



**Photo: train tracks at Forest Lake Hills
(Hanover County).**

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



NOTES

This meeting is open to the public. Members of the public are invited to attend virtually. Please alert the RRTPO 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 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 Zoom by email to RRTPO@PlanRVA.org. Written comments will be read aloud or summarized during the meeting when possible and will be included in the meeting minutes. Verbal comments will be taken during the Public Comment Period on the agenda.

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

AGENDA

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
Tuesday, February 11, 2025, 9:00 a.m.
Zoom Meeting**

If you wish to participate in this meeting virtually, please register via Zoom at the following link:
https://planrva-org.zoom.us/webinar/register/WN_n1bG_F0mTeCNisCr4xMUgQ

- 1. Welcome and Introductions**
(Chair Clarke)
- 2. Roll Call & Certification of a Quorum**
(Janice Scott)
- 3. Consideration of Amendments to the Meeting Agenda**
(Chair Clarke)
- 4. Approval of January 14, 2024, TAC Meeting Minutes** – page 4
(Chair Clarke)
Action requested: approval of minutes as presented (voice vote).
- 5. Open Public Comment Period**
(Chair Clarke /5 minutes)
- 6. TAC Chairman's Report**
(Chair Clarke /10 minutes)
- 7. FY24 – FY27 Transportation Improvement Program (TIP) – UPC 123761 #SMART24 – HILL CARTER PARKWAY EXTENSION** – page 8
(Ansley Heller/5 minutes)
Action Item.
- 8. FY24 – FY27 Transportation Improvement Program (TIP) – UPC 123760 #SMART24 - Green Chimney** – page 12
(Ansley Heller/5 minutes)
Action Item.
- 9. FY24 – FY27 Transportation Improvement Program (TIP) – GRTC068 – Permanent Downtown Transfer Hub NEPA** – page 16
(Ansley Heller/5 minutes)
Action Item.
- 10. FY26 Regional Public Transportation Plan** – page 20
(GRTC/15 minutes)
Action Item.

- 11. BikePedRVA 2045 Update**
(Phil Riggan/15 minutes)
Discussion Item.
- 12. Regional Transportation Safety Planning**
(Myles Busching/30 minutes)
Discussion Item.
- 13. Flexible Regional Funding – Existing Project Requests Summary**
(Myles Busching/5 minutes)
Discussion Item.
- 14. Transportation Agency Updates**
(10 minutes)
 - a. DRPT** – Dubinsky
 - b. GRTC** – Robinson
 - c. RideFinders** – O’Keeffe
 - d. VDOT** – Rhodes
- 15. [PlanRVA Newsletter: The Better Together Connector \(linked\)](#)**
Information item.
- 16. TAC Member Comments**
(Chair Clarke /5 minutes)
- 17. Next Meeting: Tuesday, March 11, 2025, at 9:00 a.m.**
(Chair Clarke)
- 18. Adjournment**
(Chair Clarke)

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC)
Zoom Meeting**

January 14, 2025 - 9:00 a.m.

MEMBERS and ALTERNATES (A) PRESENT:

Town of Ashland		Charles City County		Chesterfield County	
Nora D. Amos	X	Sheri Adams, Vice Chair	X	Barbara K. Smith	X
Goochland County		Gary Mitchell (A)		J.J. Banuelos (A)	X
Vacant		Hanover County		Henrico County	
New Kent County		Joseph E. Vidunas	X	Sharon Smidler	X
Amy Inman		Randy Hardman (A)		Todd Eure (A)	
Capital Region Airport Commission (CRAC)		Powhatan County		City of Richmond	
John B. Rutledge		Bret Schardein (A)		Dironna Moore Clarke, Chair	X
PlanRVA		DRPT		GRTC	
Myles Busching	X	Tiffany T. Dubinsky		Patricia Robinson	X
Sulabh Aryal (A)	X	Wood Hudson (A)	X	Corey Robinson (A)	
RideFinders		RMTA		VDOT	
John O'Keeffe (A)	X	Theresa Simmons		Sarah Rhodes	X

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

1. Welcome and Introductions

Chair Clarke opened the meeting at 9:01 a.m. and welcomed attendees.

2. Roll Call & Certification of a Quorum

Janice Scott, PlanRVA, took attendance by roll call and certified that a quorum was present.

3. Consideration of Amendments to the Meeting Agenda

There were no requested changes

4. Approval of November 12, 2024, Meeting Minutes

On motion by Barbara Smith, seconded by Nora Amos, the members of the RRTPO Technical Advisory Committee voted to approve the meeting minutes as presented (voice vote).

5. Open Public Comment Period

There were no requests to address the committee.

