



Photo: Rt. 288 from River Road,
Goochland County



If you wish to participate in this meeting virtually, please register through this

WEBINAR
LINK

NOTES

This meeting is open to the public. Members of the public are invited to attend virtually. Please alert RRTPO staff at RRTPO@PlanRVA.org if electronic transmission of this meeting fails for the public. Please refer to our [Statement Regarding Virtual Meeting Participation by Members of the Public](#) for more information.

Check out our complete [Public Meeting Participation Guide](#) online to learn about the different ways you can stay connected and involved.

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

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

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

Powered By:



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, August 11, 2026 - 9:00 a.m.

Teams Meeting (webinar link provided in agenda cover page)

1. Welcome and Introductions

(Chair Goyne)

2. Roll Call & Certification of a Quorum

(Sarah-Keel Crews)

3. Consideration of Amendments to the Meeting Agenda

(Chair Goyne)

4. Open Public Comment Period

(Chair Goyne /5 minutes)

5. Consent Agenda

a. [Approval of July 14, 2026, TAC Meeting Minutes](#) – page 4

Consent Requested: approval of minutes as presented.

6. TAC Chair's Report

(Chair Goyne /5 minutes)

7. [Draft Conformity Public Review](#) – page 12

(Will Heller/10 minutes)

Action Item

**8. [FY24 – FY27 Transportation Improvement Program \(TIP\) Amendment -
#SMART18 - RICHMOND-HENRICO TURNPIKE -- SOUTH SGMT \(UPC 111716\)](#)**

– page 14

(Will Heller/5 minutes)

Action Item

**9. [Flexible Regional Funding – Existing Project Request - Deepwater Terminal Rd
-Extend Existing Roadway \(UPC 104281\)](#) – page 18**

(Myles Busching/15 minutes)

Action Item

- 10. Road Safety Assessment Pilot Corridor Selection**
(Dan Motta/20 minutes)
Discussion Item
- 11. FY27 Work Program Updates**
(Myles Busching/10 minutes)
Discussion Item
- 12. Transportation Agency Updates**
(10 minutes)
- a. DRPT – Hudson**
 - b. GRTC – Robinson**
 - c. RideFinders – O’Keeffe**
 - d. VDOT – Siodmok**
- 13. [PlanRVA Newsletter: The Better Together Connector \(linked\)](#)**
Information item.
- 14. TAC Member Comments**
(Chair Goyne /5 minutes)
- 15. Next Meeting:** Tuesday, September 8, 2026, at **9:00 a.m.** via Teams
(Chair Goyne)
- 16. Adjournment**
(Chair Goyne)

**Richmond Regional Transportation Planning Organization
Technical Advisory Committee
Meeting Minutes
Tuesday, July 14, 2026 - 9:00 a.m.
In-Person 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	X	New Kent County		GRTC	
Chesterfield County		Amy Inman	X	Patricia Robinson	X
J.J. Banuelos (Vice Chair)	X	Powhatan County		Corey Robinson (A)	X
Barbara K. Smith (A)		Ligon Webb	V	RMTA	
Goochland County		City of Richmond		Theresa Simmons	
Austin Goyne (Chair)	x	Daniel Wagner	X	RideFinders	
Patrick Longerbeam (A)		Andy Boenau (A)		John O'Keeffe	x
Hanover County		CRAC (Capt. Reg. Arprt Co)		VDOT	
Joseph E. Vidunas	X	John B. Rutledge		Naomi Siodmok	x
Randy Hardman (A)		CVTA		Todd Scheid (A)	V
		Chet Parsons		Virginia Port Authority	
		Mo Nyamweya		Vacant	

The technology used for the RRTPO Technical Advisory Committee meeting was a web-hosted service created by Teams 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 in-person TAC meeting was called to order at 9:01 a.m. by Chair Goyne. Sarah-Keel Crews, PlanRVA, completed the roll call and certified there was a physical quorum.

There was one TAC member participating remotely, Ligon Webb, so Chair Goyne proceeded with the certification process for his remote participation. On a motion by Naomi Siodmok, seconded by Sharon Smidler, all voted in favor to approve Mr. Webb's remote participation.

Chair Goyne then asked if there were any amendments to the agenda. Myles Busching let the group know that he received a request to remove item 8. On a motion by Daniel Wagner, seconded by Sharon Smidler, all voted in favor of removing the item from the agenda.

There was no public commentary, so Chair Goyne moved on to approval of the June 9th meeting minutes. JJ Banuelos let the TAC know that he had joined the June meeting late, and therefore his attendance was not recorded. He then made a motion to approve the minutes with the edit that he was present for the meeting. Chair Goyne seconded and all voted in favor of approving the minutes.

Chair Goyne did not have a formal chair report, but he noted that they were steadily progressing towards the end of Smart Scale round 7.

Amy Inman joined at 9:08 a.m.

Virginia Passenger Rail Authority (VPRA) Updates

Chair Goyne then gave the floor to Christine Fix, VPRA, who was the Director of Planning. She provided an update on the Transforming Rail in Virginia program, which is focused on expanding passenger rail availability, improving reliability and service quality, and separating passenger and freight rail where possible, particularly along the I-95/RF&P corridor. VPRA has approximately \$4.5 billion in rail infrastructure work underway statewide and has acquired nearly 400 miles of railroad right-of-way, creating new long-term responsibilities for maintenance, coordination, and protection of rail assets.

