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Goochland County



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

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Richmond Regional Transportation Planning Organization

Technical Advisory Committee

Meeting Agenda

**Tuesday, June 9, 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. Open Public Comment Period**

*(Chair Adams /5 minutes)*

**5. Consent Agenda**

- a. **Approval of May 12, 2026, TAC Meeting Minutes** – page 4  
**Consent Requested:** approval of minutes as presented.

**6. TAC Chair's Report**

*(Chair Adams /10 minutes)*

**7. SMART SCALE Round 7 Endorsements** – page 14

*(Myles Busching/5 minutes)*

**Action Item (voice vote)** – Recommend endorsement of all regional pre-applications for SMART SCALE Round 7.

**8. Draft Regional Safety Plan** – page 19

*(Dan Motta/15 minutes)*

**Action Item (voice vote)** – Recommend adoption of the updated regional safety action plan as presented.

**9. Critical Urban Freight Corridor (CUFC) Expansion** – page 21

*(Dorian Allen/10 minutes)*

**Action Item (voice vote)** – Recommend expansion the CUFC designation along I-295 as recommended by OIPI.

**10. FY27 Election of Officers** – page 23

*(Myles Busching/5 minutes)*

**Action Item (voice vote)** – Nominate and select a chair and vice-chair for the upcoming fiscal year.

11. **FY27 Meeting Schedule** – page 25  
*(Myles Busching/10 minutes)*  
**Discussion Item**
  
12. **Regional Bike Counter White Paper**  
*(Phil Riggan/10 minutes)*  
**Discussion Item**
  
13. **Transportation Agency Updates**  
*(10 minutes)*
  - a. **DRPT** – Hudson
  - b. **GRTC** – Robinson
  - c. **RideFinders** – O’Keeffe
  - d. **VDOT** – Siodmok
  
14. **[PlanRVA Newsletter: The Better Together Connector \(linked\)](#)**  
**Information item.**
  
15. **TAC Member Comments**  
*(Chair Adams /5 minutes)*
  
16. **Next Meeting:** Tuesday, July 14, 2026, at **9:00 a.m.**  
*(Chair Adams)*
  
17. **Adjournment**  
*(Chair Adams)*

**Richmond Regional Transportation Planning Organization  
Technical Advisory Committee  
Meeting Minutes  
Tuesday, May 12, 2026 - 9:15 a.m.  
Teams Meeting**

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

**16 votes / 9 for quorum**

<b>Town of Ashland</b>		<b>Henrico County</b>		<b>DRPT</b>	
Beth Mertz-Guinn		Sharon Smidler	X	Wood Hudson	X
<b>Charles City County</b>		Ashley Austin	X	Tiffany T. Dubinsky (A)	
Sheri Adams, Chair	X	<b>New Kent County</b>		<b>GRTC</b>	
<b>Chesterfield County</b>		Amy Inman	X	Patricia Robinson	X
J.J. Banuelos	X	<b>Powhatan County</b>		Corey Robinson (A)	X
Barbara K. Smith (A)		Ligon Webb	X	<b>RMTA</b>	
<b>Goochland County</b>		<b>City of Richmond</b>		Theresa Simmons	
Austin Goyne (Vice Chair)	X	Daniel Wagner	X	<b>RideFinders</b>	
Patrick Longerbeam (A)	X	Andy Boenau (A)		John O'Keeffe	
<b>Hanover County</b>		<b>CRAC (Capt. Reg. Arprt Co)</b>		<b>VDOT</b>	
Joseph E. Vidunas	X	John B. Rutledge		Naomi Siodmok	X
Randy Hardman (A)	X	<b>CVTA</b>		Todd Scheid (A)	
		Chet Parsons	X	Virginia Port Authority	
		Mo Nyamweya		Vacant	

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## **A. Welcome and Introductions**

The meeting was called to order at 9:26 a.m. by Vice Chair Goynes after the conclusion of the ICG meeting. Sarah-Keel Crews completed the roll call and certified there was a quorum. Chair Adams was able to join after roll call, so Vice Chair Goynes turned the meeting over to her.

There were no amendments to the agenda or public commentary, so Chair Adams moved on to approval of the two consent agenda items. On a motion by Naomi Siodmok, seconded by Sharon Smidler, all voted unanimously to approve the consent agenda. Chair Adams then let the TAC know that the membership, schedule, and project list were all approved at the ICG meeting.

## **B. Transportation Program Update**

### **1. 2050 LRTP & FY27- FY30 TIP Regional Conformity Assessment**

Chair Adams turned the meeting over to Dorian Allen, PlanRVA, to discuss the 2050 LRTP & FY27- FY30 TIP Regional Conformity Assessment. Mr. Allen explained that the conformity assessment is part of the broader transportation planning process, which includes identifying issues and solutions, prioritizing projects, funding and authorizing them, implementing them, and then evaluating outcomes. He noted that the purpose of the conformity review is to ensure that regionally significant transportation projects comply with federal air quality standards. Under Section 176 of the Clean Air Act, any federally funded highway or transit project must be consistent with the State Implementation Plan and must not create new air quality violations, worsen existing violations, or delay timely attainment of National Ambient Air Quality Standards. Mr. Allen also provided brief historical context, explaining that the Richmond region had previously failed to meet the 1997 eight-hour ozone standard but returned to attainment status in 2008 and continued to meet stricter standards adopted in 2015, leading to an attainment or unclassifiable designation again in 2018. He reported that the interagency coordination group had recently met, that the Policy Board approved the 2050 LRTP consensus scenario on April 23, and that staff are currently developing the FY 2027–2030 TIP. He concluded by stating that TAC was being asked to review the draft regional conformity assessment and authorize staff to open the 30-day public comment period from May 15, 2026, through June 14, 2026. After the presentation, Chair Adams paused for questions and entertained a motion.

On a motion by Naomi Siodmok, seconded by Sharon Smidler, all voted to approve the draft conformity assessment for the 2050 LRTP and FY27 – FY30 TIP for public review.

### **2. FY24 – FY27 Transportation Improvement Program (TIP) Amendment -VDOT Request – #ITTF23 - 288 NB HARD SHOULDER RUNNING (HSR) – ROADWAY (UPC T31811)**

Next on the agenda was the FY24 – FY27 Transportation Improvement Program (TIP) Amendment -VDOT Request – #ITTF23 - 288 NB HARD SHOULDER RUNNING (HSR) – ROADWAY (UPC T31811) presentation by Will Heller. Mr. Heller explained that the amendment would divide the project's existing scope of work between two separate UPCs. The original UPC, 122147, would remain in the TIP and would

carry the funding for the project's technology improvements, while a new UPC, T31811, would be created to hold the funding for the roadway improvements. Mr. Heller reminded the committee that the overall purpose of the project is to create a hard shoulder that can function as a travel lane during peak periods in order to reduce congestion between Huguenot Trail and Patterson Avenue. The project includes both pavement improvements and intelligent transportation systems that will indicate when the shoulder is open for use as a running lane. He concluded by stating that TAC was being asked to recommend approval of the proposed TIP amendment and invited any questions from the committee. Seeing there were no questions, Austin Goyne made a motion to approve. The motion was seconded by JJ Banuelos, and all voted to recommend approval of the TIP amendment to split an existing project as requested by VDOT.