6. TAC Chairman's Report

Chair Clarke did not have a formal report.

7. 2025 Safety Performance Targets

Myles Busching presented this item and reported that setting safety targets is an annual requirement for the RRTPO as part of the federal performance-based planning and programming requirements. For roadway safety, the RRTPO is required to [track and set targets for five performance measures](#):

- Fatalities
- Fatality Rate (per 100M vehicle miles traveled)
- Serious Injuries
- Serious Injury Rate (per 100M vehicle miles traveled)
- Non-Motorized Fatalities and Serious Injuries

VDOT, in coordination with DMV, sets statewide targets annually for each of these measures. State performance is assessed against these targets by FHWA and the Commonwealth is required to meet or make significant progress toward meeting these targets. The statewide performance targets are informed by an analytical model which factors in vehicle miles traveled, demographics and employment, weather, liquor sales, VDOT maintenance and operations programs spending, DMV behavioral programs spending, and the expected impacts of SMART SCALE and VHSIP investments. Beginning with the calendar year 2024, states are required to set level or declining targets for safety.

Based on current trends and federal requirements, the Commonwealth Transportation Board (CTB) has adopted the following targets for 2025 using a flat target for people killed or seriously injured and 2.4% annual increase in vehicle miles travelled.

Performance Measure	2025 Target
Fatalities	819
Fatality Rate	0.894
Serious Injuries	6,829
Serious Injury Rate	7.457
Non-Motorized Fatalities and Serious Injuries	619

MPOs are required to adopt targets no later than 180 days after the CTB each year. The RRTPO has the option to follow the statewide target (level for all measures) or set a separate target for any or all performance measures. In general, FHWA has identified three approaches used in setting performance targets (data driven, goal driven or hybrid).

Committee members discussed the previous and proposed safety targets.

On motion by Joseph Vidunas, seconded by Amy Inman, the members of the Technical Advisory Committee voted to recommend Policy Board approval of the following 2025 safety targets:

Performance Measure	Baseline (Year)	2025 Target	Annual Change	Approach to Target Setting
Fatalities	116 (2022)	107	-2.6%	Keep unmet 2024 target
Fatality Rate	1.170 (2022)	1.003	--	Adjust for 2.4% annual increase in VMT, 2025 target
Serious Injuries	871 (2023)	843	-1.61%	Near term trendline rate (declining)
Serious Injury Rate	8.566 (2023)	7.875	--	Adjust for 2.4% annual increase in VMT, 2025 target
Non-Motorized Fatalities and Serious Injuries	109 (2022)	109	0.0%	Flat target based on lower 2022 average; increase expected

8. BikePedRVA 2045 Update

Phil Riggan, PlanRVA, presented this overview of efforts to update the bicycle and pedestrian plan, BikePedRVA. This effort is being undertaken to feed into the Long-Range Transportation Plan and Transportation Alternatives program and includes refining the terms used to define the active transportation network for the Richmond region.

The purpose of BikePedRVA 2045 was to update the 2004 Richmond Regional Bicycle and Pedestrian Plan, document the progress since then, and forecast a vision for the next 25 years. The plan was adopted by the RRTPO Policy Board in May 2022 and was prepared in coordination with the ConnectRVA 2045 long-range transportation plan.

Rather than allow the plan to sit on a shelf, it has been our plan to continue to update the data and track the progress as it is made. That includes the selection of projects, funding, implementation, completion, and eventual maintenance of projects that provide connections in the development of an active transportation network.

PlanRVA relies on each locality to provide updates on the progress made in their jurisdictions. The data we collect is gathered and presented collectively to view as a region. We track the active transportation projects that have been implemented and the envisioned future projects proposed by the localities with shape files and update them on our BikePedRVA website. Over the past nine months, staff have worked with local partners to update our proposed projects layer.

This update is being undertaken to serve two purposes. First, BikePedRVA 2045 is used in evaluating and scoring projects for the Transportation Alternatives Program (TAP). A small portion of a project's score is based on its inclusion and classification (regional spine, regional spur, local) in the plan.

Second, the projects included in the plan will be used to inform the update of the Long-Range Transportation Plan, Pathways to the Future: Transportation 2050. Projects and conceptual connections in the bike-ped plan are included as needs for the LTRP and certain project types like off-road trails are expected to be included in the constrained list of regionally important projects in the plan.

As part of this update, staff have been working to develop concise definitions of regional spines and spurs to use in classifying new trails. The following definitions have been adapted from the approved plan and are presented for TAC's consideration and discussion.

A **spine route** refers to a major interregional active transportation corridor that serves as the backbone of a comprehensive, interconnected network for bicyclists and pedestrians across the Richmond region.

