



Photo: Rt. 288 from River Road,
Goochland County



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[WEBINAR LINK](#)

NOTES

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

Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC)

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PlanRVA is where the region comes together to look ahead. Established in 1969, PlanRVA promotes cooperation across the region's nine localities and supports programs and organizations like the Richmond Regional Transportation Planning Organization, Central Virginia Transportation Authority, the Emergency Management Alliance of Central Virginia, Lower Chickahominy Watershed Collaborative and Don't Trash Central Virginia.

Richmond Regional Transportation Planning Organization

Technical Advisory Committee

Meeting Agenda

Tuesday, March 10, 2026- 9:00 a.m.

Teams Meeting (webinar link provided in agenda cover page)

- 1. Welcome and Introductions**
(Chair Adams)
- 2. Roll Call & Certification of a Quorum**
(Sarah-Keel Crews)
- 3. Consideration of Amendments to the Meeting Agenda**
(Chair Adams)
- 4. Approval of February 17, 2026, TAC Meeting Minutes** – page 4
(Chair Adams)
Action requested: approval of minutes as presented (voice vote).
- 5. Open Public Comment Period**
(Chair Adams /5 minutes)
- 6. TAC Chair's Report**
(Chair Adams /10 minutes)
- 7. Draft FY27 – FY30 Transportation Improvement Program & Regional Conformity Assessment** – page 12
(Kerry Wagenhauser/10 minutes)
Action Item (voice vote).
- 8. Flexible Regional Funding – Existing Project Request - Hull Street Improvement Project Phase III (UPC 115200)** – page 14
(Kerry Wagenhauser/10 minutes)
Action Item (voice vote).
- 9. Transportation Alternatives – Project Rankings** – page 15
(Phil Riggan/10 minutes)
Action Item (voice vote).
- 10. Regional Public Transportation Plan (GRTC)**
(GRTC/15 minutes)
Action Item (voice vote).

11. Transportation Agency Updates

(10 minutes)

- a. **DRPT** – Hudson
- b. **GRTC** – Robinson
- c. **RideFinders** – O’Keeffe
- d. **VDOT** – Siodmok

**12. [PlanRVA Newsletter: The Better Together Connector \(linked\)](#)
Information item.**

13. TAC Member Comments

(Chair Adams /5 minutes)

14. Next Meeting: Tuesday, April 14, 2026, at 9:00 a.m.

(Chair Adams)

15. Adjournment

(Chair Adams)

**Richmond Regional Transportation Planning Organization
Technical Advisory Committee
Meeting Minutes
Tuesday, February 17, 2026 - 9:00 a.m.
Zoom Meeting**

Members and Alternates (Present – X):

16 votes / 9 for quorum

Town of Ashland		Henrico County		DRPT	
Beth Mertz-Guinn	X	Sharon Smidler	X	Wood Hudson	X
Charles City County		Ashley Austin		Tiffany T. Dubinsky (A)	
Sheri Adams, Chair	X	New Kent County		RMTA	
Chesterfield County		Amy Inman	X	Theresa Simmons	
J.J. Banuelos	X	Powhatan County		RideFinders	
Barbara K. Smith (A)		Ligon Webb	X	John O'Keeffe	X
Goochland County		City of Richmond		GRTC	
Austin Goynes (Vice Chair)	X	Daniel Wagner	X	Patricia Robinson	X
Patrick Longerbeam (A)	X	Andy Boenau (A)		Corey Robinson (A)	
Hanover County		Capital Region Airport Commission (CRAC)		VDOT	
Joseph E. Vidunas	X	John B. Rutledge	X	Naomi Siodmok	X
Randy Hardman (A)	X	PlanRVA		Todd Scheid (A)	X
		Myles Busching	X		
		Dorian Allen (A)	X		

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

The meeting was called to order at 9:02 a.m. by Chair Adams, and Sarah-Keel Crews completed the roll call and certified there was a quorum.

There were no amendments to the agenda, so Chair Adams moved on to approval of the January 13, 2026 minutes. On a motion by Sharon Smidler, seconded by John O’Keefe, all voted unanimously to approve the minutes.

There was no public commentary or Chair’s report.