**3. FY27 – FY32 Flexible Regional Funding – Western BRT Extension Project**

Myles Busching presented item nine, the flexible regional spending request for the Western BRT extension project, as a follow-up to the discussion held at the April meeting. He reminded the committee that the project had been the next highest-ranked proposal under the flexible regional funding programs—STBG, CMAQ, and Carbon—but there had not been enough available funding to fully support the request. Because of prior discussion about whether partial funding might be appropriate, staff brought the item back with additional information on the overall project status. Mr. Busching explained that the request before the committee was for \$16.9 million to support the Western Pulse Extension, which would extend service from Willow Lawn to Parham, and that the specific application under consideration was focused on the signal priority component of the broader project. He noted that this element could potentially move forward as a standalone effort or as part of the larger bundled project.

Mr. Busching further explained that, according to information provided by GRTC, the total cost of the full Western extension project is \$67.3 million, of which \$44.6 million has already been secured, leaving a remaining funding gap of \$22.6 million. While the \$16.9 million request would cover a substantial portion of that remaining need, the region currently has only just under \$9 million available across the three funding programs after accounting for prior commitments, balance targets, existing project requests, and the higher-ranked new projects. He added that there is also a potential cancellation of a RideFinders project that could free up an additional \$4 million in CMAQ funding. That project, which involved expanding transit incentives, was proving difficult to advance because of challenges with federal funding eligibility, particularly given the lack of a base fare structure needed to support the incentive model. If canceled, those funds could potentially be redirected, bringing the total amount available to just under \$13 million—still short of the full request.

Finally, Mr. Busching noted that the region's funding framework generally allows partial awards only for leveraging purposes, such as preliminary engineering or the first phase of a project, and those awards are typically time-limited if the recipient is unsuccessful in securing outside funding. However, he emphasized that TAC has the authority to recommend a

deviation from that framework if it chooses. He concluded by stating that the requested action was for TAC to discuss the matter further, review the request again, and make a recommendation on whether to provide partial funding for the Western extension project.

During discussion the followed, Sharon Smidler of Henrico thanked PlanRVA, TAC members, Adrienne Torres, and GRTC for bringing the item back with additional information. She stated that the request was for \$12.9 million, including the \$4 million that could become available through the RideFinders project cancellation, and asked TAC to make an exception to the usual leveraging policy since the project already has roughly \$45 million committed. Ms. Smidler explained that the project also has a Smart Scale pre-application under preliminary review by DRPT and is expected to advance to a full application, and that receiving the requested regional funds would reduce the remaining ask to about \$10 million and improve the project's competitiveness. She acknowledged that exceptions to the leveraging policy should not be routine, but argued that this was a strong case because of the project's multimodal value and the significant support already assembled for the Pulse Western extension.

Amy Inman, New Kent County, then thanked Mr. Busching and Ms. Smidler for returning with the requested clarification and noted that many of her prior questions had been addressed. She moved that TAC approve allocating the available funding to advance the Western Extension Pulse project, initially describing it as an amendment to the framework. Daniel Wagner, City of Richmond immediately offered a second, clarifying that he understood her statement as a motion. As Chair Adams prepared the group for further discussion or a voice vote, Chet Parsons, CVTA, asked whether the motion was truly to amend the framework and whether that was the proper action. In response, Ms. Inman clarified that the intent was not to amend the framework itself, but rather to allow an exception. Mr. Busching then confirmed that the proper motion would be to allocate \$12.9 million to the project and make an exception to the existing funding framework for that purpose. The initial motion and second by Ms. Inman and Mr. Wagner held, and all voted in favor.

Beth Mertz-Guinn joined the meeting at approximately 9:51 a.m.

#### **4. Draft Regional Safety Plan**

Myles Busching briefly reminded the committee that PlanRVA is currently seeking input on the draft Regional Safety Plan, which is now out for review. He explained that the plan has progressed through the development process and is being brought back to TAC at the draft stage so members can provide comments before it is finalized and returned for formal review and recommendation. He said the plan's central purpose is to identify the region's high-injury network, noting that analysis of five years of crash data shows that just 1 percent of the region's roadways account for 70 percent of fatal and serious injury crashes. He added that staff used a somewhat different methodology this time, relying on sliding windows to connect adjacent segments and identify longer stretches of roadway that meet the threshold

for inclusion in the high-injury network. He described this data analysis as the empirical foundation for the rest of the plan.

Building from that analysis, Mr. Busching said staff developed priority safety corridors by linking high-injury network segments into larger corridors that could become the focus of future safety studies in coordination with localities and VDOT. He noted that this framework also incorporates community-identified concerns and hotspot data. He then referenced the plan's six draft actions, which had been introduced at the previous meeting, and said staff is especially looking for feedback on those actions and their associated tasks. These actions include developing practical safety design guidance, building on the region's Complete Streets toolkit, advancing the Road Safety Audit program, creating and implementing quick-build resources, supporting local safety planning efforts, and tracking implementation and data over time. Mr. Busching emphasized that comments were being requested by May 22 so staff could finalize the draft by June 1 and bring it back at the next meeting. During questions, Joe Vidunas, Hanover County, asked whether the statistic showing that 1 percent of roadways account for 70 percent of serious and fatal crashes included interstate corridors, and Mr. Busching clarified that interstates were excluded from the analysis. He closed by noting that no action was needed from TAC on this item, as it was simply a reminder and request for feedback.

Chair Adams asked a follow up question regarding whether the data currently out for review included the most recent information from the Route 106 study. Mr. Busching responded that he was not certain which crash years had been used for that study and said he would need to go back and confirm. Chair Adams then clarified that the Route 106 study covered 2020 through 2024 and noted that she would follow up with additional comments during the review period. Naomi Siodmok from VDOT then offered communications support, saying that if PlanRVA had already prepared any materials for social media or public outreach, she could share them with VDOT's communications team to help amplify the message. Mr. Busching welcomed that offer and reminded the committee that PlanRVA's engagement site contains information on active public engagement efforts, including available media kits and other materials. Chair Adams thanked Ms. Siodmok for the offer, emphasizing that broader communication is always beneficial, and then moved the meeting forward to item 11, the Fiscal Year 2028 Regional Public Transportation Plan, which was to be presented by GRTC.

