



Photo: Rt. 288 from River Road,
Goochland County



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[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.

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

Richmond Regional Transportation Planning Organization (RRTPO) Policy Board

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

Richmond Regional Transportation Planning Organization

Policy Board

Meeting Agenda

Thursday, June 11, 2026 – 10:30 a.m.

Via Teams (webinar link located on agenda cover page)

[PlanRVA Newsletter: The Better Together Connector \(linked\)](#)

A. CALL TO ORDER AND GENERAL ADMINISTRATION (35 Minutes)

1. Pledge of Allegiance (*Chair Jody Rogish*)

Chair to welcome any new members

2. Roll Call & Certification of a Quorum (*Sarah-Keel Crews*)

3. Consideration of Amendments to the Agenda (*Chair Jody Rogish*)

4. Public Comment Period (*Chair Jody Rogish*)

5. Consent Agenda

Requested Action: approve the following consent agenda items as presented:

a. Approval of March 5, 2026, Meeting Minutes – page 4

Consent Action: approve the meeting minutes as presented

C. REGIONAL FUNDING (20 Minutes)

1. FY24 – FY27 Transportation Improvement Program (TIP) Amendment (UPC GRTC008)

(*Will Heller*) – page 16

Requested action: approve the TIP amendment as requested by GRTC (voice vote).

2. FY24 – FY27 Transportation Improvement Program (TIP) Amendment (UPC T31811)

(*Will Heller*) – page 22

Requested action: approve the TIP amendment as requested by VDOT (voice vote).

3. FY27 – FY32 Flexible Regional Funding Project Selections – Western Pulse Extension

(Myles Busching) – page 27

Requested action: approve the award \$12.9M of the remaining RRTPO sub-allocated funds to partially fund the request for the Western Pulse Extension & direct staff to coordinate the allocation with VDOT.

D. COMMITTEE & PARTNER AGENCY REPORTS (5 Minutes)

1. Committee Updates (as needed)

a. Community Transportation Advisory Committee *(Chair Gordon Dixon)*

2. Agency Updates

a. FHWA – *Ivan Rucker*

b. VDOT – *Dale Totten*

c. DRPT – *Wood Hudson*

d. GRTC – *Adrienne Torres*

e. RMTA – *Joi Taylor Dean*

f. CVTA – *Chet Parsons*

g. PlanRVA – *Martha Shickle*

E. OTHER BUSINESS (5 Minutes)

1. RRTPO Chair & Member Comments *(Chair Jody Rogish)*



**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
POLICY BOARD MEETING MINUTES
PlanRVA James River Boardroom and via Zoom
Thursday, April 23, 2026 - 9:30 a.m.**

MEMBERS and ALTERNATES (A) PRESENT (X), VIRTUAL (V):

27 votes // 14 for quorum

VOTING MEMBERS					
Town of Ashland	1	Hanover County	3	City of Richmond	4
Anita Barnhart		Sean M. Davis	X	Andrew Breton	X
Drew Molloy (A)	X	Faye O. Prichard		Dr. Cynthia I. Newbille	X
Charles City County	1	Ryan Hudson (A)		CRAC	1
Ryan Patterson	X	Henrico County	4	John B. Rutledge	
Byron M. Adkins, Sr. (A)		Rev. Roscoe Cooper	X		
Chesterfield County	4	Jody Rogish, Chair	X	GRTC Transit System	1
Kevin P. Carroll	X	Dan Schmitt (A)		Adrienne Torres	X
Jessica Schneider	X	New Kent County	2	Sheryl Adams (A)	
Dr. Mark S. Miller (A)		John Moyer	X		
Dr. LeQuan Hylton	X	Jordan Stewart (A)		RIC Metropolitan Transp. Authority (RMTA)	1
Goochland County	2	Powhatan County	2	Joi Taylor Dean	
Jonathan Lyle	X	Mark Kinney			
Charlie Vaughters (A)		Denise Morissette		Secretary of Trans. Des.	1
		Steve McClung (A)		VDOT, Dale Totten	X
		Robert Powers (A)		VDOT, Mark E. Riblett (A)	
NON-VOTING MEMBERS					
CTAC		Dept. of Rail & Public Transportation (DRPT)		Federal Highway Administration (FHWA)	
Gordon Dixon		Wood Hudson	X	Edward Ofori	
Bill Walton (A)		Tiffany Dubinsky (A)		Ivan Rucker (A)	X
Dept. of Aviation (DOAV)		Federal Transit Administration (FTA)		RideFinders	
Stephen Smiley		Daniel Koenig (Liaison)	V	Cherika Ruffin	X
Virginia Port Authority		CVTA		John O'Keefe (A)	
VACANT		Chet Parsons	X		

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

A. CALL TO ORDER AND GENERAL ADMINISTRATION

Chair Rogish called the meeting to order at 9:31 and lead the pledge of allegiance. Afterwards, Sarah-Keel Crews, PlanRVA, called roll and certified a physical quorum.

