

**Richmond Regional Transportation Planning Organization  
Technical Advisory Committee  
Meeting Minutes  
Tuesday, October 14, 2025 - 9:00 a.m.  
Zoom Meeting**

**Members and Alternates (Present – X):**

<b>Town of Ashland</b>		<b>Charles City County</b>		<b>Chesterfield County</b>	
Nora D. Amos	X	Sheri Adams, Chair	x	J.J. Banuelos	x
<b>Goochland County</b>		Gary Mitchell (A)		Barbara K. Smith (A)	
Austin Goyne					
Patrick Longerbeam (A)	X	<b>Hanover County</b>		<b>Henrico County</b>	
<b>New Kent County</b>		Joseph E. Vidunas	x	Sharon Smidler	
Amy Inman	x	Randy Hardman (A)		Ashley Austin	
<b>Capital Region Airport Commission (CRAC)</b>		<b>Powhatan County</b>		<b>City of Richmond</b>	
John B. Rutledge		Ligon Webb		Dironna Moore Clarke	X
<b>PlanRVA</b>				<b>GRTC</b>	
Myles Busching	x	<b>DRPT</b>		Patricia Robinson	
Dorian Allen (A)		Wood Hudson	x	Corey Robinson (A)	x
<b>RideFinders</b>		Tiffany T. Dubinsky (A)		<b>VDOT</b>	
John O’Keefe (A)	x	<b>RMTA</b>		Naomi Siodmok	x
		Theresa Simmons		Todd Scheid (A)	

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

**A. Welcome and Introductions**

Chair Sheri Adams opened the meeting at 9:03 a.m. and welcomed all attendees. Sarah-Keel Crews, PlanRVA, certified that a quorum was present. There were no requested amendments to the agenda.

On a motion by John O’Keefe, seconded by JJ Banuelos, members of the RRTPO Technical Advisory Committee unanimously voted to approve the meeting minutes as presented (voice vote).

There were no requests to offer public comments or a formal report from the Chair.

**B. FY24 – FY27 Transportation Improvement Program (TIP) Amendment – UPC 124341 - #SMART26 - Busy Street Extended**

Will Heller presented an action item to amend the FY 2024–2027 Transportation Improvement Program to add Chesterfield County’s Busy Street Extended project, a Smart Scale Round 6 award advanced by PlanRVA at VDOT’s request. He explained that the project would extend Busy Street west to Grove Road near Murray Olds Drive, install new traffic signals with pedestrian indications at Busy Street and Courthouse Road, add dual northbound leftturn- lanes to Courthouse Road at Murray Olds Drive, and construct new sidewalks with buffers along Busy Street, portions of US-60 (Midlothian Turnpike), and the east side of Courthouse Road. New bus stops would include ADA pads, lighting, benches, and trash receptacles near Alverser Drive and Murray Olds Drive. With no discussion, Amy Inman made a motion. It was seconded by Wood Hudson, and the motion carried by voice vote.

Dironna M. Clarke entered the meeting at approximately 9:09 a.m. but was unable to stay connected.

Then Christine Fix, Director of Planning for the Virginia Passenger Rail Authority, briefed the committee on work windows and rail service impacts associated with the Long Bridge program in Northern Virginia. She noted that while constructing the new two-track Potomac River crossing is relatively straightforward, the complex four-track convergence in the District requires daytime track outages for worker and passenger safety, constrained further by DC noise and vibration limits. VPRRA, in coordination with Amtrak, VRE, and CSX, proposes weekday and weekend work windows roughly from 8:15 a.m. to shortly after 1:00 p.m., outside VRE’s peak operations where feasible.

During those windows, some VRE and Amtrak trains would short turn- at Alexandria with passengers continuing into DC via Metrorail, while Hampton Roads services would rely on express bus bridges that stop at Main Street Station in Richmond and then run directly up I95 without a Staples Mill stop to minimize travel time. CSX has agreed to adjust certain freight slots, and the most disruptive daytime windows would not occur in November and December to accommodate peak holiday and freight demand. Fix indicated that work windows are anticipated to begin in January 2026, with 2027 being the most construction--intensive year; Hampton Roads frequencies would be temporarily reduced to two trains each from Norfolk and Newport News during affected periods, supplemented by buses, and the single Richmond Main Street originator would be suspended while Richmond remains served by -through trains- from the coast.

Following completion, pre-construction frequencies would be restored, and, with subsequent corridor phases, Richmond Main Street could support up to five daily originations—approaching hourly daytime service to Washington.

Committee discussion focused on rider impacts and mitigation. Amy Inman expressed concern about longer end-to-end- travel times on the Hampton Roads bus bridges and potential ridership erosion and asked VPRRA to track trip purposes and ridership patterns to inform mitigation and post--construction recovery. John O’Keeffe suggested partnering with HRT/GoCommute and RideFinders to expand

vanpool options as cost effective- complements to bus bridges, offering to connect VPRRA with regional TDM programs. Fix acknowledged the suggestions and noted that Amtrak's dynamic pricing could reflect lower demand during the construction period; VPRRA will continue public outreach and coordination with operating partners and may return with updates as plans evolve.