## **5. FY28 Regional Public Transportation Plan**

Michelle Poyourow of Jarrett Walker and Associates introduced herself and Scudder Wagg and explained that their team is leading the Fiscal Year 2028 Regional Public Transportation Plan update. She noted that this was their third presentation to TAC, but the most substantive one so far, and said the team had also been meeting separately with individual jurisdictions to better understand local conditions and issues that should inform the regional plan. She clarified that while a limited FY 2027 update is underway as a maintenance effort, the FY 2028 plan will be a more significant update that could affect both planned service levels and future funding assumptions. Ms. Poyourow outlined the project schedule, explaining that the current spring phase is focused on analyzing existing transit services and updating financial information, followed by a network design retreat in early June, public consultation on service scenarios over the summer, refinement and selection of a

preferred scenario in the fall, development of phasing in the winter, and completion of the full plan in spring 2027.

She then walked through the technical analysis underway to support that planning effort. Using maps of the region, she described the existing GRTC fixed-route network and microtransit zones, with route colors showing service frequency and tables showing how often service runs at different times of day and on different days of the week. She emphasized that this work is meant to help decision-makers understand not only where service exists, but also when it is available and how frequent it is. One key takeaway was that the region currently has only a limited frequent network, with relatively few routes operating every 10 to 15 minutes on weekdays, fewer on Saturdays, and none on Sundays. She also presented ridership analysis, including maps of boardings at bus stops and origin-and-destination activity within microtransit zones such as Ashland and Powhatan. She explained that this information can help identify where demand may support new or extended fixed-route service, particularly where microtransit demand is concentrated in patterns that could be served efficiently by buses.

Ms. Poyourow also described how the team is comparing ridership to the amount of service provided in order to assess productivity across routes. She explained that each route or service can be plotted based on midday weekday frequency and ridership per vehicle hour, which is a standard measure of efficiency in transit planning. She said the overall pattern in the current GRTC system appears healthy, with more frequent routes generally showing higher ridership and stronger productivity, although the chart also helps identify outliers that may warrant closer review. Microtransit services, by contrast, naturally appear less productive on that measure because of the operating characteristics of demand-response service. Beyond existing service and ridership, she said the team is also analyzing broader regional travel demand using census and cell phone-based data. This includes looking at where residents and jobs are concentrated, where people are traveling to and from across the region, and when those trips occur. She noted especially strong travel patterns within Henrico County, between Richmond and Henrico, and within Chesterfield County, as well as the striking level of weekend midday travel, which in some cases approaches weekday peak travel levels. She concluded that these data points will help shape future questions about where service should expand, what times of day and days of the week need stronger service, and how the region's future transit network should be structured.

Scudder Wagg then explained that while about 84 percent of GRTC's FY 2026 revenues come from relatively reliable, ongoing formula-based federal, state, and regional sources, only about 2 percent comes from directly generated revenue such as advertising, operating income, and interest earnings. The remaining share of the budget relies on time-limited resources, including short-term federal and state grants and prior-year reserves. He noted that roughly 10 percent of operating funds currently come from temporary grants, while prior-year reserves account for another 4 percent in FY 2026 and about 2 percent in FY 2027. He also emphasized that GRTC has accumulated more than \$60 million in CVTA reserves because federal COVID relief funds allowed the agency to preserve those regional dollars in recent years. However, he cautioned that these reserves are one-time resources and cannot support operations indefinitely once they are spent down.

Looking ahead, Mr. Wagg said the revenue forecast from FY 2026 through FY 2031 shows a weakening operating picture. Federal operating support is expected to decline because less money will be available through preventive maintenance flex options and more Section 5307 funds will need to be shifted to capital uses rather than operations. State funding is also expected to decline as temporary grants supporting service expansions on routes such as 1, 1A, and 7A and 7B begin to expire. Although the regional funding share appears to increase over time, he explained that much of that increase reflects the planned use of CVTA reserves to avoid near-term service cuts rather than a true increase in recurring annual revenues. Local revenues are also projected to decline somewhat, in part because some Chesterfield funding currently counted as local revenue is actually pass-through grant funding associated with the Route 1A extension. He stressed that these trends mean the current financial structure becomes increasingly dependent on spending down reserves and other limited-term sources.

On the cost side, Mr. Wagg said earlier projections assumed annual operating cost growth of about 5.4 percent per year based on the rising cost of each hour of bus or microtransit service. Those projections included the future addition of North-South BRT and the Western BRT extension, along with related local route changes, while assuming that capital costs for BRT would be covered primarily through discretionary sources rather than funds more flexible for operations. Under that earlier forecast, baseline operating costs in FY 2031 were projected to reach about \$131.7 million, creating a gap of roughly \$40 million, or about 30 percent, once projected revenues were compared to costs. He said the key issue was that by 2030 or 2031, reserves would effectively be exhausted, leaving a structural fiscal gap exposed.

Mr. Wagg added that updated internal projections now suggest the worst of the gap may arrive one year later, in FY 2032 rather than FY 2031, because the BRT projects are now expected to come online in FY 2032 and because cost growth is currently trending lower, at roughly 3 to 4 percent annually over the next several years. Even with that adjustment, however, he emphasized that the long-term problem remains. If no significant new recurring revenue source is identified, GRTC would need to reduce service by about 20 percent by 2031 in order to remain financially stable rather than exhaust both CVTA and operating reserves. Based on that outlook, the planning team intends to develop three future service scenarios in June: two constrained scenarios that assume about 20 percent less service than GRTC operates today—one focused on preserving ridership through frequent service in the busiest corridors and another focused on maintaining broader geographic coverage—and a third, expanded scenario that assumes an additional revenue source and would likely provide about 20 percent more service than exists today. He concluded that these scenarios are intended to help frame the tradeoffs the region will need to consider as part of the transit plan update.

Following the presentation, Chair Adams thanked Michelle Poyourow and Scudder Wagg for the information and noted a request from Ashley Austin, Henrico County, for a copy of the slide deck, commenting in particular on the usefulness of the ridership, time-of-day, and cell phone-based graphics. Amy Inman then raised several questions and observations. First, she asked whether the analysis would account for future employment growth rather than focusing only on current trips

and existing job patterns, pointing specifically to major anticipated job growth in New Kent, including current and near-term distribution and industrial employment expected to come online in the 2027–2028 timeframe. Michelle Poyourow responded that the planning team is considering future growth in two ways: through PlanRVA's long-range forecasts of changes in job density through 2050 and through direct input from local jurisdictions about known near-term development activity that may not yet be fully reflected in those forecasts. She emphasized that local knowledge about imminent development is an important input to the planning process.