In the Richmond region, VPRA is advancing the Taylorsville Third Track Project in Hanover County, which will add about three miles of track between the Taylorsville Road area and Doswell. The project will function as a passing siding, allowing freight and passenger trains to move around one another more efficiently. It is currently in project development, with 60% design drawings expected soon, U.S. Army Corps of Engineers permitting underway, a budget of approximately \$86.1 million, and substantial completion expected in winter 2029.

Several Richmond-area station and service-support projects are also moving forward. The Richmond Layover Facility at Fulton Yard will include three storage tracks to support expanded Amtrak service at Main Street Station, allowing trains to begin and end service in Richmond rather than only passing through. The

project has a budget of about \$76 million, including a recently awarded \$25 million federal BUILD grant, and is expected to move to procurement in 2027, construction in 2028, and completion in 2030. VPRA is also planning ADA, safety, canopy, and platform improvements at Staples Mill Station, while Ettrick Station improvements will address platform and canopy rehabilitation, parking lot repaving, grading, drainage, and stormwater issues, with construction expected to begin toward the end of 2026 and completion targeted for 2028.

VPRA is also undertaking an Ettrick transit-oriented development study to evaluate long-term opportunities around Ettrick Station, including station upgrades, property use, walkability, transit connections, and coordination with nearby Virginia State University and Petersburg Area Transit. The study will include existing conditions analysis, market and economic analysis, public outreach, conceptual engineering, a TOD strategic plan, and an environmental scan. This work is being coordinated with the broader Richmond-to-Raleigh rail project, for which VPRA and North Carolina DOT have acquired the abandoned S-Line south of Petersburg to the North Carolina state line and received federal funding to advance the corridor to 30% design.

Fix also outlined VPRA's third-party project review process, emphasizing the need for early coordination when development, utilities, stormwater facilities, or construction activities are proposed adjacent to railroad right-of-way. VPRA is especially concerned about projects that direct stormwater toward rail property, build close to the rail boundary, require cranes or equipment near tracks, or involve utilities that may affect the corridor. Local governments are encouraged to direct developers to VPRA's website, maps, application forms, and property portal when projects may affect VPRA or CSX right-of-way; review costs are generally borne by the developer.

The presentation concluded with a safety reminder following a recent heat-related derailment. Fix noted that extreme temperatures can cause rails to buckle, prompting CSX to impose heat-related speed restrictions that may delay Amtrak service. VPRA encouraged local staff and the public to immediately notify the railroad of any emergency, obstruction, or vehicle stuck on the tracks by using the emergency number posted on the small blue signs at crossings. VPRA's safety director, Lamar Bates, and VPRA planning and real estate staff were identified as key contacts for coordination and follow-up.

The discussion that followed clarified the roles of VPRA, DRPT, Amtrak, and other rail-related entities in Virginia. Christine Fix explained that VPRA owns and maintains passenger rail right-of-way and tracks, plans passenger rail service, and works with Amtrak to provide that service through a complex set of agreements involving payments, fees, and shared revenues. DRPT serves as VPRA's partner and focuses on broader statewide and long-range rail planning, including the State Rail Plan, while VPRA implements projects through engineering, asset ownership, and service coordination. It was also noted that DRPT is not a

regulatory agency; rail incidents involving private Class I railroads fall under the State Corporation Commission's regulatory role. The discussion also highlighted that VPRA was created as a separate authority, originally out of DRPT, because state agencies could not own physical rail assets. VPRA's enabling legislation allows it to own right-of-way, exercise eminent domain, carry necessary insurance, maintain its own board, and contract with partners such as CSX, Norfolk Southern, and Amtrak.

Prioritization Process Pilot

Next on the agenda was a presentation by Sarah Stewart. Ms. Stewart, PlanRVA's Director of Resilience, Emergency Management, and Environment, presented an overview of the Pathways to the Future project scoring initiative, joined by project manager Ellen Cook. The project is designed to better connect the region's scenario planning work with RRTPO planning and funding decisions by using Pathways to the Future models, new analytical tools, and return-on-investment methods. Its goal is to make transportation project prioritization more data-driven, transparent, and easier to explain to decision-makers, stakeholders, and the public.

The initiative is funded through the federal Project Prioritization Pilot Program, or "Pequod," created under the Infrastructure Investment and Jobs Act. Ms. Stewart explained that the program responds to a common concern that the public often does not understand why one transportation project is selected or funded over another. The project is intended to reduce that "black box" perception by developing a clearer scoring and selection process that uses measurable costs and benefits while also allowing the public to understand and comment on project decisions.

The project has two closely connected outcomes: improved technical scoring tools and stronger public communication. On the technical side, PlanRVA will use the Pathways scenario planning models, develop additional datasets and methodologies, and create a project scoring process based on return on investment. The scorecard will build on the Long-Range Transportation Plan process and evaluate projects across traditional transportation categories such as operations, safety, and access, as well as broader measures related to environmental outcomes and quality of life. It will consider both benefits and burdens for users and non-users, incorporate lifecycle costs such as capital, operations, and maintenance, and monetize benefits where appropriate to allow more consistent comparison across transportation modes.

