Transportation Improvement Program

FFY 2027 – FFY 2030

Richmond Regional Transportation Planning Organization

POWERED BY PlanRVA

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.

Contents

Notices and Disclaimers ii
Title VI Notice ii
Aviso del Título VI ii
Acknowledgement ii
Disclaimer ii
The Richmond Region 1
Richmond Regional Transportation Planning Organization (RRTPO) 3
Member Jurisdictions and Partner Agencies 4
TPO Study Area 6
The Transportation Improvement Program (TIP) 8
Introduction 9
Highway Program Descriptions 14
Transit Revenues 16
Transit Program Description 18
Ungrouped Projects 19
Introduction 19
Project Screening 20
How to Read a Project 22
The Ungrouped Projects 24
Interstate Projects 24
Primary Projects 30
Secondary Projects 36

Urban Projects 40
Miscellaneous Projects 42
Public Transportation Projects 45
Grouped Projects 55
Introduction 55
Bridge Rehabilitation, Replacement, and Reconstruction 55
Rail 55
Recreational Trails 55
Transportation Enhancement, Byway, and Other Non-Traditional Projects 56
Preventive Maintenance and System Preservation 56
Preventive Maintenance for Bridges 56
Traffic and Safety Operations 56
Transit Access 56
Transit Ridesharing 57
Transit Vehicles 57
The Grouped Projects 58
Major Projects 62
Regulations 62
Interstate 64 62
Modifications 64
Introduction 64
Amendments 64
Administrative Modifications 65

Technical Corrections 65
Performance Targets 66
Introduction 66
Roadway Safety 66
Pavement Condition 69
Bridge Condition 69
Roadway Performance 70
Freight Movement 74
Transit Asset Management 77
Transit Safety 80
Congestion Mitigation & Air Quality 82
Conformity Assessment 82
Introduction 82
Self-Certification 83
Resolution of Approval 84
Public Engagement and Comments 85
Introduction 85
TIP Development Process 85
Outreach Efforts and Opportunities 86
Public Comments and Responses 87

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.

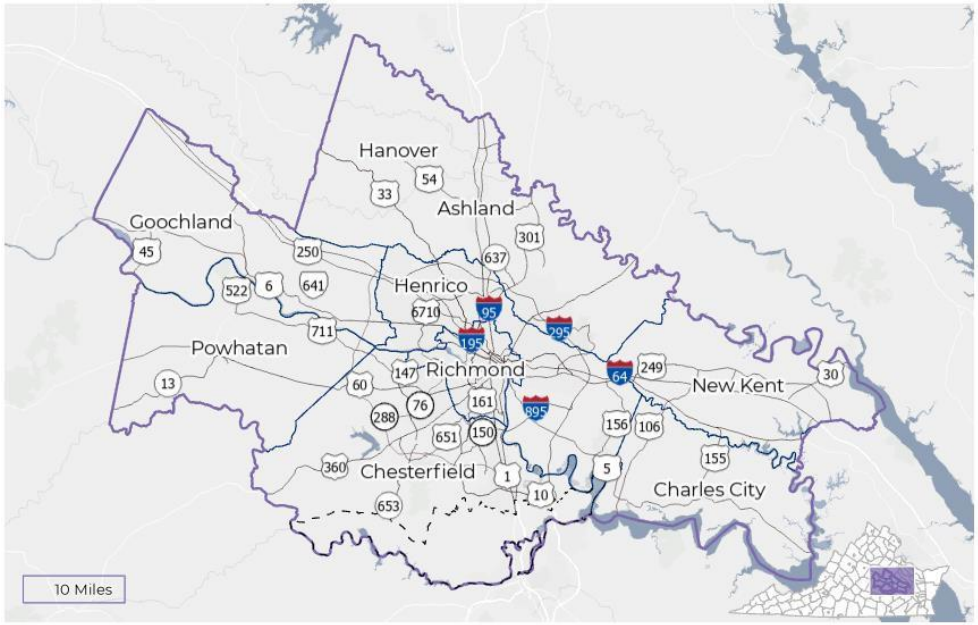


Figure 1 Map of PlanRVA Localities

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.