Due to a slight change in the FY27 meeting dates, Chair Rogish asked for an amendment to the agenda, wanting to move item 6d off of the consent agenda so it could be considered and voted on separately. A motion was made by Dr. Newbille and seconded by Ms. Schneide, and all voted in favor to remove item 6d from the consent agenda.

Chair Rogish then opened the meeting for public comment and explained that this was the only opportunity during the meeting for members of the public, both in person and online, to comment on items on the agenda. Speakers were reminded that public comments were limited to three minutes, with in-person comments taken first and online commenters asked to identify themselves in the chat so they could be queued. Attendees were reminded that each speaker would have three minutes and that, due to the packed agenda, this would be the only opportunity for public comment on agenda items. Four speakers then addressed the board in support of the mode shift long-range transportation scenario. Finn Pollard, a resident and representative of the Partnership for Smarter Growth, spoke in support of the long-term transportation plan. Kevin Cianfarini also spoke and urged the board to accept the mode shift transportation planning scenario. Chris Curtis, a Midlothian resident, emphasized the need for more sidewalks, bike lanes, and transit options to improve safety, reduce driving costs, and expand mobility for families. Keith Herbert, a Richmond resident, also supported the plan, highlighting the benefits of expanded mass transit, more reliable bus service, bike infrastructure, and better long-term preparedness for traffic growth and rising fuel costs. After confirming there were no additional speakers, the chair thanked those who participated and formally closed the public comment period.

The board then considered the consent agenda, with the chair noting that the consent agenda items included approval of the March 5 meeting minutes, the FY 2027–2030 TIP long-range conformity report, and the FY 2024–2027 TIP amendment for UPC 50529. A motion was made by Dr. Cynthia Newbille and seconded by Sean Davis to approve the consent agenda, and after asking for any questions or comments, the chair called for a vote. With no opposition, the consent agenda was approved.

The board then turned to the separate item regarding meeting dates and was informed of a slight adjustment to the schedule: the addition of a June 3, 2027, meeting date and, if needed, a June 11, 2026 virtual-only meeting to allow for approval of any TIP amendments. Chair Rogish explained that the June 11, 2026 date would align with an already scheduled virtual PlanRVA meeting, making it possible to hold a TPO meeting afterward if necessary. The

chair then asked for any questions and requested a motion. Jessica Schneider made a motion that was seconded by Dr. Cynthia Newbille, and all voted in favor to approve the FY27 meeting dates.

Motion for FY27 Meeting dates: Motion by Ms. Jessica Schneider and seconded by Dr. Cynthia Newbille, all voted in favor to approve the FY27 meeting dates.

Next on the agenda was the DRPT spotlight with Director Mariia Zimmerman. She shared her background and emphasized her commitment to working closely with agencies and regional partners to ensure transportation funds are used efficiently and projects move forward without unnecessary delay. Director Zimmerman highlighted several current DRPT initiatives, including a statewide transit-oriented development study directed by the General Assembly, which DRPT will undertake in partnership with the Department of Housing and Community Development, and which will build on existing local and regional planning efforts, including work already underway in the Richmond region.

She also reviewed proposed investments affecting the region, including funding for the western extension of the Pulse, support for study of a north-south BRT extension, microtransit projects, and nearly \$21 million in proposed operating support for GRTC in fiscal year 2027. Director Zimmerman further discussed coordination with the Virginia Passenger Rail Authority, updates related to rail service and intercity bus options such as the Virginia Breeze, including a new east-west route connecting Richmond with destinations such as Williamsburg, Norfolk, Virginia Beach, Charlottesville, and Harrisonburg. She encouraged participation in upcoming public meetings on the six-year improvement program, transit and rail priorities, and the statewide rail plan, and closed by reaffirming the importance of regional collaboration. Chair Rogish thanked her for the detailed presentation, encouraged localities to share the upcoming meeting dates, invited questions from the commission, and hearing none, expressed appreciation for the update. Director Zimmerman then noted that DRPT's monthly director's report, which is also shared with the Commonwealth Transportation Board, would be provided regularly to MPO boards and commissions so members can stay informed about state-level activities.