Ms. Stewart described a three-tiered return-on-investment approach. The first tier evaluates individual projects on their own merits. The second tier evaluates packages of projects, or investment alternatives, which could be grouped by policy direction, geography, or other priorities, such as multimodal or highway-focused investment strategies. The third tier is a robustness test, which assesses how a project or investment package performs across multiple future scenarios from the

Pathways to the Future work. This approach is intended to help decision-makers understand not only how projects compare today, but how well they may hold up under different future conditions.

Public engagement is a central component of the initiative and will help PlanRVA understand what stakeholders and the public currently find unclear about the prioritization process. An engagement strategy is being developed with input from CTAC, and PlanRVA will use its Engage platform, focus groups, and an eventual interactive dashboard or web presence to explain project scoring and decision-making. The team has already assembled a multidisciplinary staff group, conducted a literature review, consulted peer regions, begun drafting a summary report, and started engagement planning. Next steps include finalizing the engagement strategy, launching the Engage page, soliciting a technical consultant through the PlanRVA technical bench, and continuing toward possible TPO adoption and live online tools by fall 2027.

The discussion afterward focused on how the proposed project prioritization framework would treat costs, project types, and funding decisions. In response to a question about operational costs, staff clarified that the intent is to look broadly at the cost of operating or implementing a service or facility, including delay during construction, delay relief once operational, user costs, vehicle miles traveled, and other lifecycle considerations, rather than only capital costs. There was also interest in whether jurisdictions could use the future web-based tool to test potential projects before formal submission. Stewart indicated that this is the direction PlanRVA would like to move toward, potentially with both a public-facing mode and a more detailed mode for localities, allowing jurisdictions to evaluate which projects may score best and reduce unnecessary work for both applicants and staff. Questions also addressed which projects and funding programs the tool would apply to. Staff explained that the tool is expected to support future project calls and could align with CBTA and RRTPO processes, though it may be better suited to more defined project selection than very conceptual long-range planning projects. Flexibility was identified as important so that emerging priorities, such as unexpected regional projects, can still be submitted and evaluated.

Committee members also asked how broader measures such as quality of life would be quantified and applied. Stewart explained that PlanRVA hopes to use the Pathways scenario planning models and additional research to capture benefits and burdens that traditional transportation scoring often misses, such as health, environmental, reliability, and community impacts. Staff acknowledged that these measures are more complex and represent a newer area of transportation planning, so TAC review and feedback will be important to ensure the measures are fair, understandable, and defensible. Another question raised whether projects would be compared across one universal list or grouped according to appropriate funding streams; staff confirmed that matching projects to funding eligibility and program categories is an important part of the design so

that projects are not misaligned with available funding sources. The discussion concluded with a clarification of the project's main objective: to move beyond traditional point-based scoring divided by project cost and toward a monetized return-on-investment approach that captures lifecycle costs and benefits, including safety, delay, air quality, construction, operations, and maintenance, to better show the overall value a project provides to the region.

FY27 Work Program Updates

Myles Busching provided a brief update on the FY27 work program as the new fiscal year begins, highlighting the major deliverables and areas where TAC input will be needed. The work program includes 14 tasks and 26 primary deliverables, with the annual public engagement progress report expected to be completed later in the month following CTAC review. A key procedural change this year is a move to monthly work status reporting to the TPO, rather than quarterly reporting, which will also allow TAC to receive more regular updates and provide more timely technical guidance on active projects and deliverables.

Mr. Busching outlined several regional planning items expected to come before TAC during the year. These include scoping the next long-range transportation plan update for 2055, supporting and providing input on GRTC's Regional Public Transportation Plan, and developing the scope for an update to the region's intermodal strategy, which has not been updated in approximately 15 years. He also noted that the western spine/Three Notch Trail alignment study is expected to wrap up by the end of the calendar year and will return to TAC for review later in the fall. In addition, socioeconomic data development is underway for the 2025 base year and 2055 future year, which will support future planning work.

Other major areas of TAC involvement will include funding, performance management, and administrative planning. This year is an "existing projects only" funding year, with any funding requests likely to come forward around December. Performance management will be especially active, as annual safety targets must be updated and four-year pavement, bridge condition, and reliability targets are also due for adoption in February and March. TAC will also be asked to help shape next year's work program, including decisions such as how to approach future roadway safety assessment work. Mr. Busching closed by noting that staff will continue regular safety, bike-ped, freight, and planning updates, but invited TAC members to suggest additional topics or deliverables they would like highlighted as monthly reporting becomes more detailed.

Upcoming Interagency Consultation – August 7, 2026

Mr. Busching then reminded members representing jurisdictions within the ozone maintenance area that an upcoming interagency consultation meeting will be hosted by Tri-Cities on August 7. The reminder applied to all maintenance-area jurisdictions except Goochland, Powhatan, and New Kent, which are not included in the ozone maintenance area. Dan Greenwell will send the formal invitation, and members were encouraged to watch for it and plan to attend.

He emphasized that attendance is important because the group needs to maintain a quorum for the consultation meeting. He noted that the previous meeting came close to not having enough participants, so staff are hoping for stronger participation this time to ensure the meeting can proceed properly.