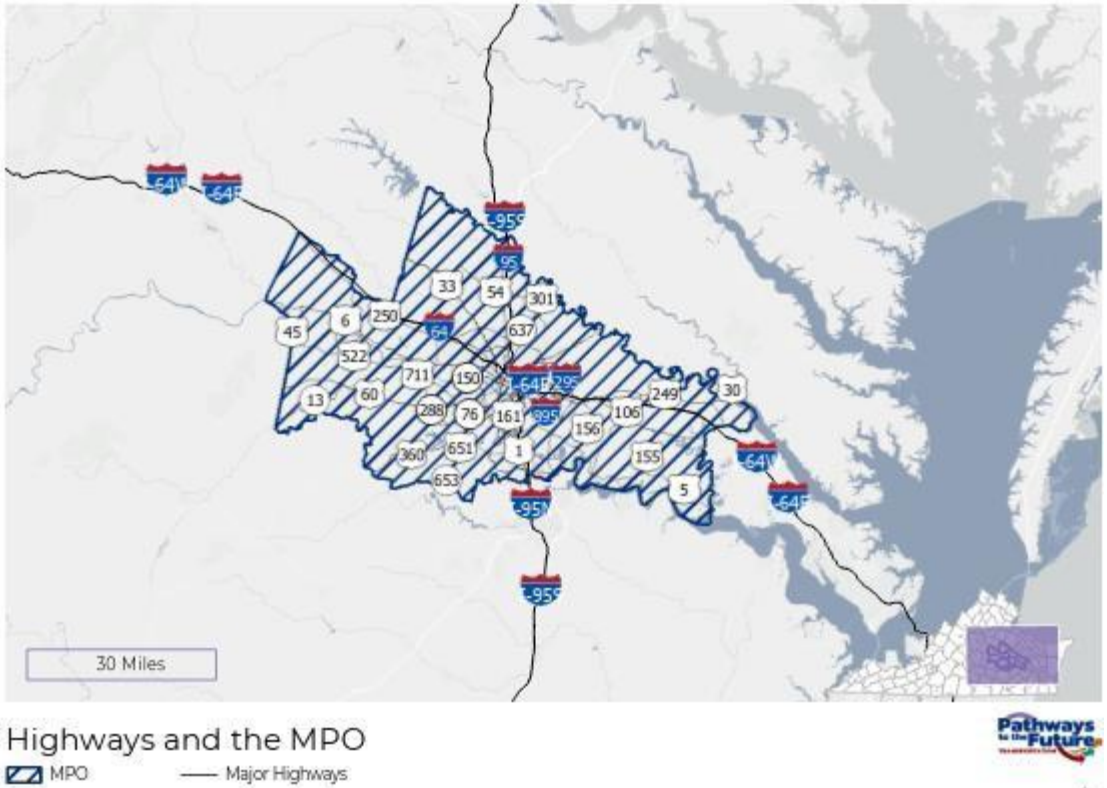


Figure 2 MPO and Major Highways

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 intersta er. 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)