B. Active Transportation Program Update

Chair Adams transitioned to the program updates for active transportation and welcomed Myles Busching, PlanRVA to present.

1. FY26 Unified Planning Work Program – Midyear Update & Amendment

Myles Busching briefed TAC on a proposed amendment to the current fiscal year UPWP (the MPO’s annual work plan and budget supporting state and federal grant-funded activities). The UPWP, adopted in May 2025, is being updated to: (1) reconcile actual vs. forecast FTA Section 5303 carryover (5303 has an 18-month performance period and the forecast was about \$52,000 high), (2) add the FHWA Prioritization Process Pilot Program (“P Quad”) grant (just under \$1.5M, 100% federally funded and already obligated) for work occurring this fiscal year, and (3) make minor shifts between program areas.

He noted the PPPP work will modernize the region’s project prioritization process through scenario planning, lifecycle cost accounting, and monetized ROI to improve transparency and decision-making. Budget changes include: shifting \$12,000 from outreach/engagement to housing/economy; correcting the overestimated 5303 carryover in the transit and passenger rail line item (with the Transit Access Plan already driving much of the transit work); a \$200 adjustment to match the \$250,700 award total; and adding \$580,000 for current-year phases of the PPPP project. TAC was asked to recommend approval so staff can finalize the detailed 5303 vs. PL splits for Policy Board action. On a motion by Wood Hudson, seconded by Naomi Siodmok, all voted in favor to approve a recommendation of approval for the proposed revisions.

2. SMART SCALE Round 7 Project List

Myles Busching presented the region’s Smart Scale Round 7 candidates, noting the MPO/RTPO may apply only to the High-Priority program. Staff screened 16 submissions for LRTP consistency, eligibility, leverage, readiness, and VTrans alignment; several were likely ineligible because non-state-study projects must be “regionally significant” (typically new capacity and/or new fixed-route transit). Staff recommended advancing nine projects for MPO/TPO pre-applications (leaving three of 12 slots open) and identified four additional projects that could be pursued as PlanRVA/PDC candidates but may require a future LRTP amendment. TAC discussed how to use remaining capacity, confirmed US 301 was the Pipeline study project, and noted PlanRVA/PDC capacity is about five pre-apps and four full apps.

Chesterfield requested removing Woolridge (not ready) and replacing it with a second Route 10 project from VDOT's STAR study. TAC agreed to submit the nine listed projects as MPO/TPO applications and use the four "additional" projects as PlanRVA/PDC applications, with Woolridge swapped for Route 10. JJ Banuelos asked whether the motion needed to explicitly state that a second Route 10 project would replace the Woolridge intersection project.

Mr. Busching advised that, if TAC agreed, including the swap directly in the motion would be sufficient and noted staff would work with the locality on developing the pre-application/application, consistent with past practice. JJ then moved to recommend the Smart Scale Round 7 regional candidate list with Woolridge swapped out for another Route 10 project; Daniel Wagner seconded. Mr. Busching clarified that the motion's intent was to submit the nine listed projects as the MPO/TPO applications and use the other four projects as PlanRVA/PDC applications, and JJ confirmed that was the intent. A motion to take these 9 as TPO applications, use the other 4 as PlanRVA applications was made by JJ Banuelos and seconded by Daniel Wager. With a unanimous vote, the motion carried.

Myles Busching presented the region's candidate projects for Smart Scale Round 7, Virginia's primary competitive transportation funding program, noting the MPO/RTPO may submit only to the High-Priority Projects program (localities apply to the District Grant program). Staff issued a call for projects and screened 16 submissions for LRTP consistency, High-Priority eligibility, leverage, Smart Scale readiness gates, and alignment with VTrans needs. Several proposals appeared ineligible for High-Priority because projects not derived from a state study must be "regionally significant" (typically new capacity and/or new fixed-route transit), and not all submissions met that standard.

Sharon Smidler then noted there was one opening left. Myles Busching requested that others bring applications to the TAC and they would be presented at the next meeting.

Sharon Smidler reminded TAC that, as localities prepare to submit their own Smart Scale applications, the TPO typically takes a separate action to endorse those local submissions. She also emphasized that if a locality's Smart Scale project affects or overlaps another jurisdiction, the applicant will need a letter of support from the affected locality, so members should begin coordinating early with adjacent localities to secure the necessary support.