A **spur route** refers to an active transportation route that serves to connect vulnerable road users to activity centers and/or to spine routes within the Richmond region on corridors that are safe and comfortable for users of all ages and abilities.

Committee members discussed various aspects of the plan. Mr. Riggan offered clarification on details of the plan and the study that was done.

9. Regional Funding Framework Review

Mr. Busching reviewed the framework and the issues that have been identified and need to be addressed. He detailed the review schedule. Committee members had questions and Mr. Busching offered clarification on a number of items.

This item will also be on the February TAC agenda for further review.

10. Transportation Agency Updates

a. DRPT

There was no update from DRPT.

b. GRTC

Corey Robinson provided an update on recent and upcoming GRTC activities.

c. RideFinders

John O'Keefe provided an update on recent and upcoming RideFinders activities.

d. VDOT

Sarah Rhodes provided an update on VDOT's recent and upcoming activities.

11. PlanRVA Newsletter: The Better Together Connector

This was an information item.

12. TAC Member Comments

There were no member comments.

13. Next Meeting

Chair Clarke noted the next meeting will be held on February 11, 2025.

14. Adjournment

Chair Clarke adjourned the meeting at 10:13 a.m.

ACTION ITEM

02/11/2025

TO Technical Advisory Committee

SUBJECT FY24 – FY27 Transportation Improvement Program (TIP) – UPC 123761 #SMART24 – HILL CARTER PARKWAY EXTENSION

BRIEF:

Virginia Department of Transportation (VDOT) submitted a request to amend the Transportation Improvement Program (TIP) to add a new project (UPC 123761) constructing approximately 2,150 linear feet of a two-lane, two-way roadway flanked by 5 ft sidewalks, connecting N. Hill Carter Parkway from Kitty Hamilton Lane to Quarles Road. Federal and local funding will construct the new roadway, make intersection improvements at the existing Hill Carter Parkway/Kitty Hamilton Lane/Kitty Hamilton Circle

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should recommend approval of the proposed TIP amendments 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.

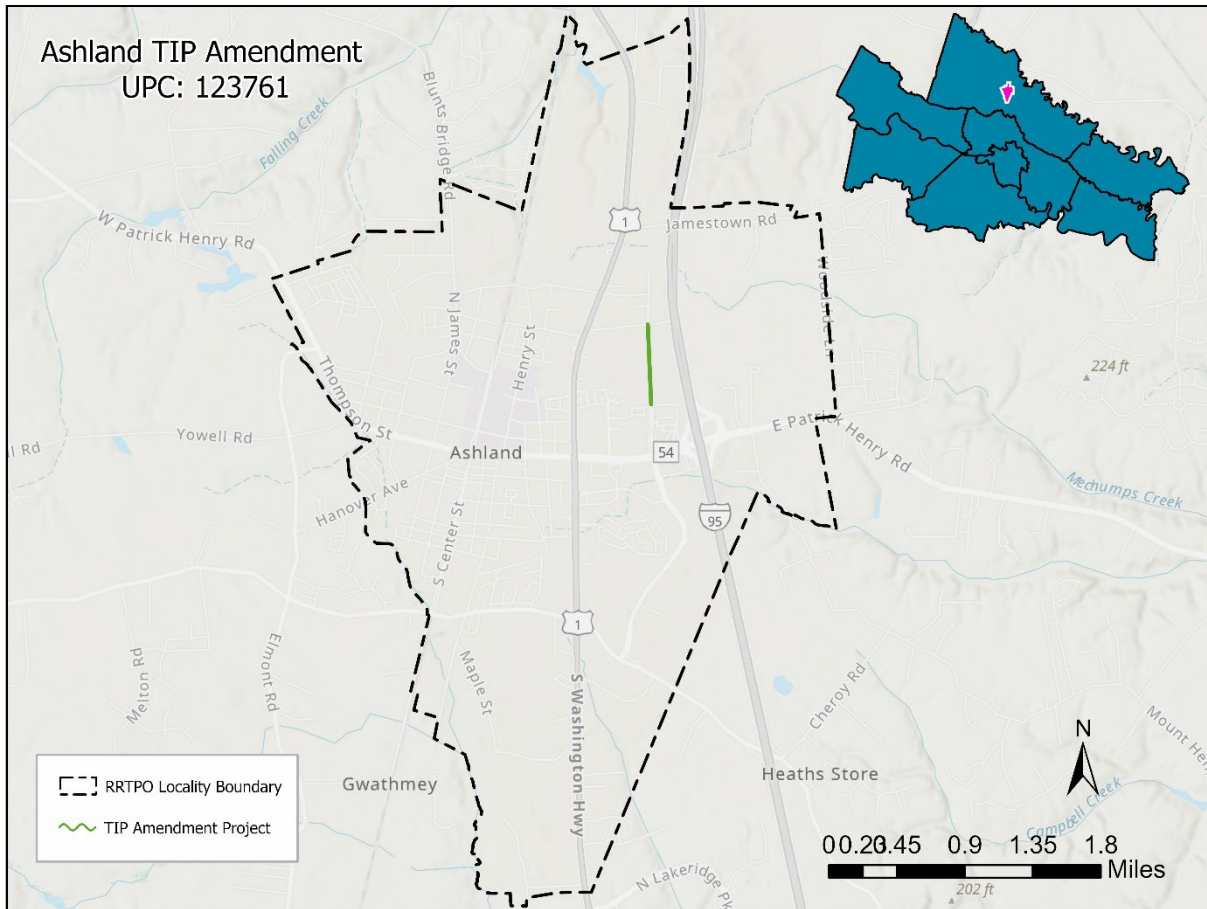
For other funding programs, the RRTPO does not have authority to select projects but is responsible for adding projects to the Transportation Improvement Program (TIP). Based on federal regulations and RRTPO policy, all projects proposed to be added to the TIP are screened for consistency with the regional long-range 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:

Federal funding will be used to construct a new roadway and sidewalks connecting N. Hill Carter Parkway from Kitty Hamilton Lane to Quarles Road,

make intersection improvements at the intersection of Hill Carter Parkway, Kitty Hamilton Lane, Kitty Hamilton Circle, and the intersection of Haley and Quarles Rd. The project aims to support vehicular and pedestrian safety through the creation of sidewalks and new intersection design.



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. The roads being extended and improved are functionally classified as local roads, and do not meet the definition of regionally significant. Figure 1 graphically shows the consistency review process.

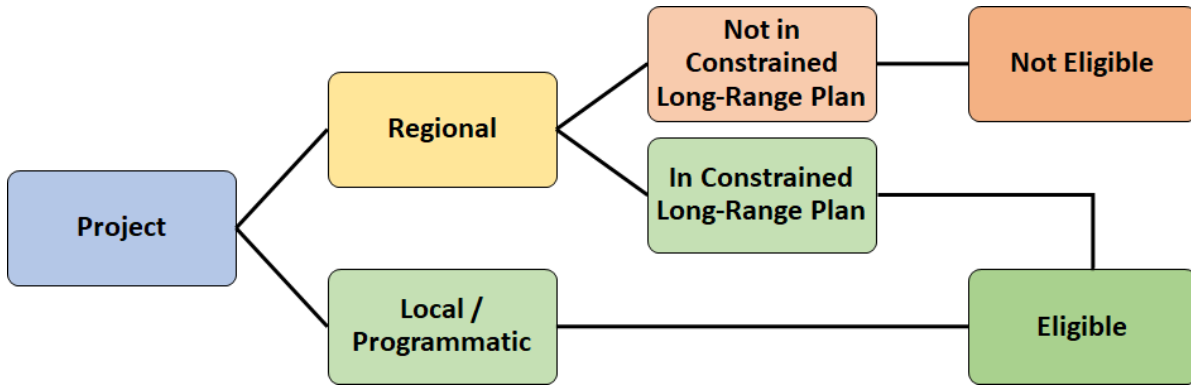


Figure 1: ConnectRVA 2045 Consistency Workflow

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 is not currently included in the 2024-2027 TIP or 2045 LRTP, however the project is not considered regionally significant and therefore does not require a new conformity determination.

Fiscal Constraint: The amendment of the TIP is triggered by the addition of the newly created project. In FFY25 \$50,000 of local funding will be available and \$2,236,322 will be provided for AC-Other. An additional \$2,841,385 will come available for right of way acquisition in FFY26.

Federal Fund Source Description:

AC (Advanced Construction)- AC is a financing tool permitted under FHWA rules that allows the state to begin a project using state funds prior to the availability of federal funds. This allows the state flexibility to use its resources to more efficiently schedule project start-up.