B. Transportation Agency Updates

DRPT: Wood Hudson reported that the FY27 Six-Year Improvement Program (SYIP) was approved on June 17, allowing DRPT to move from application and program development into operating and capital assistance contracts; transit agencies and other RRTPO grant recipients should monitor WebGrants and related notifications for updates. He also noted that the State Rail Plan effort is ongoing, with public and stakeholder surveys, a first round of stakeholder work groups, and a first virtual public meeting already completed; a second public meeting is planned for August, with another public survey scheduled for September. Mr. Hudson will share links to the project website and the June Director's Report presented to the Commonwealth Transportation Board. He also reminded MPO staff to submit their UPWPs to federal agencies for review and approval and noted that, following DRPT's leadership change, the agency is reevaluating MPO assignments and expects to send formal staff designation letters within the next month or two.

GRTC: Corey Robinson reported that service changes took effect on Sunday, July 12, including added trips on Routes 5, 7A, and 7B, schedule adjustments on Routes 5 and 20 to support on-time performance, and the return of a Brightpoint Community College stop on the 95X Petersburg Express. The end-of-line and layover point for Routes 7A and 7B has moved from Richmond International Airport to Lee and Pros due to airport security protocols prohibiting unattended buses near the terminals, though buses will still serve the airport before laying over. The 95X also has adjusted run times and a relocated Petersburg end-of-line point on Union Street, based on guidance from Petersburg Area Transit to avoid congestion at the transportation terminal. Riders were advised to review updated timetables and check the Transit app before traveling. Mr. Robinson also announced that Tap Into Transit Day is taking place today from 4:30 to 7:30 p.m. at Main Street Station, supporting the Transit Access Partnership and open-access transit in the region, with a silent auction featuring local artists' work on archived GRTC system maps, interactive art and bus experiences, rider stories, and merchandise.

RideFinders: John O'Keeffe reported that RideFinders completed several employer and community outreach activities over the past month, including events with the Department of Medical Assistance Services, the City of Richmond Health and Wellness Fair, and the state's "On the Square" events, where staff shared information about vanpooling, carpooling, ride matching, and transit options. He noted that Brigitte Carter successfully completed the Richmond Region Tourism Ambassador Program, which included classroom instruction and a regional tour highlighting Chesterfield County and tourism destinations across the region. Executive Director Cherika Ruffin also participated in meetings with CoStar and GRTC to discuss transit, vanpool, and carpool solutions related to CoStar's limited parking needs, and RideFinders joined GRTC for an on-site transportation fair.

Mr. O'Keeffe also highlighted several new outreach and engagement initiatives. RideFinders launched a new "Why Wednesday" social media series focused on employer

and commuter benefits of sustainable transportation, developed a “Commute Championship Spotlight” initiative to showcase commuter success stories, and created interactive educational displays, infographics, and activities to support outreach at events and presentations. RideFinders planned to use those materials at the Tap Into Transit event later that evening, where staff would also be present to assist.

VDOT: Naomi Siodmok provided several VDOT updates, including the introduction of Landon, who has joined the VDOT team to assist with regional planning and grants, while Naomi and Todd will remain the primary Richmond TPO contacts. She reported that the CTB discussed potential changes to the Revenue Sharing Program, with an interest in moving toward fuller project funding, and noted that the Six-Year Improvement Program has been adopted, with the next CTB meetings scheduled for July 21–22. Localities receiving Transportation Alternatives or Revenue Sharing funds should watch for local agreements. She also reminded members that Smart Scale Gate 3 documents are due July 15 and full applications are due August 3, with VDOT continuing to coordinate on reviews and signatures. VDOT exceeded its two-year construction commitment target, advancing \$2.5 billion in projects to construction, with the Richmond District contributing 27% of that total. Upcoming opportunities include Chesterfield County’s August 6 engagement event on a potential continuous green-T intersection at Hull Street Road and Brad McNeer Parkway, and a VDOT training on July 23 covering dashboard, LSPP, and portfolio topics.

C. Adjournment

After agency updates concluded, Chair Goyne opened up the meeting to member comments. During this time, one member noted that VDOT is reviewing its Public Involvement Manual and encouraged anyone with suggested changes or concerns to share them with VDOT, noting that Larry Hagin could help route comments to the appropriate staff. The member observed that some parts of the manual may be outdated or could work better in practice.

Several members then praised VDOT staff for their responsiveness and collaboration, particularly Naomi Siodmok, during recent Revenue Sharing project coordination. Amy Inman also commended VDOT’s work on a recent public hearing for the Exit 211 Diverging Diamond project, specifically recognizing Will Wheeler and the broader team for a well-organized event. Another member echoed the appreciation for Ms. Siodmok and VDOT. A final comment noted that the LAP Conference will be held in September at Hotel Roanoke, with the speaker looking forward to attending and seeing others there.

With no further comments from TAC members, Chair Goyne adjourned at 10:10 a.m., noting that the next meeting is August 11th at 9:00 a.m., via Teams.

**ACTION ITEM**

August 11, 2026

TO Technical Advisory Committee**SUBJECT** Updated Regional Conformity Assessment Report**BRIEF:**

The Virginia Department of Transportation (VDOT) has requested an amendment to the FY27-30 TIP to include the Upper Magnolia West Area Arterial Collector, UPC 129759. Though this project is part of the phasing for the existing Powhite Ph. 2 project, VDOT Environmental has requested that it be added as a separate project for air quality conformity. The Interagency Consultation Group (ICG) met on August 7th and approved the updated draft report including this amendment. The draft report is presented for review, and the RRTPO TAC has been delegated authority by the Policy Board to initiate a 30-day public review.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should review the updated draft Regional Conformity Assessment and authorize the public review of the draft Regional Conformity Assessment report as requested by VDOT and authorized by the Policy Board.