3. FY24 – FY27 Transportation Improvement Program Amendment – Existing Projects

Will Heller presented four TIP amendment requests, three from VDOT and one from DRPT. VDOT's amendments update funding/phase information for I-64 WB Exit 181 (adds phases and updates funding for Parham Rd safety/operations improvements), I-95/Route 10 Interchange Phase 2, and I-64 at North Gatton Rd (the latter two adjust FY27 ROW funding and support NEPA requirements).

DRPT's amendment updates the Ride Finders Regional Air Pollution Reduction Program, consolidating prior air-reduction/employee trip-reduction efforts and reflecting \$500,000/year in operating support plus a \$2M pilot award. Will asked TAC to recommend approval of all amendments. On a motion by Sharon Smidler, seconded by John O'Keefe, all voted unanimously to approve all three TIP amendments.

4. FY24 – FY27 Transportation Improvement Program Amendment – New Projects

Will Heller presented two VDOT TIP amendments to add new projects: (1) Route 288 southbound hard shoulder running between West Creek Pkwy and Route 711, including ITS/gantries/signage and emergency pull-offs to reduce PM peak congestion; and (2) the Port of Virginia Interchange/Commerce Road Streetscape, a ~0.4-mile package of roadway, pedestrian, and transit upgrades on Commerce Rd and at the Commerce–Walmsley–I-95 interchange (e.g., turn lanes, safer crossings/stop access, buffered sidewalk, roundabout, and access management). He asked TAC to recommend approval.

In discussion, Naomi Siodmok said the southbound HSR was recently funded via CTB/Smart Scale, is not yet underway, and is fully funded; staff confirmed it will operate as a shoulder most of the day and a travel lane during peak hours, and that the northbound HSR project is further along (in PE).

Amy also raised concern about how shoulder running will work over the bridge and requested a VDOT presentation/update for clarity; staff noted the request and agreed to coordinate with VDOT. Chair Adams then asked whether TAC wanted to approve the TIP amendment now or wait for a VDOT presentation, and Austin Goyne moved to approve the amendments as presented. Sharon Smidler seconded the motion, and all voted unanimously. It was also noted that the group would like a presentation from VDOT.

5. FY27 – FY30 Transportation Improvement Program Project List

Kerry Wagenhauser presented DRPT and VDOT project lists for the TIP, noting the TIP is the federally required, regionally prioritized program of investments and the obligation document for FHWA/FTA reimbursement once phases are authorized. Virginia MPO TIPs roll into the STIP, and TIP updates must be entered into the STIP before FHWA/FTA review.

If approved, the lists will be incorporated into the draft TIP and draft air quality/conformity materials. She also noted additional projects received Feb. 13, 2026—regionally significant but not federally funded—must be added. TAC was asked to recommend approval of the list as submitted, with ozone maintenance-area conformity review and an interagency consultation meeting set for March 10 (before the next TAC).

At the Chair's request, Myles Busching clarified that TIP requirements include listing all federally funded projects and any projects considered potentially regionally significant regardless of funding source. He explained that three Chesterfield projects submitted in the fall—Powhite Parkway Extension, Route 360 Widening, and Woolridge Road Widening—have no federal dollars but, in

coordination with VDOT, were determined likely regionally significant and therefore must be included in the TIP primarily for conformity purposes. With no substantive questions raised, Wood Hudson suggested a minor quality-control edit: ensure DRPT projects on the tables include their STIP IDs; staff agreed to make that formatting update. A motion to approve, pending a correction to add the STIP IDs was made by Daniel Wagner and seconded by JJ Banuelos. All voted in favor.

6. Flexible Regional Funding – Existing Project Requests

Kerry Wagenhauser presented requests to apply additional flexible regional funds (RSTP, CMAQ/CMAC, and CRP) to several existing projects, noting that each increase must be approved and that many of the requested increases would also require Policy Board approval. She summarized that cost increases are largely driven by post-2019 inflation, scope refinements, right-of-way and maintenance-of-traffic needs, utility/NEPA-related delays, and design schedule impacts; in several cases staff recommended moving forward by covering all or part of the deficits with regional funds, while in other cases projects still face remaining shortfalls that will require additional funding beyond what the TPO plans to cover. She also flagged a Ride Finders pilot request for an additional \$2 million, but noted staff did not yet have outcomes/metrics to fully assess effectiveness because the funding had only recently been added to the STIP.