B. REGIONAL PLANNING

Pathways to the Future: Transportation 2050 – Constrained Plan Project Approval & Conformity Initiation

Dorian Allen presented agenda item 4B, Pathways to the Future: Transportation 2050, focusing on the constrained long-range transportation plan and the initiation of the air quality conformity process. He explained that the LRTP is a core MPO document that establishes the region's transportation vision, goals, and project programming over a 20-year horizon and that the constrained plan must demonstrate how projects can be implemented using

reasonably expected revenues. He outlined the three main components of the constrained plan: projected revenues from VDOT, DRPT, and GRTC; funding for system maintenance and operations; and the list of projects to be implemented through 2050. He reported that total projected regional transportation revenues equal approximately \$31.5 billion, including \$26.7 billion for highways and \$4.8 billion for transit, with the largest share dedicated to maintenance and operations. Mr. Allen also reviewed the public engagement and advisory work group process used to refine project scenarios, noting that the public strongly preferred the “motion” scenario, while the advisory work group favored a more traditional or business-as-usual approach. Using both sets of feedback, staff narrowed the options and, through additional review and application of readiness and eligibility filters, developed a consensus constrained project list of 121 projects. He emphasized that although the final list maintains roughly a 70-30 split between highway and non-highway projects, it funds all identified active transportation needs, nearly 65 percent of transit projects, and more than 62 percent of park-and-ride needs, while funding about 61 percent of highway needs. He further explained that the project list must satisfy federal air quality conformity requirements under the Clean Air Act to ensure that planned transportation investments do not create or worsen air quality violations. Mr. Allen concluded by stating that the requested action was for the board to approve the constrained 2050 LRTP project list and authorize the Transportation Advisory Committee to begin a public comment period on the draft regional air quality conformity assessment.

During the follow-up discussion, staff clarified that while the final constrained project list does not fully adopt the mode shift scenario advocated by some commenters, it reflects the closest balance that could be achieved through the trade-off process, particularly by shifting funding in a way that reduced some highway investments and increased emphasis on multimodal priorities. Staff noted that many highway projects took reductions during the work group’s review in order to create a more balanced project mix and reminded board members that the full list of 121 constrained projects was available through the QR code in the agenda packet. In response to a question about air quality, staff explained that although additional vehicles can affect emissions, the project list was modeled through the Richmond Tri-Cities travel demand model to ensure that air quality impacts were evaluated and that the plan would meet federal conformity requirements. In response to another question about how the compromise plan differs from the mode shift scenario, staff explained that the primary difference is the modal funding split, with approximately 70 percent of funding still directed to highway projects; however, staff emphasized that many of those highway projects include multimodal elements, so the final plan still seeks to advance a more diversified transportation system. Chair Rogish then called for a motion to approve. John Moyer made a motion that was seconded by Dr. Cynthia Newbille. With the exception of Kevin Carroll, all voted in favor through a voice vote.

C. REGIONAL FUNDING

FY24 – FY27 Transportation Improvement Program (TIP) Amendment – DRPT Request (PCSS002, GRTC060, LGS001, LGS002, HCS0002, CCSB002, CCH0003, SPAN001, SPAN002)

Will Heller presented the regional funding item, explaining that DRPT had requested a TIP amendment to update Section 5310 funding for nine projects, including eight existing projects and one new project. He noted that these projects are exempt from air quality conformity requirements because they fall under qualifying mass transit categories, such as operating assistance and vehicle replacement or minor expansion. He explained that the projects are funded through combinations of local, state, and federal funds, primarily through the Section 5310 program, which supports transportation services for seniors and persons with disabilities, with one project also receiving Section 5307 funding for broader transit capital and operating assistance. The funded activities fall into four categories: operating assistance, vehicle acquisition, mobility management, and the capital cost of contracting. Examples included operating support for Let's Go Services and the SPAN Center, ADA-accessible vehicle purchases for Let's Go Services and the Chesterfield Community Services Board, contracted service support for Chesterfield County, Powhatan County Department of Social Services, and Hanover DASH, and mobility management funding for GRTC and the SPAN Center. He added that all nine projects are funded at no less than 88 percent through state and federal sources, with most receiving 90 percent or more.