Ms. Inman also commented on the presentation's treatment of microtransit, noting that New Kent had only recently launched its service in April and had already recorded nearly 100 trips, which she said demonstrates that rural areas can support successful microtransit depending on how service is designed and implemented. She asked that care be taken not to imply that rural conditions necessarily result in low ridership or weak performance. Turning to the financial discussion, Ms. Inman said the outlook presented was stark and concerning, especially the apparent decline in local contributions relative to past levels. She observed that while the creation of CVTA changed the revenue structure, local funding should not be viewed as fixed at the minimum required level and argued that there needs to be a serious discussion about increased local contributions to transit rather than assuming new outside revenue sources will emerge. In response, Scudder Wagg agreed that the issue remains open for discussion and explained that under the CVTA legislation, the maintenance-of-effort requirement for localities was set at 50 percent of the fiscal year 2019 funding level, with future growth tied to an inflationary measure. He acknowledged, however, that general inflation has not kept pace with transit operating cost growth, particularly given recent wage pressures, which has contributed to the current challenge. Ms. Inman concluded by reiterating that the situation is very concerning for the region and that, if localities are unable or unwilling to increase their support, that reality will require a difficult and serious policy conversation.

Adrienne Torres, GRTC, added context to Amy Inman's earlier questions by noting that future growth and development are already part of the planning scope and that PlanRVA's regional forecasting resources, along with jurisdiction-specific input, will help inform the analysis. She also noted that the rural microtransit work previously completed by PlanRVA is one of the inputs being considered. Later, Ashley Austin of Henrico asked whether GRTC's board had been informed that the planning workshops would include scenarios involving approximately 20 percent service cuts, as well as a growth scenario, and said she wanted to be sure that staff participating in the workshops would be aligned with leadership expectations. In response, Ms. Torres explained that GRTC's development committee had been briefed on the plan to develop three concepts based on the region's financial realities, although there had not yet been extensive board-level feedback on the specific assumptions. She added that this planning effort must reflect how the region has changed since the last major transit planning cycle, including shifts in population, jobs, and activity patterns, as well as the coming addition of major transit investments such as the North-South BRT and the Western extension. She said the process would therefore not simply be about cuts, but also about reassessing where service should operate, how connections should work, and whether some routes or segments have become redundant or need to be reoriented to serve current and future demand.

Ms. Austin indicated that her main concern was ensuring that leadership had been informed of the approach and said she was reassured that such communication had occurred. She also reiterated her interest in receiving the presentation slides, particularly the five-year outlook table, so she could review the material more closely. Ms. Inman then asked a follow-up question about whether the upcoming scenarios would include a redesign of local service to connect with future BRT investments in the same way that the original Pulse implementation was supported by a broader network redesign. After clarifying that the North-South BRT is expected later than the Western extension, Ms. Inman emphasized that the success of the Pulse was due in part to the bold decision to restructure service around it and said she hoped the same kind of integrated planning would occur again. Mr. Wagg confirmed that this is indeed the intent of the scenario planning effort: the concepts being developed for FY 2032 are meant to show what the overall GRTC network should look like once both BRT projects are operating, including what local service changes should occur to connect into those corridors. Ms. Torres added that the recently completed North-South TOD study had already identified six station-area nodes, and that planning for feeder and connecting services to those nodes will also be part of the discussion. Chair Sheri Adams closed the exchange by noting that it had been a very good conversation.

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

**DRPT:** Wood Hudson provided two brief updates. First, he announced that DRPT launched its fifth Virginia Breeze route in April, the Tidewater Current, which serves the I-64 corridor and includes stops in the Richmond area at Main Street Station, the airport, and in New Kent County. He said the service is already available for booking and, while minor adjustments are still being made, it appears to be receiving a positive response. He also offered to provide marketing materials or social media content to anyone interested in helping share information about the service. Second, Mr. Hudson reported that DRPT's rail team is actively working on the State Rail Plan and will hold a virtual public meeting on June 1, with registration information to be shared in the chat for those who may want to participate. He closed by thanking the presenters for the detailed GRTC discussion and noting his appreciation for the information shared.

**GRTC:** Corey Robinson provided a brief GRTC update highlighting recent employee recognition and an upcoming community event. He reported that GRTC employees were recognized at the Community Transportation Association of Virginia Spring Conference for their strong showing at the Virginia Bus and Maintenance Rodeo. He specifically congratulated Hugh Lewis, who received Rookie of the Year honors, and Rondell Daley, who earned top recognition in the passenger stop obstacle event, noting that these awards reflect the professionalism, skill, and dedication of GRTC staff across the system. Robinson also reminded the committee that Tap into Transit Day will return on July 14 as a community fundraiser celebrating the value of open-access transit in the Richmond region. He said the event will bring together riders, regional leaders, community partners, artists, and advocates to highlight how public transportation connects people to opportunity and to support the future of open-access transit through the Transit Access Partnership. He added that this year's event will include collaborative art projects with local artists and the All-City Art Club, and he concluded by inviting any questions.

**RideFinders:** Mr. O’Keefe let Sarah-Keel Crews know in advance that he was unable to make the meeting, so he sent over an update to be emailed out afterwards.

**VDOT:** Naomi Siodmok of VDOT shared several updates related to recent Commonwealth Transportation Board and VDOT activities. She reported that at its April meeting, the CTB discussed revenue sharing and approved funding for priority one projects at 100 percent of requested amounts where those projects had previously received revenue sharing support. For priority two projects—those tied to identified VTrans needs or included in a locality’s capital improvement plan—some were funded at 100 percent while others were funded at approximately 84 percent. She also noted that a Six-Year Improvement Program meeting had taken place the previous day and said she would share the Richmond District project list proposed for inclusion in the program.

Ms. Siodmok also advised the committee that the CTB had approved changes to Smart Scale, including the addition of innovative intersections—not only innovative interchanges—as potentially eligible project types under the High Priority Projects Program funding category. She said the Smart Scale Technical Guide has been updated to reflect that change. She further reported that the Richmond District had completed its Smart Scale pre-screening review and is now working to move as many submitted applications as possible forward to full application. She acknowledged the heavy workload involved, including review of the various required technical and justification documents, but said staff would work hard to advance as many projects as they can.