During discussion, Daniel Wagner and Naomi Siodmok asked for clarification about Hull Street Road Phase 3 being treated “as a new project” and about the basis for the reported funding deficit; Myles Busching explained that the “new project” language and cost increase information came from the City’s submitted materials and that project cost updates often lag in VDOT systems, with the fall submission reflecting a substantial increase in total cost. Myles further clarified that staff’s general recommendation was to fund the requested deficits except Hull Street (because projects with more than a 50% cost increase trigger waiver requirements) and that TAC input was especially needed on the Hull Street waiver issue and the Ride Finders \$2 million request. Adrienne Torres provided performance context for Ride Finders, describing transit ridership and survey-based “mode shift” estimates that support continuing the incentive program. Naomi Siodmok then offered a motion to recommend addressing the project deficits and providing the \$2 million for Ride Finders, while deferring the Hull Street Road Phase 3 waiver decision to next month to allow more time to obtain details on the shortfall and waiver need. Sharon Smidler seconded Naomi’s motion, and all voted in favor.

7. Flexible Regional Funding – New Project Rankings

Kerry Wagenhauser provided an informational overview of how the project scoring workbook is structured for upcoming allocation recommendations, explaining that projects are scored across five components—safety, mobility, access, economic development, and land use—which combine into an overall “benefit” score. She noted the cost-benefit score is calculated by dividing the benefit by the funding request (then scaled), meaning lower-cost projects with high benefits can score higher than more expensive projects with similar benefits. She explained the scorecards and goal-based points will be used later to develop recommended funding allocations once the budget is available, and invited questions—while

noting PlanRVA relies on details provided by project submitters, who are subject-matter experts.

Chair Adams confirmed the item was informational only with no action required. Amy Inman asked who to contact with questions, specifically raising concerns about a \$5 million bike share expansion and mobility hubs project. Kerry advised Amy to contact her but reiterated that submitters are best positioned to answer details and indicated the bike share project is likely a City of Richmond submission; Daniel Wagner offered to discuss it with Amy.

8. Regional Public Transportation Plan (GRTC)

Scudder Wagg (Jarrett Walker & Associates) and Adrienne Torres (GRTC) updated TAC on the FY27 Regional Public Transportation Plan (RPTP) and a more robust FY28 effort. FY27 largely continues current practice: maintain existing service (~\$31M for operations) plus about \$2M for local capital match, consistent with DRPT requirements and CVTA coordination expectations.

For FY28, GRTC/PlanRVA (with Michael Baker and JWA) will consolidate lessons from prior studies/pilots (including microtransit), analyze ridership and demand, update financial projections, and develop fiscally constrained and alternative scenarios for the next 5–10 years given rising operating costs. Timeline: analysis through summer; scenarios and public engagement in summer/fall; preferred scenario in fall; phasing in winter; final plan targeted around March 2027, with jurisdiction meetings and a core design retreat in May/June.

In discussion, Amy Inman requested clearer explanation of the funding/service “shortfall,” any service cuts, changes since the 2018 redesign, and microtransit’s long-term approach; Adrienne said current reductions are limited (late-night/weekends), driven by operator availability (not budget), and expected to be restored by May, with updated financial outlooks to be shared during FY28 planning. Naomi Siodmok asked about fare-free impacts; Adrienne said fare-free is not driving frequency issues, which are more tied to fleet and operations capacity.

9. Pathways to the Future: Transportation 2050 Update

Dorian Allen updated TAC on PlanRVA’s 2050 LRTP: the process is now focused on project scoring/prioritization and building a fiscally constrained plan using projected DRPT/VDOT/GRTC revenues. Earlier steps (strategic direction, needs, and project-inclusion criteria) are complete.