During discussion, a board member asked whether the funding structure was similar to the sliding local match used in microtransit programs and whether recipients such as Hanover DASH would assume greater financial responsibility in future years. In response, staff clarified that the Section 5310 program is distinct from general public microtransit funding because it is limited to services that enhance mobility for seniors and people with disabilities. Staff explained that these grants are awarded annually based on application, eligibility, available funding, and program scoring, and that while recipients may continue to apply in future years, there is no guarantee of continued funding. The required match does not automatically change from year to year, but the amount awarded may vary depending on overall program demand and available funding. Staff further clarified that when demand exceeds available grant dollars, the service provider or locality must decide whether to reduce service levels or provide additional local funding to sustain operations. After discussion, the chair noted that project details were available through the QR code in the packet and requested a motion on the DRPT TIP amendment. On a motion by Jessica Schneider, seconded by Dr. Newbille, all voted in favor to approve the TIP Amendment requested by DRPT.

Mr. Davis left the meeting at 10:20 a.m., but there was still a physical quorum.

FY27 – FY30 Transportation Improvement Program (TIP) Adoption

Will Heller then presented an overview of the FY 2027–2030 Transportation Improvement Program (TIP), explaining that it is the federally required four-year planning document that identifies all transportation projects in the region seeking federal funding and that it is coordinated with both the long-range transportation plan and the statewide TIP. He noted that the update was developed in partnership with VDOT, DRPT, GRTC, and regional human service providers and is organized by jurisdiction as well as by project identification numbers assigned by VDOT and DRPT to track projects through completion. He explained that the document includes both grouped projects, which combine similar activities such as maintenance, construction, and transit under broad categories, and ungrouped projects, which are listed individually. He also emphasized that the TIP is intended to remain publicly accessible through PlanRVA’s website with a searchable project list.

Mr. Heller reported that the draft TIP, which included staff recommendations and federal self-certification, was released for public comment from March 12 through April 13, with outreach conducted through regional newspaper notices, the Pathways to the Future Regional Symposium, and the online engagement website. At the close of the comment period, the draft had received 10 public comments, which he noted was an increase from the three comments received during the previous TIP cycle in 2023. He explained that public engagement on the TIP tends to be lower than on the long-range plan because the TIP is more technical, near-term in focus, and reflects projects that have often already gone through earlier public review stages. Public comments showed strong support for transit and active transportation investments, particularly GRTC projects, Pulse expansions, and trail and sidewalk improvements, while also expressing concern about continued highway widening and expansion projects, especially in fast-growing areas, due to concerns about induced demand, sprawl, cost, and long-term maintenance burdens. Based on that process, Mr. Heller stated that staff was requesting the Policy Board’s approval of the draft FY 2027–2030 TIP, with the chair adding that the full document was available online, praising the grouped project format as easy to navigate, and noting that the TIP functions much like a near-term capital improvement planning document for localities over the next several years. There were no follow-up questions, so Mr. Ryan Patterson proceeded with a motion to approve. It was seconded by Jessica Schneider, and all voted in favor.

FY27 – FY32 Flexible Regional Funding Project Selections

Will Heller’s final presentation was the draft FY 2027–2032 Allocations Plan, explaining that this item reflects the funding phase of the regional transportation planning process. He began by reviewing existing project commitments previously approved through RSTP and CMAQ, including projects for RideFinders and projects in Chesterfield, Henrico, and Richmond, which must be carried forward into the new allocation period. He reported that these carryover obligations total just over \$10.7 million in RSTP commitments and approximately \$8.3 million in CMAQ commitments,

thereby reducing the amount available for new awards. After accounting for those prior commitments, he said the region has about \$34.7 million in STBG funding, \$9.8 million in CMAQ funding, and just under \$6 million in CRP funding available for programming.

He then reviewed the draft list of 10 new projects proposed for funding between FY 2027 and FY 2032, noting that the projects include a mix of roadway improvements, transit investments, pedestrian connections, and system management projects across the region, with some leveraging local or partner funding and others relying fully on federal sources. He highlighted the GRTC North-South BRT project and regional signal and smart infrastructure upgrades as among the larger proposed investments. Altogether, he explained that the plan reflects approximately \$70.8 million in total available funding, with a little more than \$19 million committed to existing projects and about \$42.2 million programmed for new projects, while still remaining fiscally constrained and preserving some unallocated STBG funds as a buffer.