In addition, Ms. Siodmok noted that the written VDOT report includes the usual updates on major projects such as the Fall Line Trail and the I-64 Gap, with no major new changes to highlight at this time. Finally, she summarized the Six-Year Improvement Program public hearing held the day before, describing it as brief but noting that the most significant public comment centered on support for Safe Routes to School funding. She said speakers urged that funding be restored for Richmond Public Schools’ Safe Routes to School efforts, as that had been one of the items not currently proposed for inclusion in the program. She closed by inviting any questions from the committee.

#### **D. Adjournment**

Chair Adams then directed members to review the PlanRVA newsletter item (“Better Together”) on the agenda. Amy Inman took a moment to remind members about the Fall Line Trail and how nice it was to ride on. She encouraged and invited members to join her.

With no further comments from TAC members, Chair Adams adjourned at 10:51 a.m., noting that the next meeting is June 9<sup>th</sup> at 9:00 a.m.

**ACTION ITEM**

June 9, 2026

**TO**

Technical Advisory Committee

**SUBJECT**

SMART SCALE Round 7 Endorsements

**BRIEF:**

SMART SCALE is a funding method that utilizes available funds by using specific criteria to prioritize projects based on specific criteria to maximize the benefits of infrastructure improvements. This program requires projects either need to be included in the constrained long-range plan (CLRP) or have a specific endorsement from the Metropolitan Planning Organization (MPO). This report summarizes the pre-applications submitted in the region which need endorsement for this round.

**RECOMMENDED ACTION:**

The Technical Advisory Committee (TAC) should review and recommend endorsement of the locality and agency projects for SMART SCALE Round 7.

**DISCUSSION:**

SMART SCALE is a process that helps Virginia meet its most critical transportation needs using limited tax dollars. It evaluates potential transportation projects based on key factors like how they improve safety, reduce congestion, increase accessibility, contribute to economic development, promote efficient land use, and affect the environment. The anticipated benefits are calculated, and the projects are scored and ranked. This information is used by the Commonwealth Transportation Board to help guide and inform their project selection decisions.

To support local and regional planning efforts and consistency with the CLRP, a resolution of support from the MPO is needed for all projects within the MPO study area that are not included in or consistent with the adopted CLRP. This requirement applies to projects submitted by localities and transit agencies.

In addition to the consistency requirements, an MPO resolution of support is also required for all locality sponsored projects on Corridors of Statewide Significance (COSS). Table 2.2 from the Smart Scale Technical Guide, which summaries the requirements for MPO support, is reproduced below.

**Table 2.2 Eligibility to Submit Projects**

Project Facility Type	Regional Entity (MPOs, PDCs)	Locality (Counties, Cities, and Towns)	Public Transit Agencies
Corridor of Statewide Significance	Yes	Yes, with a resolution of support from relevant regional entity	Yes, with resolution of support from relevant regional entity*
Regional Network	Yes	Yes, with a resolution of support from relevant MPO*	Yes, with resolution of support from relevant regional entity*
Urban Development Area	No	Yes, with a resolution of support from relevant MPO*	No
Safety	No	Yes, with a resolution of support from relevant MPO*	No

\* Projects within established MPO study areas that are not identified in or consistent with the regionally adopted Constrained Long-Range Plan (CLRP) must include a resolution of support from the respective MPO Policy Board.

Projects Overview: As project screening had not been completed at the time this staff report was prepared, the draft resolution included all pre-applications submitted in the region. Staff have reviewed each project using the LRTP to determine consistency with the regional plan. In the draft resolution, each project is identified as regionally significant and in the constrained plan, Local/ Programmatic consistent with the plan, or regionally significant and not in the constrained plan. In a few cases where staff did not have sufficient detail, the project was marked as unclear with a note about the potential LRTP project identifier. The staff review is attached to this report.

Regionally significant projects that are not in the constrained plan may require an LRTP amendment if the project is selected for funding to ensure consistency between the LRTP and the TIP. Endorsing these projects is a commitment to taking these necessary steps in the future, if needed.

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 graphically shows the consistency review process. A summary of the consistency review is included in the tables under Attachment A.

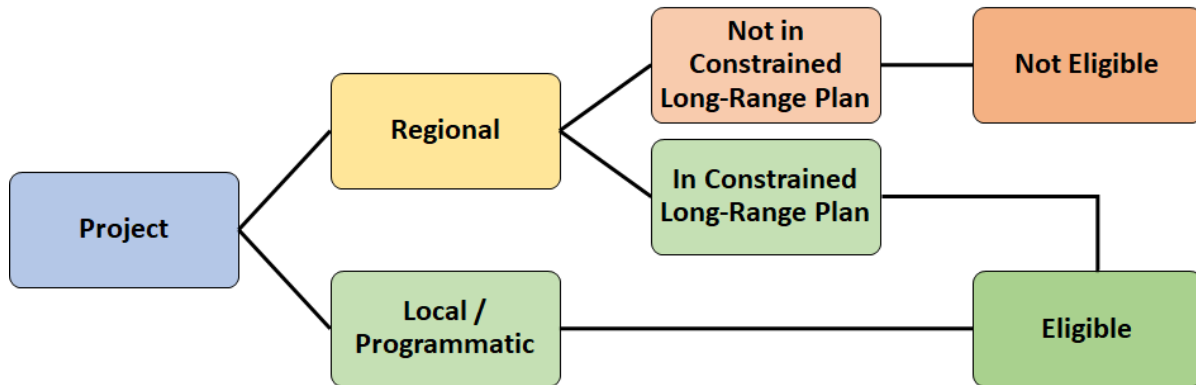


Figure 1: ConnectRVA 2045 Consistency Workflow

For more information, please contact Myles Busching at [mbusching@planrva.org](mailto:mbusching@planrva.org) 804-924-7035.

**Attachments:**

- A. [List of Regional Pre-Applications](#)