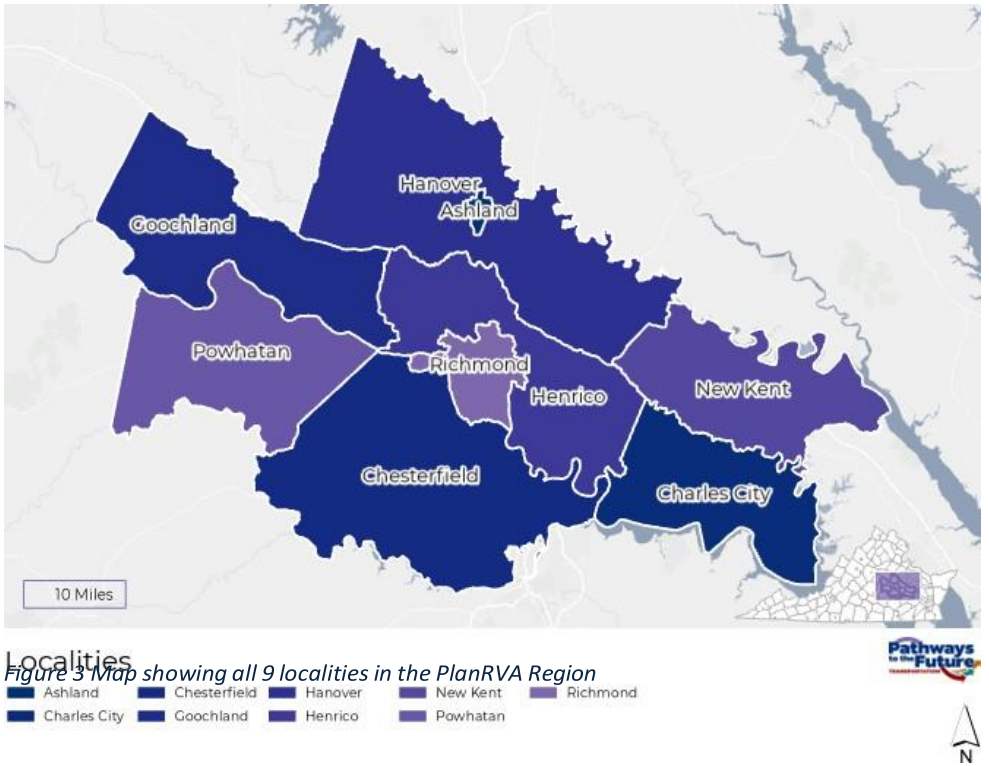


Figure 3 Map showing all 9 localities in the PlanRVA Region

- 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

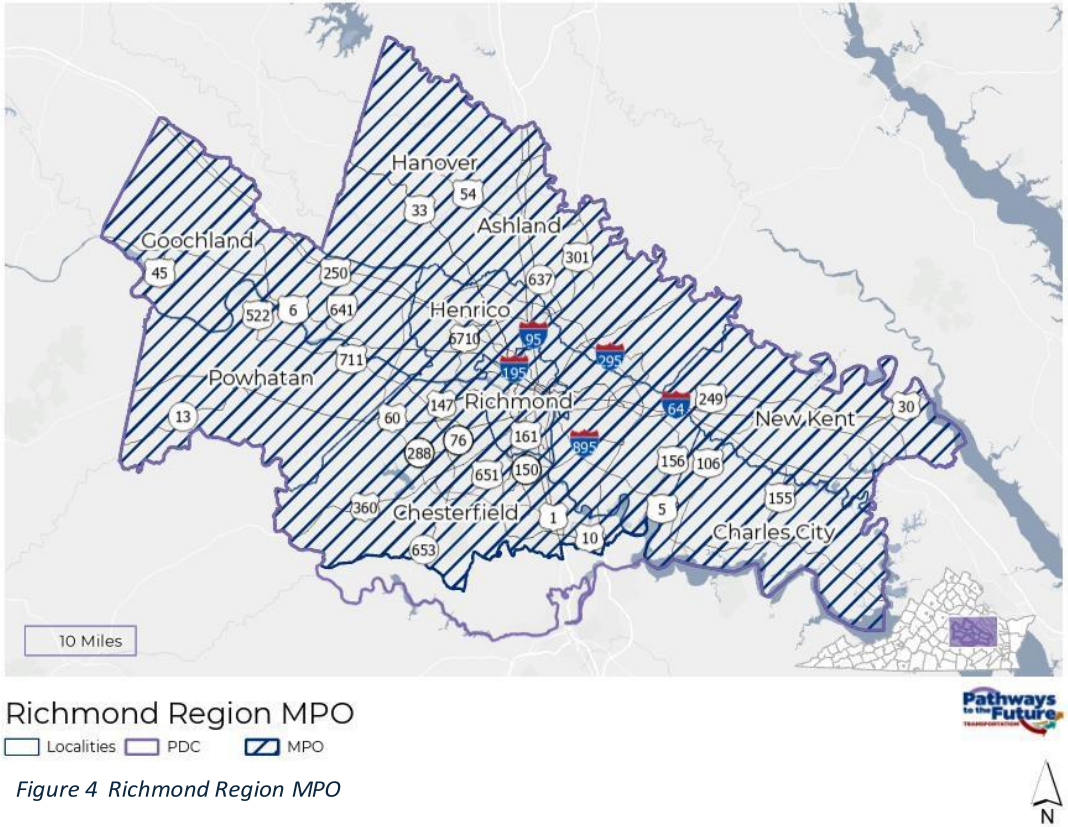


Figure 4 Richmond Region MPO

- 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.

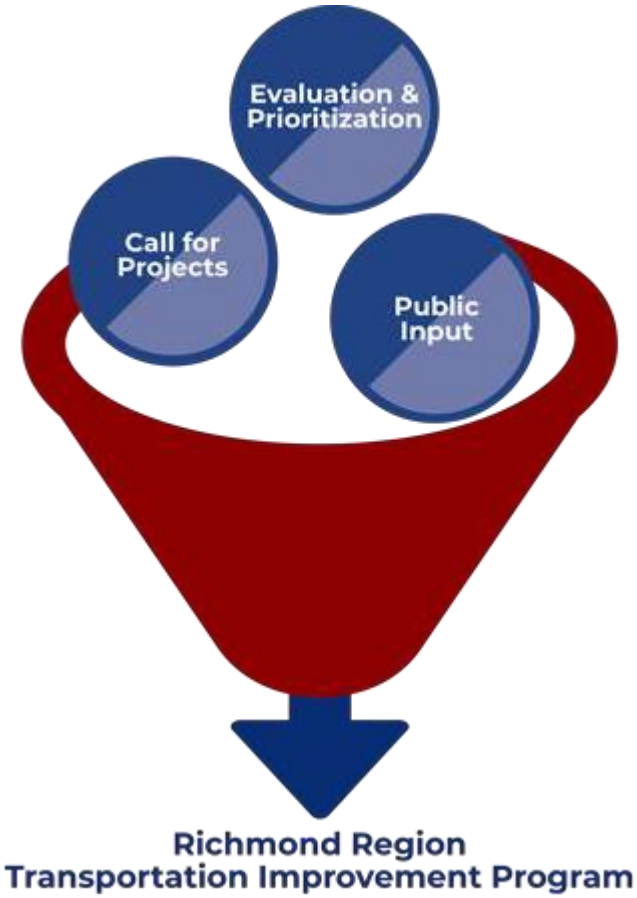
The TIP includes:

- 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.

