The CMP is updated approximately every 4 years in advance of updates to the Long-Range Transportation Plan.*

6. **Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process?** *To keep agencies aware of transportation projects in the ConnectRVA 2045 plan, RRTPO staff maintains a list of agency and local jurisdiction contracts and interested parties includes them on all the public review and comment period announcements. Partner agencies and advocacy organizations are regularly invited to sit on steering and advisory committees for various planning efforts.*

TITLE VI AND RELATED AUTHORITIES

1. **Does the planning process meet the following requirements of federal law?**

a. **Title VI: Are there procedures in place to address complaints related to Title VI of the Civil Rights Act of 1964 and related statutes and do they comply with federal regulation?** *The RRTPO has adopted a [Title VI plan](#) that details policies and procedures in place to comply with the requirements of the Civil Rights Act and related statutes.*

b. **American Disabilities Act (ADA): Are there procedures in place to address ADA complaints of non-compliance and do they comply with federal regulation?** *Yes, the RRTPO accepts ADA complaints through the same grievance process as established for Title VI. Additionally, PlanRVA, as the supporting agency for RRTPO, has established a proactive request process for accommodations to ensure all interested parties have access to meetings and materials. This form is available in Spanish and English.*

c. **Disadvantaged Business Enterprises (DBE): Does the RRTPO have a DBE policy statement that expresses commitment to the DBE program?** *Yes, the RRTPO is committed to the DBE program. PlanRVA has committed to diversity in suppliers and intentionality in the Inclusive Purchasing Program policy. An overview of PlanRVA's inclusive purchasing program is found on [the PlanRVA website](#).*

PUBLIC PARTICIPATION PLAN

1. **Does the area have an adopted Public Participation Plan (PPP)?** Yes, the Public Engagement Plan was last updated in April of 2024 can be found on [the PlanRVA website](#).

a. **Did the public participate in the development of the PPP?** The plan was developed in coordination with the TAC and CTAC as representatives of member agencies and the broader public.

b. **Was the PPP made available for public review for at least 45-days prior to adoption?** Yes, the plan was opened to a 45-day public review which resulted in six significant comments. Input from this public review led to changes to the plan prior to adoption.

c. **Is adequate notice provided for public meetings?** Agendas and related reports are published the week before the meeting.

d. **What sources does the RRTPO use to educate and inform the public about plans, programs, and activities (i.e. website, press releases, newspapers, mailers, etc.)?** The RRTPO uses websites, press releases, social media, newspapers, paid advertising, and more. For each project, the RRTPO develops an engagement strategy using the [public engagement toolkit](#) based on the intended outcome of such outreach.

e. **Are meetings held at convenient times and at accessible locations?** RRTPO board and committee meetings are generally held at the PlanRVA offices which are accessible by GRTC and private vehicles. The location is accessible and has been developed with universal access in mind. While board meetings are during typical work hours, they are also available to livestream via Zoom Webinar and YouTube. Meetings are also recorded and available for viewing at a later time.

f. **Is the public given an opportunity to provide oral and/or written comments on the planning process?** All Policy Board and committee meetings offer a period for public comment during which any written comments are also read. For planning products, the engagement plan defines a set period for public review. Comments submitted during these reviews are provided to the policy board to inform the decision-making process.

g. **Does the RRTPO seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households?** PlanRVA and the RRTPO are committed to engaging traditionally underserved communities in the planning process.

h. **Is the PPP periodically reviewed and updated to ensure its effectiveness?** *The RRTPO annually reviews progress towards engagement goals and publishes an engagement report. The RRTPO has also committed to reviewing and updating the engagement plan every five years as a precursor to the next LRTP update.*

i. **Are plans/program documents available in an electronic accessible format?** *Yes, all TPO plans and program documents are available on the PlanRVA website. Additionally, the RRTPO has made efforts to provide additional web-based tools and visualizations to increase visibility and easy access to information in the plans.*

2. **Does the area participate in an interagency process designed to facilitate communication among involved agencies and make decisions on the transportation conformity process and air quality improvement matters?** *Yes, the RRTPO coordinates with local government staff, transit agency staff, Tri-Cities MPO staff, state agency staff, and federal agency staff in an interagency process for conformity. The latest conformity report can be found on [the PlanRVA website](#). The draft conformity report for the updated FY27-FY30 TIP can be found on the [dedicated FY 27-FY30 TIP engagement website](#).*

DOCUMENTATION AND REPORTING

1. **What supporting documentation/information is provided to the RRTPO Board when the self-certification is approved?** *This analysis and the latest federal certification are provided as reference for the Policy Board.*