DISCUSSION:

As part of the FY27-30 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 2050 plan along with the ungrouped projects in the draft FY27-30 TIP that are located within the former 8-hour ozone maintenance area constitute the RRTPO set of projects for this analysis.

The policy board acted at the July 2, 2026, meeting to approve this project list. The interagency consultation meeting took place before the August 7, 2026, TCAMPO TAC meeting. At this meeting, a draft conformity report was reviewed and advanced to the RRTPO TAC. The updated draft conformity report will be distributed to the TAC upon receipt.



PUBLIC PARTICIPATION:

Pending TAC approval, a 30-day public comment period will be initiated on August 17, 2026 until September 18, 2026.

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

Attachment

- A. [Updated Draft Regional Conformity Assessment – To be distributed upon receipt.](#)

**ACTION ITEM**

August 11, 2026

TO Technical Advisory Committee**SUBJECT** FY24 – FY27 Transportation Improvement Program (TIP)
Amendment - #SMART18 - RICHMOND-HENRICO TURNPIKE --
SOUTH SGMT (UPC 111716)**BRIEF:**

The Virginia Department of Transportation (VDOT) submitted a request to amend the Transportation Improvement Program (TIP) to update funding for the existing project, UPC 111716.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should recommend approval of the proposed TIP amendment as requested by VDOT.

DISCUSSION:

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

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

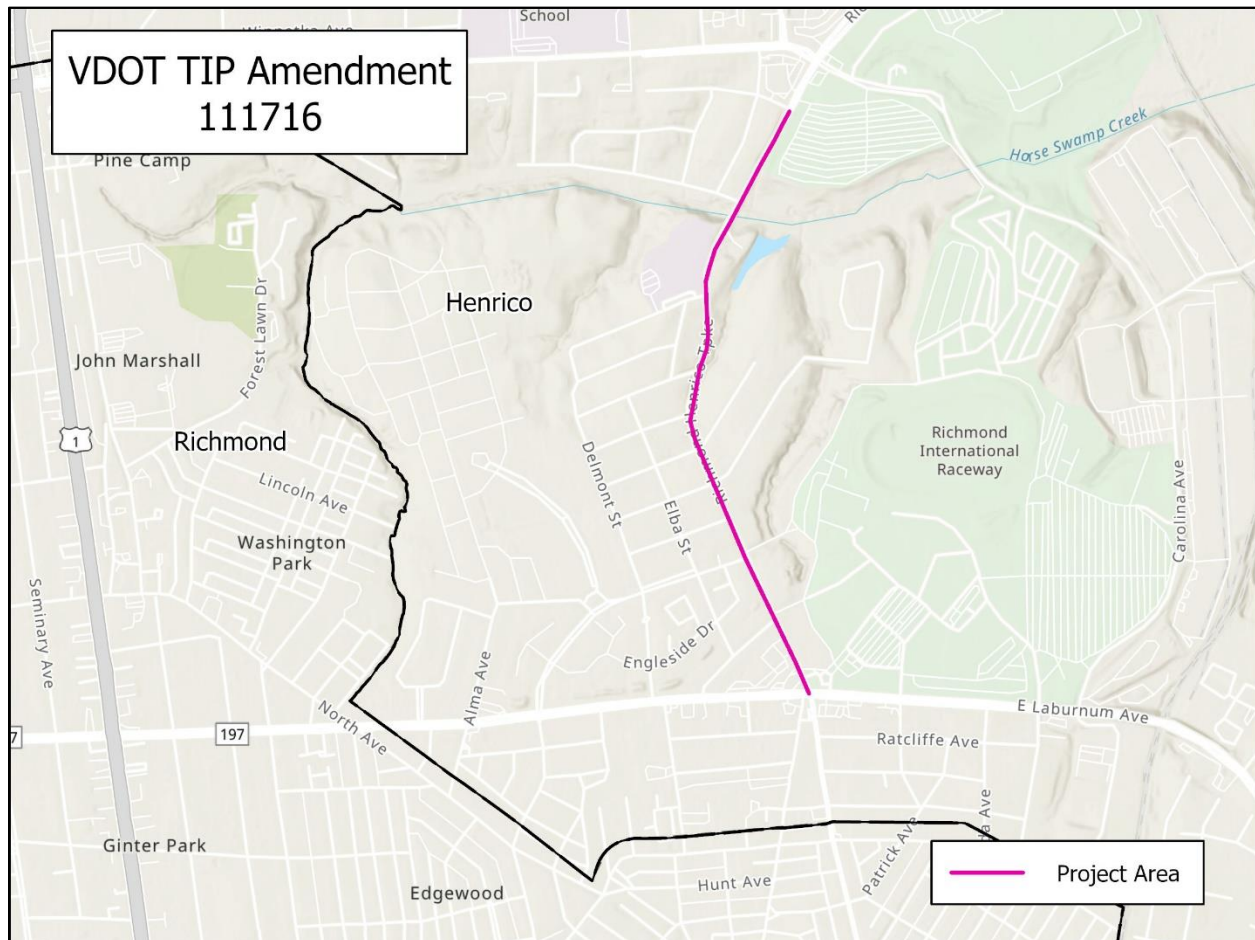
The proposed amendment requested by VDOT has been reviewed by staff and found consistent with the requirements for RRTPO approval. Draft TIP blocks can be found in Attachment A. A summary of the findings for each requirement is included below.