For more information, please contact Ansley Heller at 804-924-9618 Ext.153 or email aheller@planrva.org

ATTACHMENTS:

- A. Draft TIP Project Blocks

Attachment A – Draft TIP Blocks

UPC NO	123761	SCOPE	New Construction Roadway			
SYSTEM	Urban	JURISDICTION	Ashland	OVERSIGHT	NFO	
PROJECT	#SMART24 – HILL CARTER PARKWAY EXTENSION			ADMIN BY	VDOT	
DESCRIPTION	FROM: KITTY HAMILTON LANE TO: QUARLES ROAD					
PROGRAM NOTE	TIP AMD – add \$2,236,322 (AC – Other) & \$50,000 (Other: Funds – Local) FFY25 PE phase; add \$2,841,385 (AC – Other) FFY26 RW phase					
ROUTE/STREET	HILL CARTER PARKWAY (U000)			TOTAL COST	\$22,517,888	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Other	\$0	\$0	\$50,000	\$0	\$0
PE AC	Federal – AC Other	\$0	\$0	\$2,362,322	\$0	\$0
RW AC	Federal - AC Other	\$0	\$0	\$0	\$2,841,385	\$0

ACTION ITEM

02/11/2025

TO

Technical Advisory Committee

SUBJECT

FY24 – FY27 Transportation Improvement Program (TIP) – UPC 123760 #SMART24 - Green Chimney

BRIEF:

Virginia Department of Transportation (VDOT) submitted a request to amend the Transportation Improvement Program (TIP) to add a new project (UPC 123760) extending the existing Green Chimneys Court roadway to connect with Hill Carter Parkway. The proposed 2-lane undivided road segment will have a 5 ft sidewalk on either side. Federal funding will extend the existing roadway approximately 2,000 linear feet east to connect with Hill Carter Parkway to form a complete through connection and improve safety.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should recommend approval of the proposed TIP amendments 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.

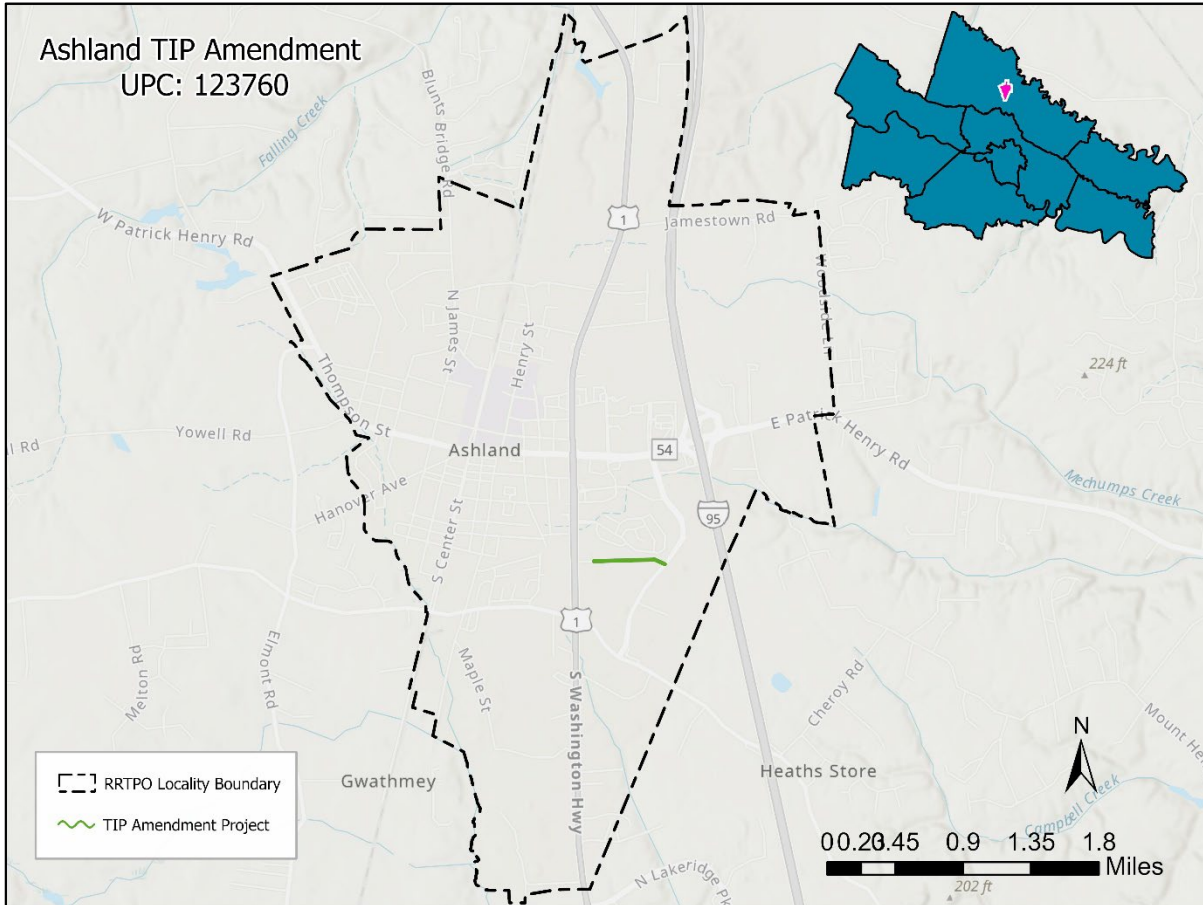
For other funding programs, the RRTPO does not have authority to select projects but is responsible for adding projects to the Transportation Improvement Program (TIP). Based on federal regulations and RRTPO policy, all projects proposed to be added to the TIP are screened for consistency with the regional long-range 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:

Federal funding will be used to extend the existing Green Chimneys Court intersection with US 1 to connect to Hill Carter Parkway. This project creates a complete through connection with a 2-lane undivided road segment complete

with 5 ft sidewalks on either side. The project aims to support vehicular and pedestrian safety through improved design.