2. **How is the self-certification provided to the Federal agencies?** *Yes, the self-certification is approved by the RRTPO and submitted to FHWA and FTA along with the TIP/STIP.*

3. **Is there continuity and consistency between the self-certification and quadrennial Federal Certification?** *Yes, the Federal Certification review completed in 2022 found no corrective actions in the RRTPO program and received commendations for the LRTP, TIP, UPWP, Title VI, and multimodal planning. The 2026 certification review resulted in the program being certified, but the final report is still pending.*

CERTIFICATION REFERENCE

1. Highway and Public Transportation
 - a. 23 U.S.C. 134 – Highways
Sec. 134. Metropolitan Planning
This section describes the legal framework for metropolitan planning areas (MPAs) and the conduct of the metropolitan transportation planning processes, development of transportation plans, programs,

and activities to encourage and promote the safe and efficient management, operation and development of transportation systems.

b. 49 U.S.C. 53 – Public Transportation

Sec. 5303. Metropolitan Transportation Planning

This section provides the legal framework to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas. This section also encourages the continued improvement and evolution of the metropolitan and statewide transportation planning processes.

c. 23 CFR part 450.336 (a) – Self certifications and Federal certifications Regulations to ensure the State and MPAs certify at least every four years that the metropolitan planning process is being carried out in accordance with all applicable requirements.

2. Clean Air Act and Related Regulation

a. The Clean Air Act (CAA) is the law that defines the Environmental Protection Agency's responsibilities for protecting and improving the nation's air quality and the stratospheric ozone layer. The last major change in the law, the Clean Air Act Amendments of 1990, was enacted by Congress in 1990.

b. 40 CFR part 93 – Determining Conformity of Federal Action State or Federal Implementation Plans

This section sets forth policy, criteria, and procedures for demonstrating and assuring conformity of such activities to an applicable implementation plan developed pursuant to the CAA. This section also provide procedures for air quality nonattainment and maintenance to implement requirements with respect to the conformity of transportation plans, programs, and projects which are developed, funded, or approved by the United States Department of Transportation (USDOT), and by MPOs or other recipients of highway or transit funds.

3. Title VI of the Civil Rights Act of 1964 states, "No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI of the Civil Rights Act of 1964 set a standard which authoritatively outlawed discrimination in the conduct of all federal activities. Subsequent laws and Presidential Orders added handicap, sex, age, and income status to the criteria for which discrimination is prohibited.

4. 49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 1101(b) of the FAST Act (Pub. L. 114–357 and 49 CFR part 26 provide the legal and regulatory framework regarding the involvement of disadvantaged business enterprises in USDOT funded projects.
6. 23 CFR part 230 provides regulatory standards for the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.
7. The Americans with Disabilities Act (ADA) prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities. It prohibits the discrimination on the basis of disability by public accommodations and in commercial facilities.
8. The Older Americans Act prohibits discrimination on the basis of age in programs or activities receiving federal financial assistance.
9. Section 324 of title 23 U.S.C. prohibits discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 prohibit discrimination against individuals with disabilities.

POLICY BOARD AGENDA 4/23/2026; ITEM D -1.

FY27 Unified Planning Work Program

Richmond Regional Transportation Planning Organization

On motion by _____, seconded by _____, the members of the RRTPO Policy Board voted to adopt the following resolution:

WHEREAS, metropolitan planning organizations are required to review and certify compliance with metropolitan planning, air quality, and non-discrimination requirements when adopting a new TIP; and

WHEREAS, the Richmond Regional Transportation Planning Organization is adopting the FY27 – FY30 Transportation Improvement Program (TIP); and,

WHEREAS, the Richmond Regional Transportation Planning Organization was recently recertified by FHWA and FTA; and,

WHEREAS, the Technical Advisory Committee (TAC) has reviewed the self-certification assessment and recommends approval of the self-certification resolution; and,

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization hereby certifies that in accordance with 23 Code of Federal Regulations (CFR) Part 450 Section 336 Self-certification and Federal certifications, the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450.336;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on



gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held April 23, 2026.

Attest: Richmond Regional Transportation Planning Organization (RRTPO)

Martha Shickle
RRTPO Secretary

Jody Rogish
RRTPO Chair

Date:

Date:

Attest: Secretary of Transportation Designee

Mark Riblett
Assistant Richmond District Engineer (VDOT)

Dale Totten
Richmond District Engineer (VDOT)

Date:

Date:

**ACTION ITEM**

April 23, 2026

TO Policy Board**SUBJECT** FY27 Unified Planning Work Program (UPWP)**BRIEF:**

Staff have developed a draft Unified Planning Work Program (UPWP) for Fiscal Year 2027. Based on the direction of the Executive Committee, the draft UPWP continues many of the region's work efforts to broaden public involvement in planning for a multimodal future. The attached draft includes a breakdown of ongoing activities and discrete deliverables with expected completion dates by task as well as a budget which summarizes the federal, state, and local contributions to each task.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) recommends approval of the draft FY27 Unified Planning Work Program (UPWP). A draft resolution of approval is included as Attachment A for consideration.