Project Overview:

The existing project, #SMART 18 – Richmond-Henrico Turnpike – South Segment, is the result of a successful 2018 SMART Scale bid by Henrico County, it will widen the



Richmond-Henrico Turnpike between Laburnum Avenue and Hummingbird Lane from 2 to 4 lanes and divide the roadway with a 16 ft raised median. In addition to roadway improvements, the project calls for pedestrian and bicycle improvements along both sides of the Richmond-Henrico Turnpike with a shared use along the East side and a sidewalk along the West side.



ConnectRVA 2045 Consistency:

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

Figure 1 below graphically shows the consistency review process.

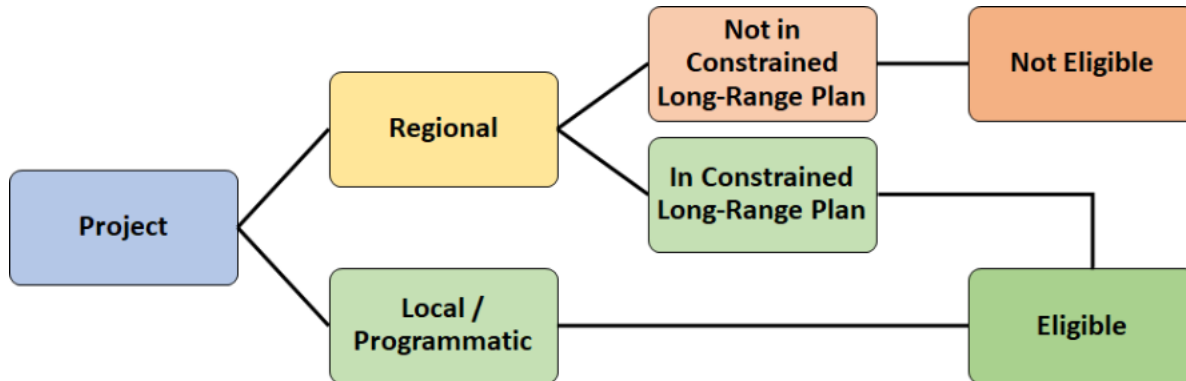


Figure 1: ConnectRVA 2045 Consistency Workflow

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. This project has previously been deemed regionally significant and is already included in the regional conformity analysis report for the FY24-FY27 TIP.

Fiscal Constraint:

The funding changes are as follows: add \$7,891,972 (AC-Other) to FFY26 CN Phase.

Federal Fund Source Description:

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

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

Attachment

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

Attachment A – Draft TIP Block

111716 - #SMART18 – Richmond-Henrico Turnpike – South Segment

UPC NO	111716	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Secondary	JURISDICTION	Henrico County		OVERSIGHT	NFO
PROJECT	#SMART18 – RICHMOND-HENRICO TURNPIKE – SOUTH SGMT				ADMIN BY	Locally
DESCRIPTION	FROM: LABURNUM AVENUE TO: HUMMINGBIRD RD (1.1490 MI)					
PROGRAM NOTE	TIP AMD – add an additional \$7,891,972 (AC-Other) FFY26 CN Phase					
ROUTE/STREET	RICHMOND-HENRICO TURNPIKE (7609)				TOTAL COST	\$46,549,985
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – STP/STBG	\$0	\$0	\$0	\$1,124,631	\$0
RW	Federal – STP/STBG	\$0	\$1,324,458	\$0	(\$1,311,518)	\$0
CN	Federal – STP/STBG	\$0	\$0	\$0	\$1,796,547	\$0
CN AC	Federal – AC OTHER	\$0	\$0	\$0	\$38,714,225	\$0

**ACTION ITEM**

August 11, 2026

TO Technical Advisory Committee**SUBJECT** Flexible Regional Funding - Existing Project Request - Deepwater Terminal Rd - Extend Existing Roadway (UPC 104281)**BRIEF:**

The Deepwater Terminal Road Extension (UPC 104281) was recently advertised for construction and bids exceeded expectations due to higher costs for bid items. Additionally, the assumptions for CEI, wetlands credits, and VDOT oversight have increased since the last SYIP estimate. The City of Richmond is requesting that RRTPO funds be used to cover the full deficit (\$2.121M). Any award for this project will require approval from the Policy Board and a waiver as the project has already exceeded the 50% allocation increase threshold since initial selection.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should review the request and make a recommendation for additional funding for this project. Given the long project history and limited local contributions over the past 8 years despite significant cost increases, staff recommend that no more than 50% of the deficit (\$1,060,682) be covered by the RRTPO. Furthermore, staff recommend this project cost increase be found eligible for a legacy project waiver as the project has been in the RRTPO's program for more than a decade.

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).