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. The road being extended are functionally classified as local roads, and do not meet the definition of regionally significant. Figure 1 graphically shows the consistency review process.

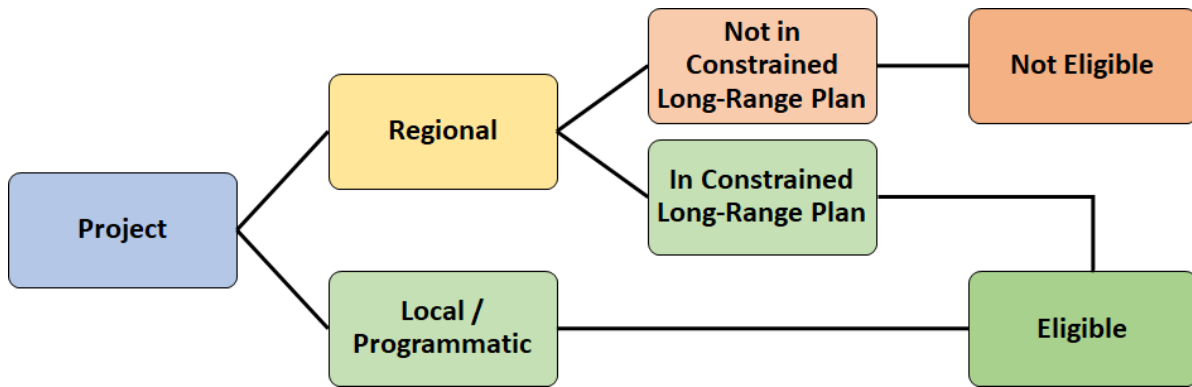


Figure 1: ConnectRVA 2045 Consistency Workflow

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 is not currently included in the 2024-2027 TIP or 2045 LRTP, however the project is not considered regionally significant and therefore does not require a new conformity determination.

Fiscal Constraint: The amendment of the TIP is triggered by the addition of the newly created project. In FFY25 \$50,000 of local funding will be available and \$1,552,119 will be provided for AC-Other. An additional \$1,713,703 will come available for right of way acquisition in FFY27.

Federal Fund Source Description:

AC (Advanced Construction)- AC is a financing tool permitted under FHWA rules that allows the state to begin a project using state funds prior to the availability of federal funds. This allows the state flexibility to use its resources to more efficiently schedule project start-up.

For more information, please contact Ansley Heller at 804-924-9618 Ext.153 or email aheller@planrva.org

ATTACHMENTS:

- A. Draft TIP Project Blocks



Attachment A – Draft TIP Blocks

UPC NO	123760	SCOPE	Safety			
SYSTEM	Urban	JURISDICTION	Ashland	OVERSIGHT	NFO	
PROJECT	#SMART24 - GREEN CHIMNEY			ADMIN BY	VDOT	
DESCRIPTION	FROM: US 1 TO: HILL CARTER					
PROGRAM NOTE	TIP AMD – add \$1,552,119 (AC – Other) & \$50,000 (Other: Funds – Local) FFY25 PE phase; add \$1,713,703 (AC – Other) FFY27 RW phase					
ROUTE/STREET	GREEN CHIMNEY (U000)			TOTAL COST	\$11,846,776	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Other	\$0	\$0	\$50,000	\$0	\$0
PE AC	Federal – AC Other	\$0	\$0	\$1,552,119	\$0	\$0
RW AC	Federal - AC Other	\$0	\$0	\$0	\$0	\$1,713,703



ACTION ITEM

02/11/2025

TO

Technical Advisory Committee

SUBJECT

FY24 – FY27 Transportation Improvement Program (TIP) – GRTC068 – Permanent Downtown Transfer Hub NEPA

BRIEF:

The Greater Richmond Transit Company (GRTC) submitted a request to amend the Transportation Improvement Program (TIP) to add a new project (GRTC068) to conduct National Environmental Policy Act (NEPA) review and preliminary design of a permanent downtown Richmond transfer hub for the GRTC fleet.