DISCUSSION:

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

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

Program Development and Work Priorities: As part of the UPWP development process, a summary of work tasks is prepared based on anticipated needs for the upcoming year with estimates of staff time required for each effort. These work activities are translated into corresponding budgets which are included in each section of the work program. The programmed budget includes the fund sources and the match sources. VDOT and DRPT have provided expected budgets for the PL/MPP and FTA 5303 funding programs. No carryover funds from FY26 are programmed in the UPWP budget at this time. Additionally, the UPWP reflects the



Prioritization Process Pilot Grant funds from USDOT that are expected to be available for the work next year.

Major priorities for this UPWP were discussed with the Executive Committee at the March meeting. The following regional priority areas were identified and have shaped the development of the FY27 UPWP:

- **Core Plans** – Fiscal year 2027 will see the completion and culmination of the core plan convergence from FY26. Pathways to the Future: Transportation 2050 will undergo final write up, conformity analysis, and public review with adoption targeted for September 2026. The FY27 – FY30 TIP, planned to be adopted in April 2026, will go into effect in October with rollover amendments from the current TIP processed soon after.
- **Prioritizing Safety** - This effort will continue efforts to identify the regional role in reducing the fatalities and serious injuries on our roadways. The updated regional transportation safety plan will inform selection and study of priority high-injury network corridors in the region. In addition, PlanRVA continues to seek funding to implement a coordinated regional messaging campaign, building on existing locality and statewide efforts.
- **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 will be a completion of the proposed alignment for the western spine of the regional bike network (Three Notched Trail). The intermodal strategy (freight plan) will also be revisited with an update scoped and some additional data collection and analysis completed this fiscal year. Finally, the RRTPO will coordinate with GRTC in a major update to the Regional Public Transportation Plan (RPTP) over the course of this fiscal year to support the mandated CVTA process.
- **2026 Federal Certification** – Large MPOs like the RRTPO are reviewed every four (4) years by FHWA and FTA to ensure compliance with federal planning requirements. As of early March, the RRTPO has been certified with the report summarizing the findings, recommendations, and commendations pending. The RRTPO will prioritize addressing the findings of the certification report in this upcoming fiscal year to ensure any federal concerns are addressed before the next review in 2030.

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



Attachment

- A. Draft Resolution of Approval
- B. Draft FY27 Unified Planning Work Program (UPWP)



POLICY BOARD AGENDA 4/23/2026; ITEM D - 2.

FY27 Unified Planning Work Program

Richmond Regional Transportation Planning Organization

On motion by _____, seconded by _____, the members of the RRTPO Policy Board voted to adopt the following resolution:

WHEREAS, the purpose of the Unified Planning Work Program (UPWP) is to promote a unified regional approach to transportation planning to achieve regional goals and objective; and

WHEREAS, the FY27 UPWP has been developed in consultation with the Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, and member agencies; and,

WHEREAS, the Technical Advisory Committee (TAC) has reviewed and recommends approval of the proposed work and focus areas for FY27 work program; and,

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves the Unified Planning Work Program for Fiscal Year 2027.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held April 23, 2026.

WITNESS:

BY:

Sarah-Keel Crews
Manager of Board Operations
PlanRVA

Martha Shickle
Secretary
Richmond Regional
Transportation Planning
Organization

Unified Planning Work Program

Fiscal Year 2027

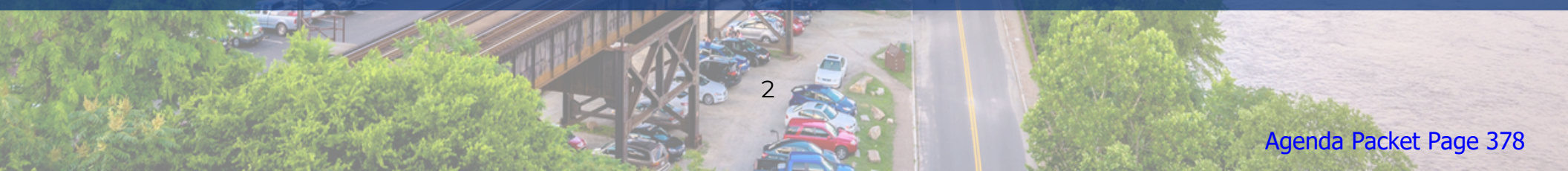
July 1, 2026 - June 30, 2027





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.