In response to questions, staff confirmed that the largest single proposed allocation was for the GRTC North-South BRT project, at roughly \$14 million. A board member also asked whether Chesterfield had received any new project awards, and staff clarified that while Chesterfield did not receive any newly added projects in this round, it did receive additional funding tied to previously approved projects carried forward in the existing commitments section. Another board member raised a question about an apparent blank line in one of the packet charts, and staff explained that it appeared to be a formatting issue in the printed document rather than a missing project entry. With no further questions, Chair Rogish requested a motion to approve the resolution. On a motion by Dr. Cynthia Newbille, seconded by John Moyer, all voted in favor and the motion carried.

Transportation Alternatives Project Selections

Phil Riggan presented agenda item C4, the fiscal year 2027–2028 Transportation Alternatives project rankings and explained that the Transportation Alternatives Program provides funding primarily for bicycle and pedestrian projects on a two-year cycle. He noted that both the RRTPO and the Commonwealth Transportation Board members participate in project selection, with approximately \$4.7 million available through the regional process and an additional \$4 million available through the CTB member. Staff coordinated with VDOT, the Crater Planning District Commission, and the CTB member in reviewing the applications, including projects both within and outside the region that may be considered by the CTB member. Mr. Riggan explained that the staff-recommended approach was to approve a priority list that would preserve flexibility for the CTB member to select projects from within the region while maximizing funding opportunities for regional projects.

He reported that 13 projects were submitted in total, including five from Richmond, four from Chesterfield, two from Henrico, one from Hanover, and

one from Powhatan. Based on VDOT scoring, along with regional value points that included consideration of adopted spines and spurs priorities and equity emphasis areas, five projects rose to the top of the rankings. He stated that if the CTB member selected one or more of those top-ranked projects separately, the regional list could move down to the next eligible projects as long as available funding allowed. The requested action was approval of the project prioritization list, with staff to coordinate final selection outcomes with the CTB and report back. During discussion, one board member expressed support for the recommended projects, noting that pedestrian safety and transit access are major priorities for the city and that it was encouraging to see strategic investments proposed for previously underinvested communities. With no further questions, a motion was made by Andrew Breton and seconded by Jessica Schneider to approve the rankings, and the motion passed unanimously.

FY27 Regional Public Transportation Plan

Ms. Patricia Robinson of GRTC presented the FY 2027 Regional Public Transportation Plan, explaining that it is an annual state-required plan developed collaboratively by GRTC and the TPO to outline how GRTC intends to use Central Virginia Transportation Authority funds in the coming fiscal year. She briefly reviewed FY 2026 uses of funding, including \$28.6 million to maintain transit operations and service levels, \$250,000 for planning studies, and \$1.2 million to match capital grant funds for items such as fleet replacement, facility improvements, security, and technology upgrades. She also noted that GRTC had replaced two limited fixed routes with microtransit service to provide broader service areas, one-seat rides, extended hours, and continued connections to the fixed-route network. For FY 2027, she said GRTC proposes to continue a similar approach, including \$31.2 million to maintain transit operations, restoring service that had been reduced by 7 percent in February due to operator workforce challenges, and using \$21 million in matching funds for capital grant matches, with total proposed operating expenses of \$92 million.

In response to a question, she confirmed that service expansion funding includes the Pulse expansion. She also reviewed the development and adoption process for the plan, noting that it had already been reviewed with the TPO, jurisdictions, the Technical Advisory Committee, and the GRTC Board, and that following endorsement by the Policy Board it would proceed through the CVTA finance and technical review process before final authority action. Ms. Robinson explained that GRTC's practice is to use funds accrued in one fiscal year for the following year's operations, and that at the end of FY 2026 GRTC expects to have approximately \$35.1 million in CVTA funds available, of which \$33.2 million would be used to maintain service levels and support grant matches, while roughly \$2 million would remain in restricted reserve for future use. She further noted that all FY 2027 funds accrued would also be placed into restricted reserve for use in FY 2028. The chair clarified that the board's action was to endorse the plan and GRTC's proposed use of its share of CVTA funds, and after a brief discussion of the review sequence

through CVTA finance, TAC, and the authority, no additional substantive questions were raised. Rev. Roscoe Cooper then made a motion that was seconded by Kevin Carroll, and all voted in favor.