Pre-App ID	Sponsor	Project Name	Type	Regional Category	2045 ID	Draft 2050 ID
13559-Pre	Ashland Town	Ashcake Rd/Route 1 Intersection Improvements	Bike/Pedestrian	Local/Programmatic		
13597-Pre	Chesterfield County	Route 360 (Turner Road - Tacony Drive) Corridor Enhancements	Highway	Local/Programmatic		
13598-Pre	Chesterfield County	Rt 60 (Winterfield Rd - Crowder Dr) Corridor Enhancements	Highway	Local/Programmatic		
13672-Pre	Chesterfield County	Rt 60 (Coalfield Rd - Mt Pisgah Rd) Corridor Enhancements	Highway	Local/Programmatic		
13680-Pre	Chesterfield County	FLT: Rt 1 (Walmsley Blvd - Falling Creek Ave)	Bike/Pedestrian	Regional	FAT-8; FAT-10	P2F-190; P2F-074
13721-Pre	Chesterfield County	Powwhite Parkway Extension (Woolridge Road - Genito Road)	Highway	Regional	FHW-904	P2F-163
13727-Pre	Chesterfield County	Hopkins Road at Chippenham Parkway Interchange Improvements	Highway	Regional	FHW-148	P2F-167
13728-Pre	Chesterfield County	Route 360 (Otterdale Road - Magnolia Market Avenue) Widening	Highway	Regional	FHW-127	P2F-160
13729-Pre	Chesterfield County	Otterdale Rd (Lake Summer Dr-Summer Lake Dr) Reconstruction	Highway	Local/Programmatic		
13734-Pre	Chesterfield County	Route 60/Route 150 Interchange Improvements	Highway	Regional	FHW-154	P25-075
13565-Pre	Goochland County	Route 288 Northbound Auxiliary Lane	Highway	Regional	N/A	N/A
13566-Pre	Goochland County	Broad Street Rd and Cardwell Rd Intersection Improvements	Highway	Local/Programmatic		
13567-Pre	Goochland County	Route 6 and Hockett Rd Intersection Improvements	Highway	Local/Programmatic		
13568-Pre	Goochland County	Route 6 and River Rd Intersection Improvements	Highway	Local/Programmatic		
13569-Pre	Goochland County	Ashland Rd Widening	Highway	Regional	FHW-2	P2F-144; Vision
13757-Pre	GRTC	GRTC N-S BRT Phase 1A: Brookhill Azalea to North 8th Street	Bus Transit	Regional	FTR-5	P2F-050
13760-Pre	GRTC	GRTC N-S BRT Phase 1C: Southside Plaza to Stonebridge	Bus Transit	Regional	FTR-1	P2F-050
13761-Pre	GRTC	Willow Lawn Transfer Station and Park & Ride	Bus Transit	Regional	N/A	P2F-202
13764-Pre	GRTC	Pulse Western Extension	Bus Transit	Regional	FTR-6	P2F-051
13765-Pre	GRTC	Downtown Transfer Hub	Bus Transit	Regional	FTR-901	EC-089
13767-Pre	GRTC	Richmond Layover Facility	Rail Transit	Regional	N/A	Vision
13561-Pre	Hanover County	US 360 & Bell Creek Road Northern Section	Highway	Local/Programmatic		
13784-Pre	Hanover County	Atlee Rd & Meadowbridge Rd Roundabout	Highway	Local/Programmatic		
13827-Pre	Hanover County	Bell Creek Road Southern Section Improvements	Highway	Local/Programmatic		
13912-Pre	Hanover County	Meadowbridge Road Safety Improvements	Highway	Local/Programmatic		
13599-Pre	Henrico County	Route 5 & Doran Road Roundabout & Realign Buffin Road	Highway	Local/Programmatic		
13600-Pre	Henrico County	Parham Road Ped Improvements - Holly Hill to Three Chopt	Bike/Pedestrian	Local/Programmatic		
13601-Pre	Henrico County	W Broad St and Parham Rd Intersection Improvements	Highway	Regional	FHW-123	P2F-131
13602-Pre	Henrico County	Williamsburg Rd Improvements - Randall Av to Charles City Rd	Bike/Pedestrian	Local/Programmatic		
13659-Pre	Henrico County	Springfield Road Improvements	Highway	Regional	FHW-110; FHW-111	Vision
13660-Pre	Henrico County	Brook Road Improvements - Azalea Ave to Brook Run Shopping	Bike/Pedestrian	Local/Programmatic		
13661-Pre	Henrico County	Nine Mile Rd Improvements - Gordons Ln to Dabbs House Rd	Bike/Pedestrian	Local/Programmatic		
13748-Pre	Henrico County	Patterson Ave Ped Improvements - Pump Rd to Maybeury Dr	Bike/Pedestrian	Local/Programmatic		
13752-Pre	Henrico County	Staples Mill Rd Sidewalks - Hungary Spring Rd to Sharp's Way	Bike/Pedestrian	Local/Programmatic		
13796-Pre	Henrico County	Route 5 & Osborne Tnpk/Lovey Lane Roundabout	Highway	Local/Programmatic		
13797-Pre	Henrico County	Route 5 & Midview Rd/Herman St Roundabout	Highway	Local/Programmatic		
13821-Pre	Henrico County	I 295/Woodman Road	Highway	Unclear	N/A	N/A
13740-Pre	New Kent County	Route 30 and Farmers Drive Roundabout	Highway	Local/Programmatic		
13687-Pre	Powhatan County	Dorset Road, Batterson Road & Route 60 RCUT	Highway	Regional	FHW-137	P2F-148

13688-Pre	Powhatan County	U.S. Route 60 at Red Lane Road: Continuous Green-T	Highway	Local/Programmatic		
13689-Pre	Powhatan County	Anderson Highway/ Bell Road Lane Widening	Highway	Local/Programmatic		
13690-Pre	Powhatan County	Huguenot Trail / Three Bridge Road Intersection Realignment	Highway	Local/Programmatic		
13691-Pre	Powhatan County	School Sidewalk Extension	Bike/Pedestrian	Local/Programmatic		
13529-Pre	Richmond City	A Hull Street / Clopton Street / Midlothian Roundabout	Highway	Regional	FHW-132	P2F-078
13530-Pre	Richmond City	B Cowardin Avenue at Semmes Avenue Protected Intersection	Bike/Pedestrian	Local/Programmatic		
13531-Pre	Richmond City	C US Route 360 Mechanicsville Tpk Roundabouts & Streetscape	Highway	Local/Programmatic		
13532-Pre	Richmond City	D Arthur Ashe / Hermitage / Westwood / Brookland Roundabout	Highway	Local/Programmatic		
13533-Pre	Richmond City	E Forest Hill Avenue Phase II Improvements	Bike/Pedestrian	Local/Programmatic		
13534-Pre	Richmond City	F Commerce Road Phase II Fall Line Trail	Bike/Pedestrian	Regional	FAT-12	P2F-074
13535-Pre	Richmond City	G N-S BRT Belt Boulevard Innovative Interchange	Highway	Regional	FHW-163	P2F-081
13536-Pre	Richmond City	H Southside BRT Phase B	Bus Transit	Regional	FTR-1	P2F-050
13537-Pre	Richmond City	I Arthur Ashe Boulevard Multimodal Improvements	Highway	Local/Programmatic		
13538-Pre	Richmond City	J Mayo Bridge Replacement	Highway	Regional	FBR-11; FBR-9	P2F-072
13539-Pre	RRTPO	K Hull Street Phase IIA Improvements	Highway	Local/Programmatic		
13540-Pre	RRTPO	L Walmsley Boulevard Bridge and Extension to VA Port	Highway	Regional	FHW-180	P2F-079
13542-Pre	RRTPO	N I-95 / I-64 Overlap at Belvidere St Interchange	Highway	Regional	FHW-61	P2F-065
13698-Pre	RRTPO	Bryan Park Interchange Improvements	Highway	Regional	FHW-65	P2F-064
13699-Pre	RRTPO	I-95 and Parham Road Interchange Improvements	Highway	Regional	FHW-66	P2F-086
13794-Pre	RRTPO	I-64 and W. Broad Street Interchange Improvements	Highway	Regional	FHW-55	P2F-039
13795-Pre	RRTPO	I 64 & Gaskins Road Interchange (Southern Quad) Improvements	Highway	Regional	FHW-53	P2F-037
13815-Pre	RRTPO	Meadowbridge Rd / Shady Grove Rd / I-295 Improvements	Highway	Regional	N/A	N/A
13847-Pre	RRTPO	Route 150/Route 360 Interchange Improvement	Highway	Regional	FHW-153	P2F-076
13902-Pre	RRTPO	I-95/Willis Road Interchange Improvements	Highway	Regional	FHW-72	Vision
13700-Pre	PlanRVA	US-301/Chamberlayne Road Improvements, Phase 1	Highway	Local/Programmatic		
13786-Pre	PlanRVA	Rt 10 (Jessup Rd-Addison Gate Dr) Safety & Op. Impr Phase I	Highway	Regional	Vision	P2F-201; N/A
13843-Pre	PlanRVA	O Norfolk Street Bridge Connection	Highway	Local/Programmatic		
13929-Pre	PlanRVA	Rt 10 (Jessup Rd-Addison Gate Dr) Safety & Op. Impr Phase II	Highway	Regional	Vision	P2F-201; N/A