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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.

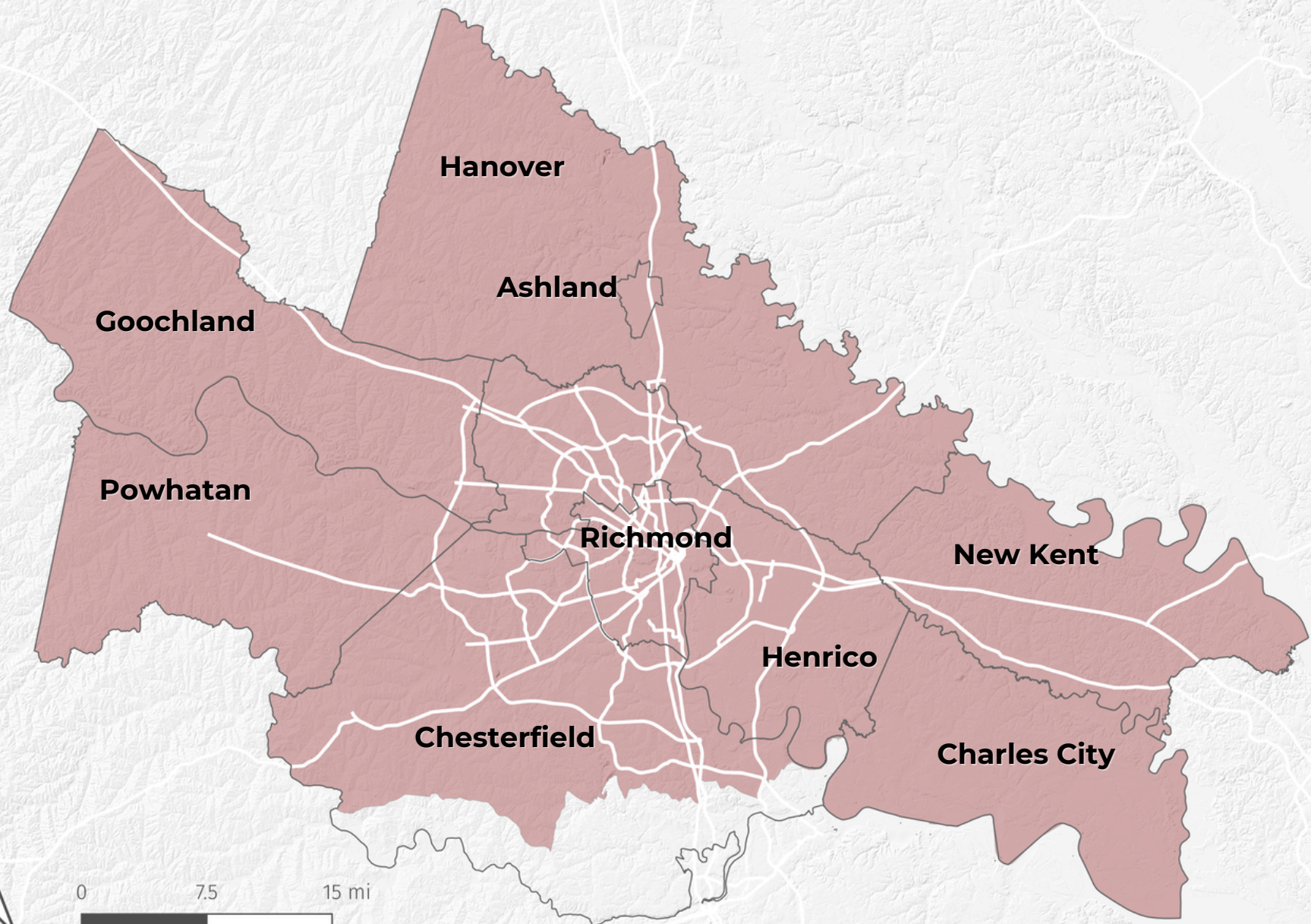
The City of Richmond is the capital of the Commonwealth of Virginia. Richmond region employers provide more than 550,000 jobs for area residents. Henrico County remains the

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 I-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 are listed. 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 travel demand model network and develop new LRTP performance measures (PMs)

- Evaluated and prioritized almost 200 candidate projects from the LRTP using the updated PMs
- Engaged more than 3,500 people year to date across a variety of plans and studies
- Developed a Regional Ecological Framework (REF) user guide to implement consistently across planning projects
- 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
- 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)
- Developed new FY27 - FY30 TIP in coordination with state and local partners including joint conformity process with Tri-Cities
- Conducted project selection for the TA and flexible regional funding programs (STBG/CMAQ/CRP) awarding approximately \$60M to regional priority projects
- Reaffirmed aspirational safety targets and completed development of a new regional safety action plan to target investments and studies

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.