Chair Rogish then gave Dale Totten the floor for VDOT's agency update. Mr. Totten had to leave early, so he gave his update before leaving the meeting at 10:55 a.m. His update highlighted two items of regional importance. First, he encouraged members and local partners to attend VDOT's upcoming six-year plan public hearing at the district office, describing it as an important opportunity for local governments to support projects that are already underway or included in the pipeline. He noted that projects currently under development by VDOT and local partners represent approximately \$3.5 billion in investment across the region, excluding projects funded solely with local dollars. Second, he recognized National Work Zone Awareness Week and emphasized the importance of driver safety in and around active work zones. He explained that the campaign, which began in VDOT's Bristol District in 1997 before being adopted nationally, is focused this year on the message "Safe actions save lives," encouraging motorists to slow down, put away distractions, and stay alert in work zones. He stressed that the workers in those areas—whether employed by VDOT, contractors, or local governments—are people trying to return home safely at the end of the day. Mr. Totten noted that work zone fatalities remain a serious concern, with roughly 20 deaths statewide last year, which he described as far too many. He also shared that the Richmond District manages approximately 600 work zones each week across its 14 counties, along with around 900 traffic incidents weekly, underscoring the scale and complexity of operations in the region. The chair thanked him for the update, echoed the importance of work zone safety, and expressed appreciation for transportation staff and crews working throughout the region.

D. MPO ADMINISTRATIVE RESPONSIBILITIES & RRTPO SECRETARY'S REPORT

RRTPO Self-Certification

Martha Shickle presented the TPO self-certification update, explaining that it is the companion action to the board's approval of the FY 2027–2030 Transportation Improvement Program. She stated that the self-certification analysis, included in the packet through a linked questionnaire format adapted from Hampton Roads, is used to confirm that the TPO is meeting applicable federal planning and compliance requirements. The requested action was for the Policy Board to approve the self-certification so it could be appended to the TIP and published accordingly. In response to a question about how this differs from the federal certification review conducted earlier in the year, Ms. Shickle explained that this action is the board's formal affirmation that the TPO is complying with all required procedures and standards, whereas the federal certification review is the external evaluation conducted every three years by the Federal Highway Administration and Federal Transit Administration to verify that those requirements are in fact

being met. Ivan Rucker added that the self-certification is an important part of the TIP approval process because each MPO must certify that its TIP is consistent with federal statutes, including nondiscrimination requirements, before it is submitted to the state. The state then compiles all metropolitan and rural TIPs into the statewide transportation improvement program, which is subsequently certified by the Secretary of Transportation and submitted to federal agencies for review and approval. Chair Rogish noted that the board had recently completed its federal certification review and acknowledged that the TIP self-certification is one of the elements considered as part of that broader statutory process. Jessica Schneider made a motion to approve, and it was seconded by Ryan Patterson. All voted in favor and the motion carried.

FY27 Unified Planning Work Program

Ms. Shickle then presented the Unified Planning Work Program (UPWP), explaining that it serves as the MPO's annual work plan for the upcoming fiscal year and outlines how federal transportation planning funds passed through VDOT and DRPT will be used to support regional transportation planning activities. She noted that these federal funding streams are combined to form the revenue base for MPO work and are programmed according to priority tasks. She identified the major priorities for the coming year as completion of the long-range transportation plan, ongoing maintenance of the Transportation Improvement Program that was approved earlier in the meeting, continued emphasis on transportation safety, and advancement of a more multimodal regional transportation system that better supports movement of people and goods through active transportation, freight, and transit networks. She also stated that the work program would allow flexibility to address any recommendations or findings resulting from the MPO's recent federal certification review through future amendments if needed.

Ms. Shickle explained that the UPWP totals approximately \$3.9 million and is funded through 80 percent federal funds, a 10 percent state match, and a 10 percent local match provided through membership dues from the nine localities. She noted that the document had already been reviewed in detail by the Technical Advisory Committee and state and federal partners, and that revisions were made to provide greater detail, including appendices covering planned conferences and trainings and more specific project milestones. She added that, if approved, the UPWP would be incorporated into the broader agency budget and work program to be presented to the full commission in June. The chair thanked her for the presentation and remarked that the document effectively supports the region's coordinated approach to transportation planning, particularly through its focus on core plans, safety, multimodal planning, and federal certification.

During discussion of the Unified Planning Work Program, a board member asked for more detail about the reference to seeking funding for regional safety messaging and whether the board could help support that effort. Ms. Shickle explained that staff has a pending grant application with the Virginia

DMV that, if awarded, would support a community outreach and marketing campaign focused on transportation safety, similar in concept to other public awareness campaigns the agency has led on emergency preparedness and litter prevention. She also noted that staff has begun exploring additional funding opportunities through private and corporate sources, including potential support from insurance-related organizations, but explained that, as a public entity, the organization faces eligibility limitations for some private funding programs.