The Universe of Projects (accepted Dec. 2025) includes 197 projects (~\$9.2B), largely highway (139 projects/~\$6.6B), with duplicates removed and costs/projects updated (e.g., Powhite Extension, I-288 area, Route 10, Willow Lawn transfer center). Projects are being scored on 12 performance measures; staff increased the safety weight by 5% (from reliability) and confirmed use of VDOT datasets (crashes, AADT, crash-weighting guidance), with more explanation to come on air-quality standards and Smart Scale alignment.

For public input, staff will present four investment packages—business-as-usual, mode shift, cost-benefit, and high-benefit—with a comparative summary due late February, preferred scenario evaluation in May–June, and Policy Board adoption targeted for September 2026. Myles Busching said public review of the packages is expected by end of February and asked TAC to help promote participation; Amy

Inman requested better CTAC outreach coordination and an engagement calendar, which staff agreed to share (also posted on PlanRVA's engagement portal).

Austin Goyne left the meeting at 10:27 a.m.

C. Transportation Agency Updates

DRPT: Wood Hudson provided DRPT updates: FTA Section 5303 applications are open and due May 1; DRPT is awaiting FTA apportionment tables and will share them with MPOs once received. DRPT is reviewing FY27 grant applications and may request clarifications.

He also noted the Coordinated Human Service Mobility Plan goes live today on DRPT's website (interactive and PDF). STIP development is underway for expected approval in October; transit agencies should submit all FFY2026 TIP actions to MPOs by March ahead of upcoming STIP/TIP "freeze" dates. DRPT's rail team will begin spring 2026 outreach for the federally required State Rail Plan, and he flagged recent leadership changes and several NV/Richmond vacancies closing soon.

GRTC: Corey Robinson shared GRTC updates: temporary service adjustments begin February 22 to improve reliability and reduce last-minute cancellations, based on route/time-of-day ridership, equity, and consistent service. Changes followed a February 9 public meeting and Board approval, driven by operator shortages, with trips to be restored as hiring/training increases.

He also reported downtown transfer hub progress: City Council approved transferring the former Public Safety Building to the City EDA, advancing a planned 10-bay hub with mixed-use overbuild; an RFP is expected by summer 2026 with developer selection by year-end. He recapped the snow/ice response (two-day service cancellation, then phased restoration with snow routes/detours) and announced Mae Barbosa as the new CAP Coordinator, supported in part by a \$25,000 Community Foundation grant.

Ride Finders: John O'Keeffe reported Ride Finders prioritized employer and community outreach, including outreach at extended-stay hotels along the Route 10 corridor, engagement with employers at the Hanover Chamber Airpark Social, and participation in a DMV job fair (with a same-day follow-up meeting). Staff are also coordinating a spring benefits fair with the Department of Forensic Sciences' new Hanover Route 301 facility (not transit-served) while continuing discussions with VDOT on vanpool options.

He also noted employer follow-ups with the Lowe's Distribution Center and the Defense Supply Center (sharing program materials for employee distribution), and ongoing work with GRTC Procurement after an RFQ to add vanpool vendors.

VDOT: Naomi Siodmok shared VDOT updates: the CTB is meeting today and will discuss directing at-large funds to Transportation Alternatives. Smart Scale Round 7 opens March 2 (pre-apps available), with final applications due April 1 at 5:00 p.m.; she encouraged jurisdictions to contact her for support.

She also noted public input opportunities: comments on proposed through-truck restrictions affecting Parkside Village (Goochland), open Feb. 10–Mar. 14; and a public meeting on hard-surfacing 1.4 miles of Clark Road (New Kent) on March 9 at 6:00 p.m. at 12007 Courthouse Circle. Smart Scale pre-application training is Feb. 24, 2:00–4:00 p.m.

D. Adjournment

Myles let the TAC know about the onsite visit for the federal certification review. It is Wednesday, February 25th. With no further comments from TAC members, Chair Adams adjourned at 10:56 a.m., noting that the next meeting is March 10th, immediately following the ICG meeting.