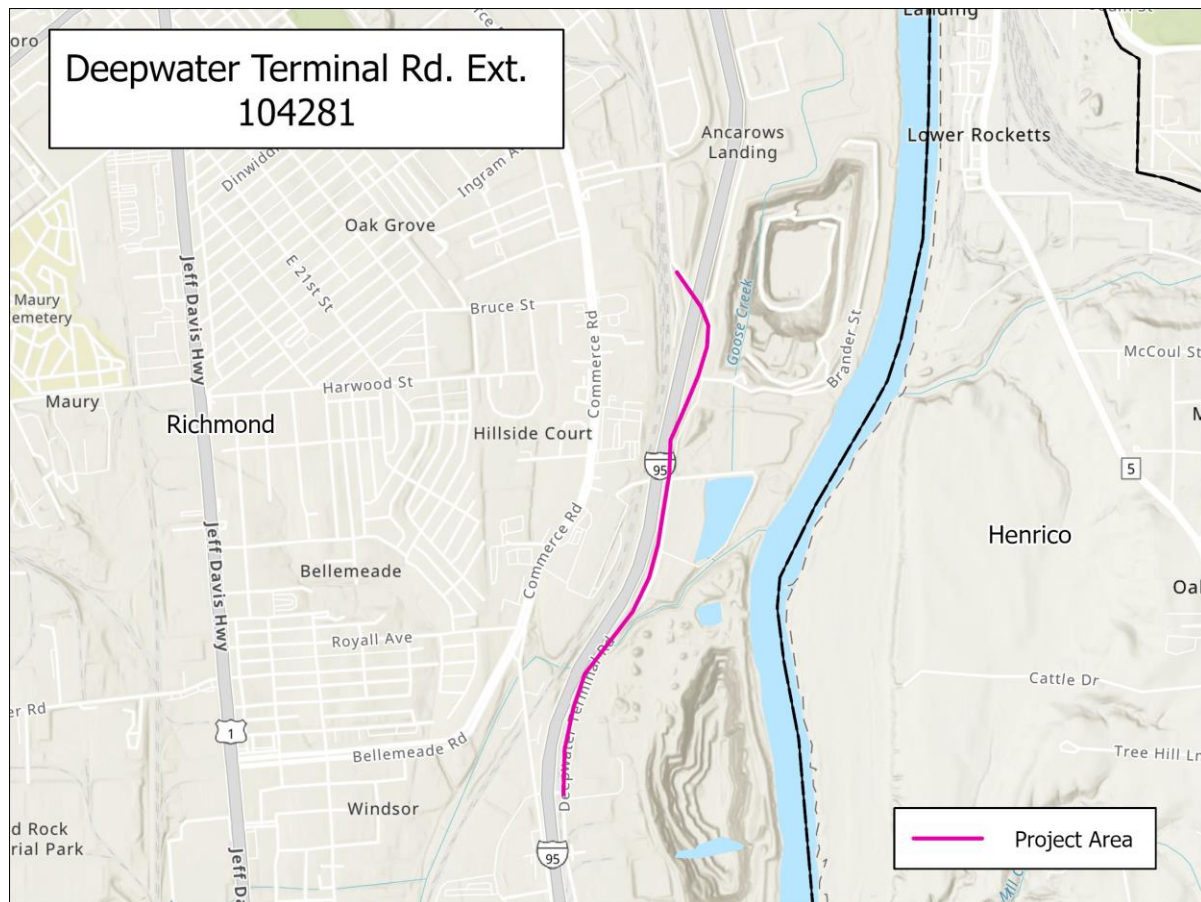
The RRTPO has received an off-cycle request from the City of Richmond to address a shortfall based on bids received for the Deepwater Terminal Road Extension (UPC 104281) project. Off-cycle requests are allowed under the regional funding



framework to address deficits for the construction phase when a project has been advertised, and additional funds are needed to advance construction.

Project Overview

This construction project will extend Deepwater Terminal Road to Goodes Street, approximately 0.70 miles improving access to the Richmond Marine Terminal. Currently, goods traveling to the port are limited by the 14-foot clearance restrictions of Bells Road passing under I-95. Accessing the port from Commerce Road by Goodes Street provides a second point of access to the port with a 21-foot vertical clearance under the interstate. The increased vertical clearance is necessary to accommodate over-size or “project” cargo opportunities for the Richmond Marine Terminal.



Cost Overrun

This project was recently advertised for construction bids. Bids for the project came in higher than anticipated with the updated construction estimate totaling nearly