Because of that, staff is also looking at possible partner organizations and other strategies to diversify funding sources beyond traditional federal planning funds, which have restricted eligible uses. Ms. Shickle emphasized that all options remain under consideration and invited board members to share any potential partner leads or funding ideas that could help expand regional safety messaging efforts. The board member responded that they would appreciate information on how they could assist. In closing, the chair asked whether there were any additional questions and then thanked staff, noting that the full UPWP is available through the packet QR code and that, while the full document will not come back each month, it serves as the framework against which staff will report progress and accountability to funders throughout the year. After the discussion, Dr. Cynthia Newbille made a motion to accept the FY27 UPWP. The motion was seconded by Dr. LeQuan Hylton, and all voted in favor.

Election of Officers

After the conclusion of the FY27 UPWP presentation, Ms. Shickle presented the election of officers, explaining that the MPO follows a non-binding succession structure for its leadership positions of chair and vice chair, with the secretary role appointed to senior MPO staff. She thanked Henrico and Chair Rogish for serving during the current year and noted that the board had not elected a vice chair the previous year due to circumstances affecting the then-representative from Ashland. She stated that, following consultation with the localities and discussion through the executive committee, Mr. John Moyer of New Kent County had agreed to serve as chair for fiscal year 2027 and Mr. Jonathan Lyle had agreed to serve as vice chair. She also noted for future planning purposes that Hanover County would be next in line in the rotation should it be prepared to serve when that term arises. Ms. Shickle explained that the term would be for one year and would take effect on July 1. The chair expressed confidence in both proposed officers based on prior service with them on other committees. A motion was then made by Kevin Carroll and seconded by Dr. Cynthia Newbille to elect Mr. Moyer as chair and Mr. Lyle as vice chair for fiscal year 2027, and the matter was brought to a vote. All members of the Policy Board voted unanimously to approve the election of the FY27 officers.

Dr. Hylton and Ms. Schneider left the meeting at 11:09 a.m.

C. COMMITTEE & PARTNER AGENCY REPORTS (20 Minutes)

Community Transportation Advisory Committee

There was no one from CTAC present, so no update was given.

Agency Updates

FHWA – Ivan Rucker reported that the Federal Highway Administration and Federal Transit Administration were not yet ready to present preliminary findings from the MPO certification review, explaining that they needed about two additional weeks to complete the report. He requested that the item be placed on the agenda for the next meeting so the board could receive the preliminary findings at that time, and the chair agreed.

VDOT – Dale Totten had already given his update due to needing to leave the meeting early.

DRPT – Wood Hudson offered a brief housekeeping reminder to staff that Section 5303 applications are due by May 1. The chair acknowledged the reminder and thanked the rail representatives again for the earlier update.

GRTC – Adrienne Torres provided a brief GRTC update, highlighting several recent transit funding developments. She stated that the Pulse western extension was, to her understanding, the only major project in the state to receive funding through the MERIT program and that it was awarded \$23 million. She explained that this funding will carry the project through 100 percent design to Parham Road and reduces the remaining construction gap to approximately \$16 million. She also noted that funding was included for the North-South BRT project to advance engineering work and that STBG funding would support dedicated lanes for the corridor, representing an initial construction investment on Chamberlayne. In addition, she highlighted operating support for microtransit intended to help offset service needs in rural jurisdictions. Overall, she emphasized that these awards represent significant progress in both transit capital and operating investment and expressed GRTC's enthusiasm about the momentum.

RMTA – There was not a member present, so no update was given.

CVTA – Mr. Parsons reminded the group that CVTA would be meeting tomorrow, April 24th.

PlanRVA – Ms. Shickle did not have any other updates to provide.

D. ADJOURNMENT

With no further business to discuss, Chair Rogish reiterated that there might be a virtual Policy Board meeting on June 11th. He adjourned the meeting at 11:13 a.m.

**ACTION ITEM**

June 11, 2026

TO Policy Board**SUBJECT** FY24 – FY27 Transportation Improvement Program (TIP) -
TIP Amendment Greater Richmond Transit Company (GRTC008)**BRIEF:**

The Greater Richmond Transit Company (GRTC) submitted a request to amend the Transportation Improvement Program (TIP) to update FTA 5339 funding for the existing GRTC008 project. GRTC008 provides for the purchase of paratransit vehicles necessary for GRTC's paratransit fleet.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) recommends approval of the proposed TIP amendment as requested by GRTC. A draft resolution of approval is included under Attachment B for consideration.