**ACTION ITEM**

March 10, 2026

TO Technical Advisory Committee**SUBJECT** Draft FY27 – FY30 TIP & Regional Conformity Assessment**BRIEF:**

PlanRVA staff has completed a draft of the FY27- FY30 Transportation Improvement Program (TIP) and regional conformity assessment. This conformity assessment is a comprehensive version of the projects from the 2045 Constrained Long Range Transportation Plan (2045 CLRP) and relevant Virginia Department of Transportation (VDOT) and Department of Rail and Public Transportation (DRPT) projects. Projects are relevant for conformity if they are regionally significant and fall within the 8-hour ozone maintenance area. The TIP includes projects that are federally funded, regionally significant, or projects that use state or federal funds managed by VDOT or DRPT. The Policy Board acted at the March 5, 2026 meeting to approve this project list, and it is expected to be advanced to the TAC for approval to open public comment after the Interagency Consultation Meeting the morning of March 10th.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should review the draft FY27 – FY30 TIP and regional conformity assessment and authorize staff to open a 30-day public comment period from March 12, 2026, to April 11, 2026.

DISCUSSION:

As part of the FY27 – FY30 TIP development, the Richmond-Petersburg Area is required to demonstrate conformity under the Clean Air Act (CAA). While in attainment for all current emissions standards, the region was a nonattainment area, and later a maintenance area, for the 1997 8-hour ozone standard. In 2018, the D.C. Circuit Court issued a decision in South Coast Air Quality Management District v. EPA which requires all nonattainment or maintenance areas under the 1997 standards to demonstrate conformity for the LRTP and the TIP, even when in attainment under the more stringent 2015 standards.

The constrained list of projects in the ConnectRVA 2045 plan along with the ungrouped projects in the draft FY27-30 TIP that are located within the former 8-hour ozone maintenance area will constitute the RRTPO set of projects for this



analysis. The Policy Board acted at the March 5, 2026 meeting to approve this project list.

The interagency consultation meeting is scheduled to take place the morning of March 10, 2026 prior to the March 10 TAC meeting. At this meeting, a draft conformity report will be reviewed and advanced to the TAC.

TAC is requested to approve opening a public comment on the draft report that will result from that meeting.

TAC ACTION REQUESTED:

The following resolution is presented for consideration:

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee authorizes staff to open a 30-day public review period on the draft FY27- FY30 TIP and Regional Conformity Assessment pursuant to the RRTPO's Public Engagement Plan.

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

Attachments

- A. [Draft FFY 27-30 Transportation Improvement Program](#)
- B. Draft Conformity Assessment (to be distributed separately)





ACTION ITEM

March 10, 2026

TO Technical Advisory Committee

SUBJECT Flexible Regional Funding – Existing Project Request Hull St Phase III

BRIEF:

The RRTPO has confirmed this project is eligible for RSTP funding. It is an existing project with an identified funding gap, and RSTP funds may be used to close that gap, with regular progress check-ins required. The project has been returned to TAC for further review and discussion.

RECOMMENDED ACTION: The Technical Advisory Committee (TAC) should review and recommend to approve, partially approve, or deny the request for additional funding. Staff have previously recommended a partial award of \$3M.

DISCUSSION:

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

In June 2021, the RRTPO Policy Board adopted updated guidelines for project selection and the allocation of regional Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds. The guidelines have subsequently been amended to include the Carbon Reduction Program (CRP). These guidelines are available for review on the PlanRVA website.

RRTPO received this application seeking an additional \$7,000,000 in RSTP funding. To address this deficit, they are seeking financial support from the RRTPO to ensure completion.

For more information, please contact Kerry Wagenhauser at 804-924-9616 or email KWagenhauser@PlanRVA.org.

Attachment

A. [Request Overview](#)



**ACTION ITEM**

March 10, 2026

TO Technical Advisory Committee**SUBJECT** FY27 – FY28 Transportation Alternatives (TA) Project Rankings**BRIEF:**

The Transportation Alternatives (TA) program is dedicated to bicycle and pedestrian projects and programs. Applications for the TA program are administered through a statewide program and the RRTPO and the Commonwealth Transportation Board (CTB) have shared responsibility for selecting projects for funding. The RRTPO has a defined methodology for project prioritization which incorporates both the statewide merit score prepared by VDOT, location along a Pedestrian Safety Action Plan (PSAP) corridor, and region-specific factors including proximity to equity emphasis areas (EEA), inclusion in BikePedRVA 2045 (regional active transportation plan), and designation as regional spine, regional spur, or local spur in the regional plan.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should review the project prioritization table and recommend approval of the Transportation Alternatives (TA) project rankings.