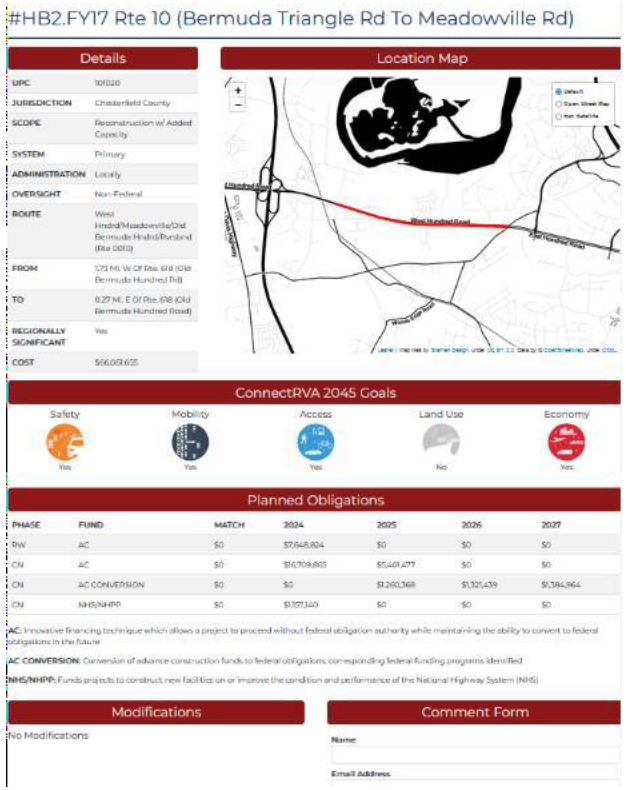
D. **Economic Development** - Improve connectivity and mobility for strong economic vitality
   1. Reduce peak period travel times.
   2. Increase transportation investment which focuses on economic vitality.
   3. Improve reliability and accessibility of travel to and within the regional activity centers.
   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.