**ACTION ITEM**

June 9, 2026

**TO** Technical Advisory Committee**SUBJECT** 2026 Safety Action Plan**BRIEF:**

Staff has completed the draft Richmond Regional Transportation Safety Action Plan, *Safe by Design: Moving Toward a Transportation Network Built for People*. It establishes a regional action framework for eliminating traffic fatalities and serious injuries across the region through strategies grounded in the Safe System Approach.

The plan was included in the FY26 Unified Planning Work Program as a deliverable under the Safety Planning task area. The Public Engagement Report was released separately in May 2026 and is available on [engage.planrva.org/safety-plan](https://engage.planrva.org/safety-plan).

**RECOMMENDED ACTION:**

The Technical Advisory Committee (TAC) should recommend that the RRTPO Policy Board adopt the Richmond Regional Transportation Safety Action Plan as a guiding regional planning document.

**DISCUSSION:**

The RRTPO has identified roadway safety as a regional priority in the ConnectRVA 2045 Long-Range Transportation Plan and in successive Unified Planning Work Programs. The Richmond Region, like many metropolitan areas, continues to experience preventable traffic deaths and serious injuries at a rate that warrants a coordinated, data-driven regional response. *Safe by Design* fulfills the RRTPO's commitment to developing that response in a form that can guide local, regional, state, and federal investments over the coming years.

**Plan Development**

Plan development began in 2025 and the process included a regional crash analysis covering five years of VDOT crash data; development of a regional High Injury Network (HIN) identifying the roads where the majority of fatal and serious injury crashes occur; identification of Priority Safety Corridors at the regional scale; and assessment of existing safety conditions, policies, and programs across all member jurisdictions. Three of the region's jurisdictions (the City of Richmond, Henrico County, and Chesterfield County) have developed their own SS4A-aligned safety action plans in recent years, providing a strong foundation for regional coordination.



### **Safety Actions**

The plan identifies six interconnected safety actions spanning road design standards, systematic safety assessments, quick-build demonstration projects, complementary planning for speed management and accessibility, and a regional accountability dashboard. Actions are phased across short-, mid-, and long-range timeframes, with implementation leads identified for each. A companion Regional Safety Messaging Framework, *Safer Together*, was developed concurrently to guide coordinated public communication across jurisdictions beginning in FY27.

### **Relationship to Regional Planning and Grant Eligibility**

Adoption of the plan by the RRTPO Policy Board is a required condition of eligibility for the Safe Streets and Roads for All Implementation Grant program. The plan's strategic action framework, multimodal emphasis, and phased implementation structure are designed to meet SS4A implementation grant application requirements, positioning the region competitively for future federal investment in safety infrastructure and programming.

The plan also supports alignment with the Virginia Strategic Highway Safety Plan (SHSP) goal of reducing traffic fatalities and serious injuries by 50 percent by 2045, the Highway Safety Improvement Program (HSIP), and the region's SMART SCALE project evaluation criteria.

For more information, please contact Dan Motta at 804-924-7041 or [dmotta@planrva.org](mailto:dmotta@planrva.org).

### **Attachments:**

- A. [Safe by Design: Moving Toward a Transportation Network Built for People](#)
- B. [Engagement Report](#)
- C. [Project Engagement Page](#)

**ACTION ITEM**

June 9, 2026

**TO**

Technical Advisory Committee

**SUBJECT**

Critical Urban Freight Corridor (CUFC) Expansion

**BRIEF:**

Critical Urban Freight Corridor (CUFC) is a voluntary designation applied by MPOs in cooperation with the state to public roadways which serve critical freight functions such as serving an important role in freight movement or connecting intermodal facilities and freight generators to the primary freight highway system or interstate system within an urbanized area. In Virginia, this designation unlocks additional programming flexibility to projects awarded through the SMART SCALE program but does not create new funding eligibility. The miles of CUFC within a state are limited based on federal law and the Bipartisan Infrastructure Law (BIL) increased the available miles in Virginia by 97.94 miles. OIPI has proposed the MPO and state designate the remainder of I-295 in eastern Henrico and Chesterfield as part of the critical freight networks within the RRTPO planning area.

**RECOMMENDED ACTION:**

The Technical Advisory Committee (TAC) should review and recommend approval of the Critical Urban Freight Corridor (CUFC) expansion along I-295 as proposed.

**DISCUSSION:**

The Fixing America's Surface Transportation (FAST) Act established the National Highway Freight Network (NHFN). The NHFN includes the following subsystems of roadways:

- Primary Highway Freight System (PHFS)
- Other Interstate portions not on the PHFS (non-PHFS)
- Critical Rural Freight Corridors (CRFCs) as designated by States
- Critical Urban Freight Corridors (CUFCs) as designated by MPOs serving regions of 500,000 people or more in coordination with the State

Designation of CUFCs and CRFCs are voluntary. In Virginia, NHFP funds are allocated to projects selected via SMART SCALE and other established programs; CUFC and CRFC designations do not impact eligibility for these funding programs. The role and purpose of CUFC and CRFC designations is to gain more programming flexibility.