Nora Amos joined the meeting at approximately 9:16 a.m.

Patrick Longerbeam joined the meeting at 9:20 a.m.

PlanRVA's Dan Motta then presented the draft Regional High Injury Network for the Safety Plan update, emphasizing a more rigorous, replicable, corridor focused method. Interstates and -limited access expressways were excluded from HIN eligibility to keep attention on facilities where local jurisdictions exert greater design and operational influence. Crashes were linked to a segmented roadway network in -tenth mile increments, with severity weighting to emphasize fatal and serious injury outcomes. A sliding -half mile window captured -corridor level clustering, and the -highest severity- windows that together account for approximately 70 percent of fatal and severe injuries were selected.

The draft then bridges short gaps for continuity and removes very short fragments from the regional HIN map, while retaining them in the underlying dataset for local use. Motta explained how these segments aggregate into "HIN routes" when either three or more miles of segments fall on a numbered route or twenty percent of a route's length meets HIN criteria. He noted that PlanRVA will circulate the full methodology, weighting details, and an interactive map and dashboard, and that the HIN will guide selection of regional corridors and Road Safety Assessments.

Members underscored the importance of addressing vulnerable road users. Amy Inman urged that the plan capture safety on local streets and trail interfaces, not only major corridors, and that Vision Zero aligned countermeasures and communications be advanced immediately, including public education on cyclist passing requirements and pedestrian yielding. She encouraged coordination with DMV to strengthen driver education. Joseph Vidunas echoed the need for a sustained safety campaign, citing improved compliance with Virginia's "Move Over" law as evidence that education works, and he asked for clearer guidance to drivers on when they are required to- stop for pedestrians in or approaching crosswalks. Naomi Siodmok requested the weighting documentation and map detail to provide targeted VDOT feedback. PlanRVA committed to distributing materials promptly, integrating new locality crash findings such as those from a Route 106 corridor study, and outlining a companion communications framework to complement infrastructure priorities.

### **C. Transportation Agency Updates**

Agency updates followed. DRPT's Wood Hudson announced the annual grantee webinar to kick off the December-February application cycle, additional program specific webinars including Section 5310 and the Commuter Assistance Program and offered technical assistance for -transit related Smart Scale submissions. He noted the statewide Coordinated Human Service Mobility Plan nearing completion, the FRA -Federal State- Partnership for Intercity Passenger Rail NOFO due January

7 with rail team support available, and that FY 2026 FTA 5303 contracts are pending final signature before MPO distribution.

Corey Robinson reported that GRTC launched the Broad Rock Link micro transit zone with zero fare, -on demand service and is preparing to replace Route 88 with the zone early next year while continuing rider outreach. Systemwide, 31 stops were improved this year and 22 more are moving into construction; the agency now counts 368 stops with benches and 106 with shelters, with -equity guided ADA and comfort upgrades continuing. GRTC is also advancing -zero fare- through the Transit Access Partnership, staging another event in January to sustain outreach and fundraising.

John O’Keeffe shared that RideFinders is coordinating vanpool opportunities with the Walgreens Fulfillment Center in Hanover based on employee density mapping, participated in VDOT’s Transportation Benefits Fair supporting the agency’s relocation to Hanover and assisted 44 attendees with commute solutions, supported GRTC’s public timetable distribution and TAP events, and conducted a newsletter subscription campaign for Employee Transportation Coordinators.

VDOT’s Naomi Siodmok summarized recent Commonwealth Transportation Board actions. The CTB recognized \$103.5 million in additional revenue for the Priority Transportation Fund and advanced funding for several Richmond District projects, including a diverging diamond interchange in the Short Pump area on I-64, East Parham Road improvements between I-95 and Cleveland Street, Route 288 southbound hard shoulder running in Goochland, Commerce Road/Port of Virginia interchange streetscape in Richmond, and the Meadowville project in Chesterfield.

The CTB also approved an SGR paving transfer for Boulevard and moved forward with edits to relocation assistance regulations. At the district level, VDOT is completing cost and schedule reviews for RRTPO CMAQ and STBG applications by December 12, has validated Transportation Alternatives and Revenue Sharing applications in collaboration with localities, and requests receipt of Smart Scale Round 7 candidate concepts by November 21 to scope technical support needs. She noted upcoming items of interest, including a Powhite Parkway EIS public hearing at Cosby High School on December 9 from 6:00 to 8:00 p.m., a 30 percent plan review training at the district office this Thursday, and Value Engineering training on December 4, with materials to be shared for members unable to attend.

#### **D. Next Meeting**

With no further comments from TAC members, Chair Adams adjourned the meeting and noted that the next meeting will be December 9<sup>th</sup> at 9am.