RECOMMENDED ACTION:

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

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-range 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 GRTC 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.

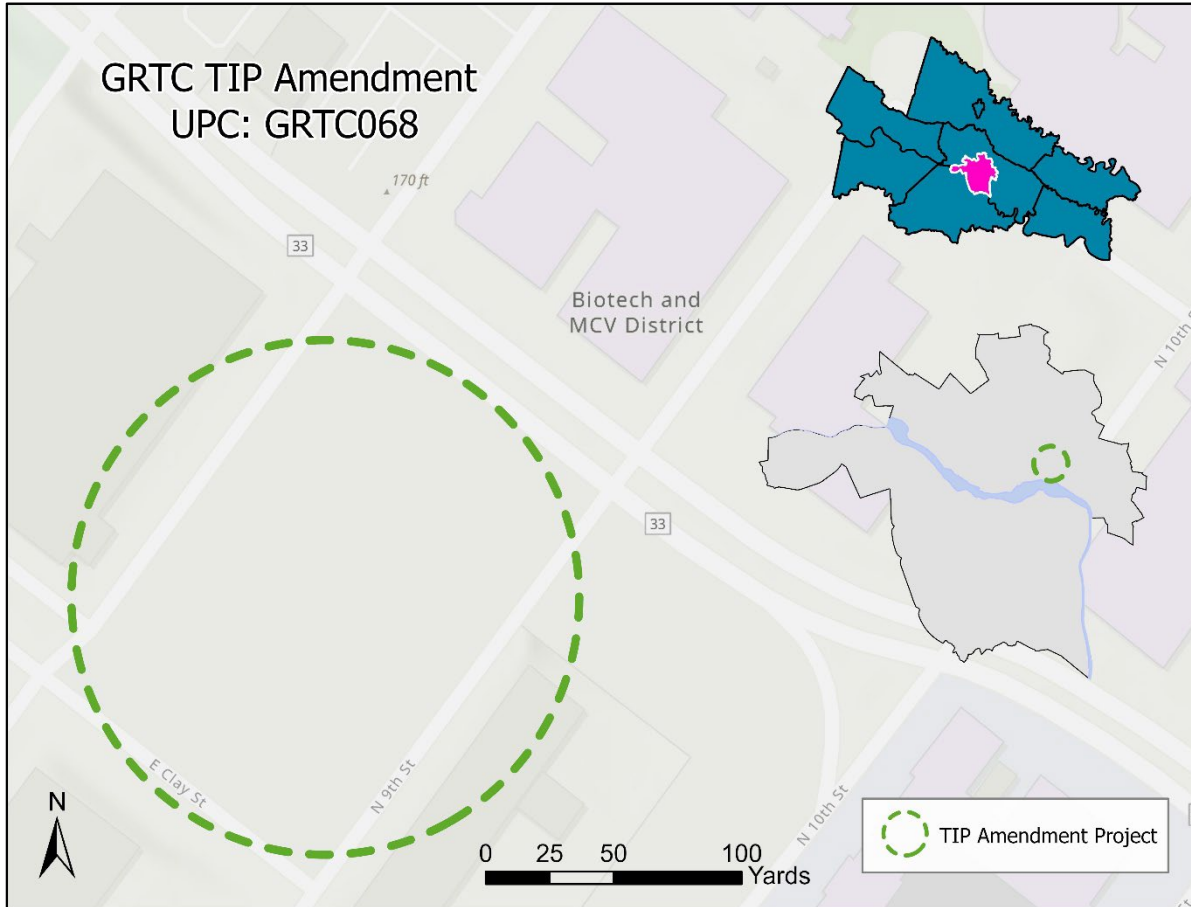
Project Overview:

This project will conduct a review of the proposed permanent downtown transfer hub in accordance with the requirements of the National Environmental Policy Act (NEPA), including preliminary design work. The purpose of a NEPA review is to understand the range of alternative solutions and assess the potential impacts

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to the natural and built environments from a proposed course of action. Ultimately, this study will help to avoid, minimize, and mitigate the potential impacts of the proposed project as it progresses to final design and construction.



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. This project is regional in nature and is included in ConnectRVA 2045. This study helps to advance this regional project. Figure 1 graphically shows the consistency review process.