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			
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

Basic Project Information – Location, Scope, Cost etc.

	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
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

Planned Obligations by Phase, Year, and Funding Source

CN AC	Federal - AC	$0	$16,709,865	$0	$0	$0
	Federal - AC OTHER	$0	$0	$5,401,477	$0	$0
CN AC		$0	$16,709,865	$5,401,477	$0	$0

Advance Construction by Phase and Year Marked with AC

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	#I64CIP - 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

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

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/Woolridge 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

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	$0

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	#I95CIP - 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	

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

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

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 Initative: 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

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

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
Fatalities per 100M VMT	0.967
Serious Injuries	833
Serious Injuries per 100M VMT	7.559
Non-Motorized Fatalities & Serious Injuries	108

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.

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.

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%

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.

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%
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
RSTP (RRTPO)	15%
CMAQ (RRTPO)	15%
Smart Scale (state)	25%
CVTA regional (CVTA)	23%

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:

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 us 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%
CMAQ (RRTPO)	3.75%
Smart Scale (state)	4%

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:

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
Rolling Stock	
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%

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:

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.

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 GRTCs fleet in a state of good repair.

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.

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 2027-2030Transportation 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.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 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
We should move beyond following air quality rules to looking at what will actually reduce pollution: reducing car-dependency and focusing on transit.	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.
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.	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.
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,	Thank you for your comment.

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.	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.
I didn't read it	Thank you for your comment.

Do you see any projects you have specific concerns about? Tell us more.	Responses
Highway widenings across the region are not the future of transportation.	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.
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?	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.
None.	Thank you for your response.

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.	The TIP reflects a multimodal funding strategy that includes roadway preservation, transit, pedestrian, and bicycle projects to support regional mobility needs.
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.	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.

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.	Transit expansions undergo separate feasibility and funding evaluations before consideration in future TIP updates.
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.	Projects are designed to improve overall system safety and efficiency and must comply with federal air quality and safety standards.
Concerned that Powhite Extension is expanding region's sprawl and will enable the rapid growth of more car-dependents residences.	Project scopes are defined at a level appropriate for long-range programming, with greater detail provided as projects move into design and implementation.
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.	Transit stop amenities are adA1:B10dressed through separate capital improvement and operating programs administered by the transit provider.

What other comments or questions do you have about the TIP?	Response
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?	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.
I am excited about the I64 Expansion Project, The I64/Rt 211 Overpass for the Buc-ee's Project.	Us too!
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.	The TIP reflects a fiscally constrained, multimodal investment strategy that includes roadway maintenance, transit, bicycle, and pedestrian projects needed to support regional mobility.

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.rrtpotip.org/tip/details/84	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.
More transit, bike, and ped projects please!	Projects advancing through the TIP must comply with NEPA, Title VI, and Environmental Justice requirements to identify, assess, and avoid or mitigate community impacts.
The lists are not very informative about the scope of the projects.	The TIP includes projects that address documented transportation needs while maintaining fiscal constraint and accounting for long-term system maintenance and operations.