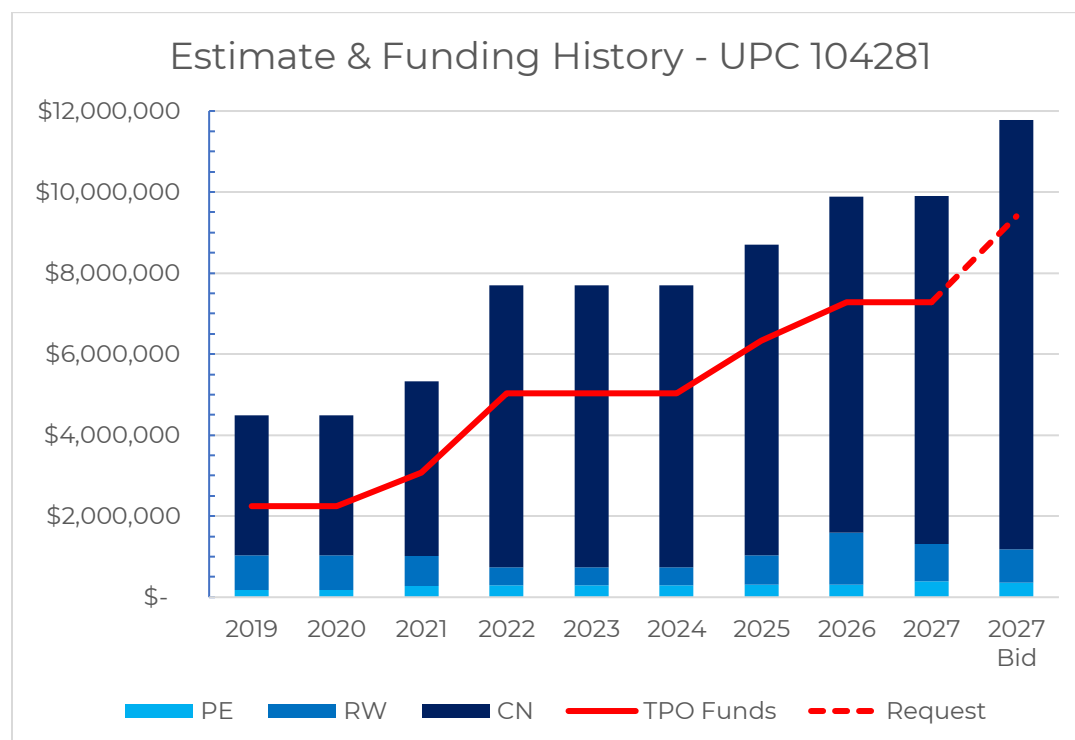


\$10.6M compared to the latest SYIP estimate of \$8.6M. In addition to the bid items, assumptions around CEI, wetlands credits, and VDOT oversight costs have increased from the most recent SYIP estimate. With corresponding decreases in PE and RW phases and the unfunded balance of \$247,000 in FY27, the deficit totals \$2,121,364.39.

Funding History & Waiver

This project has been in the RRTPO's project pool since the 2014 SYIP. This project was initially awarded \$1.75M in regional funds with a total estimate of approximately \$2M per VDOT's Dashboard. As the project has exceeded the 50% cumulative increase threshold, [a waiver is required to award additional funds](#). This project has been in the program for 13 years and **qualifies for the legacy project exemption**.

In 2019, this project was combined with an identical revenue share application to create the merged UPC. At the time, RRTPO funding represented 50% of the estimated cost. Since 2019, the estimated cost of this project has escalated significantly, with the *latest estimate more than two and half times higher* than the original merged UPC. Over this period, the RRTPO has covered nearly all the increased costs, increasing the RRTPO contribution by about \$5M (from \$2.247M to \$7.28M by FY27). The latest request would add additional RRTPO funds with no local contribution toward the deficit and bring the TPO share of the higher cost to approximately 80%.





For more information, please contact Myles Busching at mbusching@planrva.org or 804-924-7035.

Attachments

- A. [City of Richmond Funding Analysis](#)
- B. [Existing Project Request Form](#)

Funding analysis for UPC 104281 after receiving 3 bids

Preliminary Engineering:

Locality: \$280,000

VDOT OS: \$75,000

Total PE: \$355,000

Right of Way:

Locality: \$817,115

VDOT OS: \$17,000

Total RW: \$834,115

Construction:

Bid Items: \$8,357,522.39

Contingency (10%): \$835,753

CEI: \$907,518

Wetland / Nutrient Credits: \$206,100

City Payroll: \$195,000

VDOT CN OS: \$93,000 from most recent APP A

Total Construction Cost : \$ 10,594,893.39

Total Project estimated cost \$11,784,008.39

Total available Funding to date = \$9,662,644

Total Deficit and remaining need = \$2,121,364.39

Existing Project - RRTPO

Complete the application with as much detail as possible. Requests will be evaluated based on answers provided. A confirmation email and link to edit your answers will be sent to you upon submission. For any questions or problems, contact Myles Busching (mbusching@planrva.org).

General

Project Sponsor

Richmond

Sponsor Point of Contact

Adel Edward

Point of Contact Email

adel.edward@rva.gov

Point of Contact Phone Number

(804) 332-4117

General

Project Title

Deepwater terminal rd project

Project UPC

104281

Project Cost

Has the project estimate increased?

Yes

Explain the reasons for the increase in cost

Bids came higher due to industry high inflation in addition CEI came at \$907,000 plus wetland credits was high at \$ 190,000 and VDOT review costs at \$95000

Preliminary Engineering (PE) Estimate 355,000

Right-of-Way (RW) Estimate 834,115

Construction (CN) Estimate 10,594,893.39

Total Cost 11,784,008

Project Schedule

Has the project schedule changed?

No

Project Funding

Does this project need additional funding?

Yes

Are you requesting RRTPO funding for the full deficit?

Yes

Have you sought funding from other sources?

Yes

List the program, amount, and status of any requests for funding to address this deficit. If pending, include expected timeline for a decision

City local match on this project is already at \$1.65 million. There is a deficit of \$ 2,121,364. This project has been on the books for long time it is ready to go to construction as soon as those additional funds are available. we sent all attachment docs to Myles Busching on 07/23 to present to next TPO meeting in September.

Do you have CVTA or other local funds which could be allocated to this shortfall?

No

Additional Funding Requested

\$2,121,365

Supporting Materials

Supporting Materials

File Upload



IFB260017372 Bid Recommendation_... .pdf



Funding analysis for UPC 104281 aft... .docx



RKK fee CEI for UPC 104281.pdf