FY26 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

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

Annual performance Indicators

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

FY27 Deliverables

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



Federal Planning Factors Addressed

Ongoing maintenance & program activities

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

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
- 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

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- 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 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)**

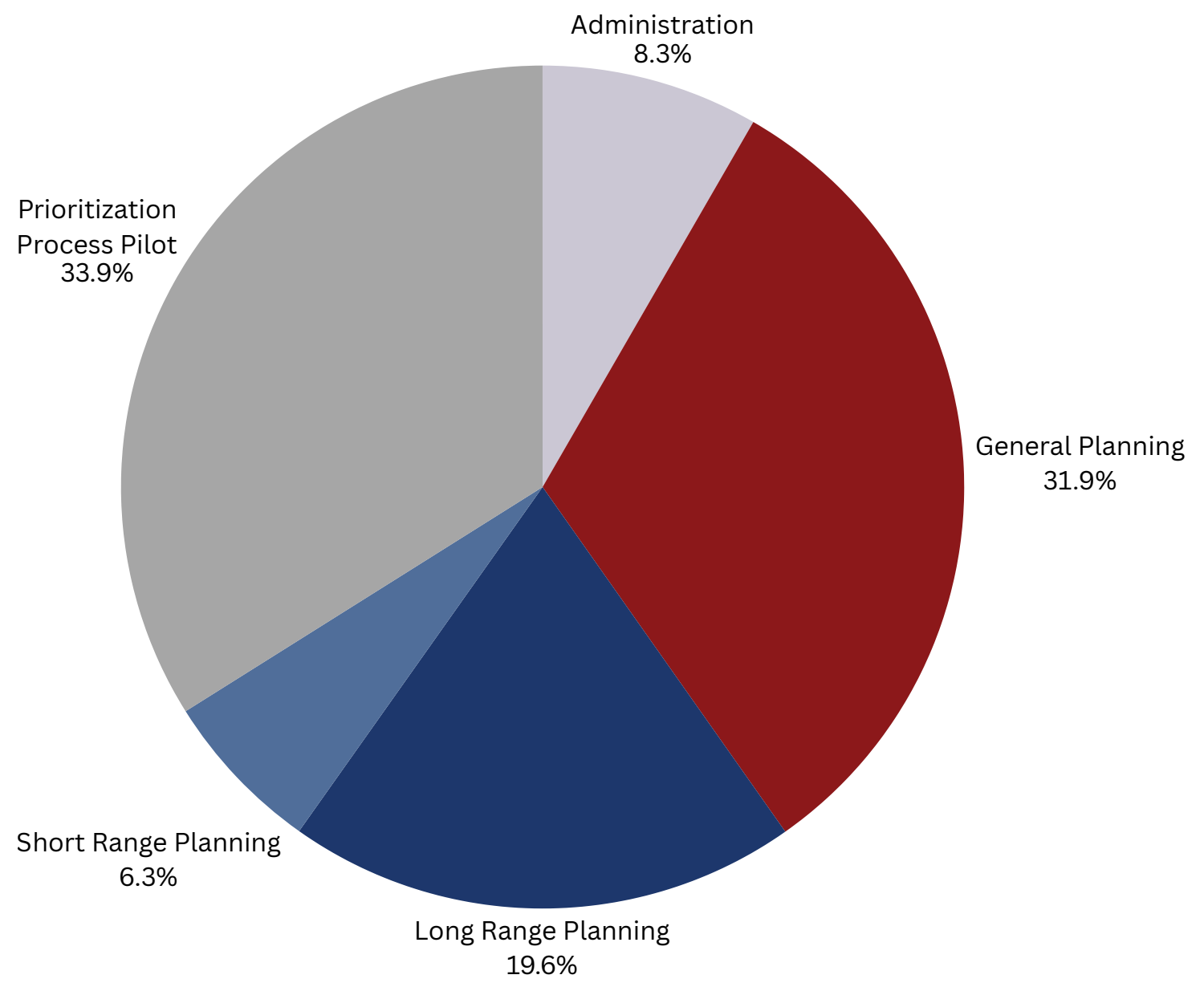
Work Program Budget

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



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
	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.

As the budgets and work programs for state and local partner agencies have not been finalized, the following section is kept as a placeholder for regionally significant transportation 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.