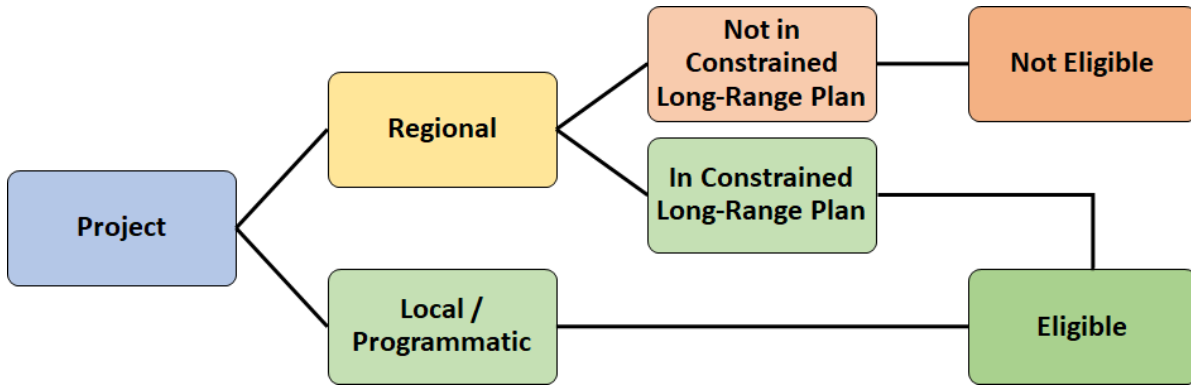


Figure 1: ConnectRVA 2045 Consistency Workflow

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. While the proposed project may ultimately be regionally significant, the pre-construction NEPA analysis and preliminary design work included in the current scope is exempt from regional conformity analysis under Other: Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.

Fiscal Constraint: The amendment of the TIP is triggered by the addition of the newly created project. Pre-construction activities are funded through a combination of state funds and local match. State funding is provided through the Department of Rail and Public Transportation (DRPT).

Fund Source Description:

DRPT Technical Assistance – DRPT’s technical assistance grant program support studies, plans, research, data collection, and evaluation projects to help improve public transportation services. This includes providing technical analysis and guidance on operations, service delivery, customer service, expansions of service, and program delivery.

For more information, please contact Ansley Heller at 804-924-9618 Ext.153 or email aheller@planrva.org

ATTACHMENTS:

- A. Draft TIP Project Blocks

Attachment A – Draft TIP Blocks

STIP ID	GRTC068	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company			
PROJECT	Permanent Downtown Transfer Hub NEPA			ADMIN BY	GRTC	
MPO NOTES	TIP AMD – Add new project. Scope includes pre-construction NEPA/Preliminary design; Estimate \$3,000,000					
				TOTAL	\$3,000,000	
	FUND SOURCE	FY24	FY25	FY26	FY27	
	State	\$0	\$1,500,000	\$0	\$0	
	Local	\$0	\$1,500,000	\$0	\$0	



RRTPO TAC | Regional Public Transportation Plan

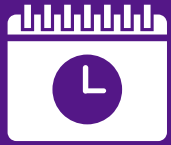
Patricia Robinson, Assistant Director of Planning & Scheduling

February 11th, 2025



Overview

Background



Creation of CVTA



Collaborate with Richmond Regional Transportation Planning Organization

Objectives

Provide an update on service priorities for FY26




Inform the CVTA of GRTC's CVTA transit funding plans for FY26



Recommendation

Recommends the RRTPO TAC support the GRTC RTP FY26 priorities





FY26 Priorities

- GRTC's Regional Public Transportation Plan for FY2026 addresses the following priorities:
 - Ensure the stability and maintenance of transit operations at the levels operated in FY2025.
 - Prioritize capital requirements to maintain assets in a state of good repair and to provide targeted rider and business efficiencies and improvements.
 - Advance planning studies for operational and capital mobility priorities and needs in the RVA region.
 - Prepare for service updates in FY2026.



FY26 Operating Revenue

- Maintain Transit Operations (26.2M)
 - Maintain operations and levels of service
- Planning Studies (100K)
 - Support microtransit implementation and analysis
- Capital - State of Good Repair and Rider Experience (1.5M)
 - Local share match funding
 - Fleet Replacement
 - North South BRT
 - Pulse Western Extension
 - Parham Transfer Station/Park and Ride

FY26 Service Updates

Route/Service	Change	Funding Source
Route 56	Eliminated	-
Route 86	Eliminated	-
Route 88	Eliminated	-
Broad Rock-Cherry Gardens Microtransit	New Service	TRIP DRPT
Sandston Microtransit	Expansion	TRIP DRPT
North Chesterfield East Microtransit	New Service	Demo Grant

Next Steps

Dec – Feb

GRTC evaluate FY26 priorities based on ridership, demand, cost, and jurisdictional feedback

February

Bring FY26 priority list to RRTPO TAC for approval

March

GRTC Board of Directors for approval

April

FY26 Update presented at:

- RRTPO Policy Board
- CVTA TAC
- CVTA Full Authority