Virginia designated CUFC and CRFC in 2022 as part of its submission. For CUFCs, OIPI collaborated with three MPOs (Richmond, Hampton Roads, and Northern Virginia) on the designation to ensure a continuous and logical network. For CRFCs, OIPI identified a network to ensure continuity.

The Bipartisan Infrastructure Law (BIL) increased the maximum mileage for CRFC to 300 and for CUFC to 150 for Virginia. This change means significant mileage remains unallocated (97.94 CUFC miles, 146.03 CRFC miles). OIPI has proposed extending the current designation along I-295 in eastern Henrico and Chesterfield counties. The map below shows the existing National Highway Freight Network (NHFN) roadways in blue with the proposed expansion in red. The RRTPO study area is shown in light red, and the adjoining MPOs are in blue.

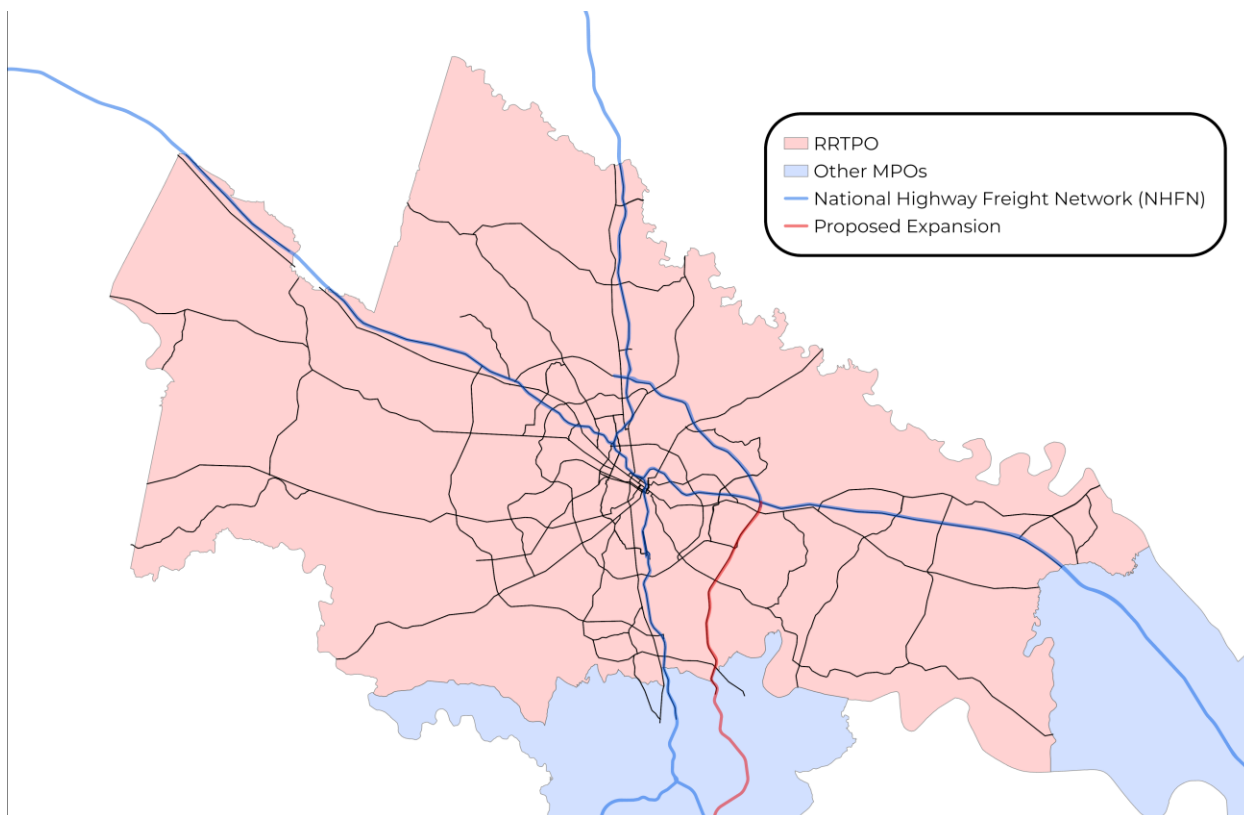


Figure 1: National Highway Freight Network (NHFN) and proposed CUFC/CRFC expansion

For more information, please contact Dorian Allen at [dallen@planrva.org](mailto:dallen@planrva.org) or 804-924-9614.

**ACTION ITEM**

June 9, 2026

**TO** Technical Advisory Committee**SUBJECT** FY27 Election of Officers**BRIEF:**

The Policy Board of the Richmond Regional Transportation Planning Organization (RRTPO) has adopted non-binding governance guidance documents to supplement the bylaws in the administration of the RRTPO's various committees. Guidance Document #3 adopted in 2018 establishes the term of office for the TAC chair and vice chair to be one fiscal year, running from July 1 to June 30 of the following year. To ensure a smooth transition, the TAC must elect a chair and vice chair for FY27 at this month's meeting.

**RECOMMENDED ACTION:**

The Technical Advisory Committee (TAC) should nominate and elect a chair and vice chair for FY27. Per the non-binding rotation, Goochland (Austin Goyne) is next for the chair position and Powhatan (Ligon Webb) is next for vice chair position.

**DISCUSSION:**

In June 2018, the RRTPO adopted non-binding governance documents to provide additional guidance in the organization of the various committees of the body. In order to facilitate a regular and orderly rotation of leadership of the Technical Advisory Committee (TAC) among the representatives of the member jurisdictions, the guidance document establishes an order of rotation by locality (listed below). Terms of the Chairman and Vice Chairman shall be one year from July 1 to June 30. The TAC is not required to select officers in this order but has historically tried to follow this cycle.

*Non-Binding Order of Rotation*

- Richmond
- Goochland
- Powhatan
- Chesterfield
- Ashland
- New Kent
- Henrico



- Hanover
- Charles City

For more information, please contact Myles Busching at [mbusching@planrva.org](mailto:mbusching@planrva.org)  
804-924-7035.

## **Technical Advisory Committee FY27 Meeting Dates**

1. July 14, 2026
2. August 11, 2026
3. September 8, 2026
4. October 13, 2026
5. November 10, 2026
6. December 8, 2026
7. January 12, 2027
8. February 9, 2027
9. March 9, 2027
10. April 13, 2027
11. May 11, 2027
12. June 8, 2027