DISCUSSION:

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

The Transportation Alternatives (TA) program provides capital grant assistance for projects defined as “transportation alternatives” in federal code. The RRTPO TA allocations are directed towards on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving bike and pedestrian access to public transportation, and trails that serve a transportation purpose.

The fiscal year 2027 – 2028 project applications were submitted in October. The RRTPO previously reviewed and endorsed all candidate projects. The statewide merit scores were released in January. The RRTPO coordinates with VDOT Richmond District, the Tri-Cities MPO, and our Commonwealth Transportation Board (CTB) member to select projects for TA funding. The RRTPO has approximately \$4.7 million



to allocate in this round. The draft FY27 – FY28 TA Project Prioritization can be found in Attachment A.

ConnectRVA 2045 Consistency: ConnectRVA 2045 establishes categories of projects which are regional in nature and must be included in the constrained long-range plan (CLRP) prior to inclusion in the TIP. Conversely, other project types are considered either local or programmatic in nature and can advance without being specifically listed. The project types under each category can be reviewed in Chapter 5 of ConnectRVA 2045.

Figure 1 below graphically shows the consistency of review process.

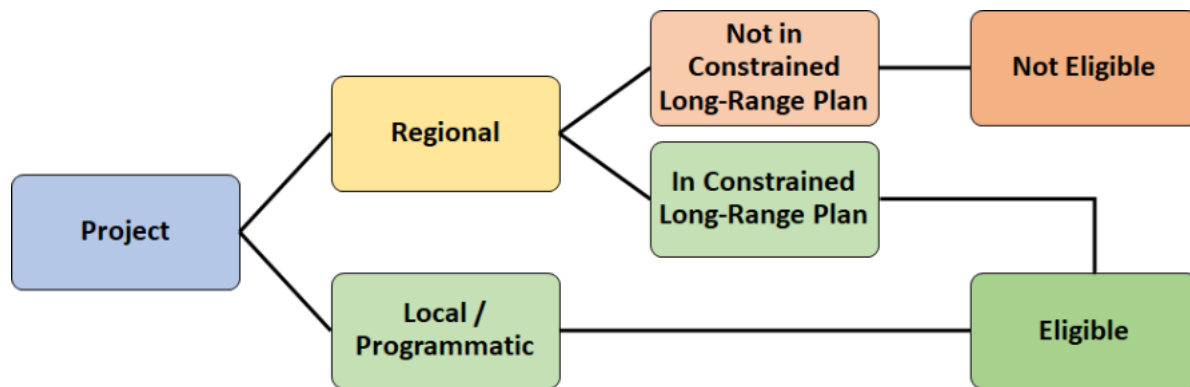


Figure 1: ConnectRVA 2045 Consistency Workflow

Most bicycle and pedestrian projects are considered local or programmatic as either safety improvements or facilities within or adjacent to the existing right-of-way. All the proposed projects were reviewed against the ConnectRVA 2045 criteria as part of the endorsement process this fall.

Statewide Merit Score Evaluation: VDOT evaluates each project to assist with the CTB review and project selection. Projects are scored based on four criteria using qualitative and quantitative measures.

1. Project Delivery and Funding
2. Readiness to Proceed
3. Project Concept & Benefit
4. Deductive Measure

RRTPO Prioritization Process: The RRTPO process uses the statewide merit score as the starting point. Statewide merit scores are normalized and worth 80% of the benefit score. The remaining 20% of the benefit is calculated based on the estimated people in equity emphasis areas (EEA) served by the project using a half mile buffer



and the project's inclusion and classification in BikePedRVA 2045 or location on PSAP corridors. Project benefits are then divided based on cost in hundreds of thousands of dollars to give a cost-benefit score for prioritization.

For more information, please contact Phil Riggan at priggan@planrva.org or 804-432-3088.

Attachment

- A. [Draft FY27 – FY28 TA Project Prioritization](#)