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 amendments requested by GRTC have 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 GRTC008 project provides for paratransit vehicles for GRTC's CARE Paratransit service. GRTC CARE provides origin to destination services for eligible customers and operates within GRTC's fixed route coverage area, extending up to $\frac{3}{4}$ mile from GRTC's fixed route bus lines. The purchase and replacement of ADA accessible vehicles is crucial for maintaining consistent service throughout the GRTC CARE's service area.

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 local/programmatic in nature due to its character as a transit improvement, and it may be advanced without being specifically listed.

Figure 1 below graphically shows the consistency review process.

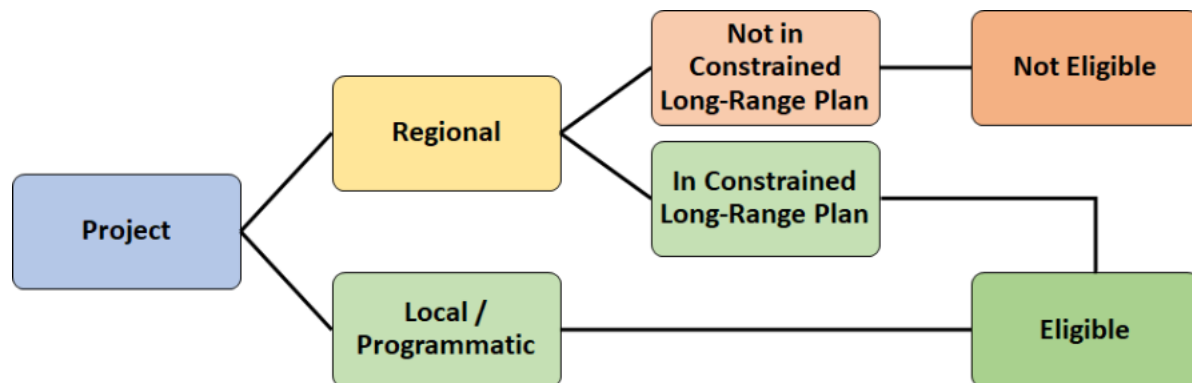


Figure 1: ConnectRVA 2045 Consistency Workflow

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 been determined to be exempt from air quality conformity according to 40 CFR § 93.126, *Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions.*

Fiscal Constraint:



The funding changes are as follows: In FFY26 add \$1,490,000 in FTA 5339, \$3,617,000 in State, & \$212,000 in Local. In FFY27 add \$ 1,183,000 in FTA 5339, \$2,873,000, & \$169,000 in Local.

Federal Fund Source Description:

FTA 5307 – Section 5307 funding, managed by the Federal Transit Administration, provides funding to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning in urbanized areas.

FTA 5339 – Section 5339 funding, managed by the Federal Transit Administration, provides funding to transit agencies and states to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

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

Attachment

- A. [Draft TIP Project Block](#)
- B. [Draft Resolution](#)

Attachment A – Draft TIP Block

GRTC008 – Paratransit Vehicle

STIP ID	GRTC008	SCOPE	Transit	
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company	
PROJECT	Paratransit Vehicles		ADMIN BY	GRTC
MPO NOTES	<p>TIP AMD: Remove \$740,600 in FTA 5307, Add \$1,766,984 in FTA 5339, \$2,492,645 State, \$146,625 local in FY24. Update total from \$11.5M to \$15,165,654. Approved 11/2/23.</p> <p>TIP AMD: In FY25 the changes are as follows; in 5307 the funding increases from 998,200 to 2,128,000, the state funding increases from \$2,42,200 to \$5,168,000, to Local \$142,600 to \$304,000. In FY26 the changes are as follows; 5307 increased from \$483,200 to \$840,000, State increased from \$1,173,200 to \$2,040,000 and local increased from \$69,000 to \$120,000. In FY27 the changes are as follows; 5307 increased \$998,200 to \$ 717,000, State decreased \$2,424,200 to \$1,741,000 and local decreased to \$142,600 to \$102,000. The total increased from \$15,165,654 to \$19,470,000. Approved 10/31/24.</p> <p>TIP ADJ: Change federal funding source in FY 25 to \$786,000 in FTA 5307 and \$1,342,000 in FTA 5339. Approved 11/15/24.</p> <p>TIP ADJ: Add \$56 to FY25 FTA 5339 funding to reflect full funding amount. Approved 1/17/2025.</p> <p>TIP AMD: In FFY26 add \$1,490,000 to FTA 5339, add \$3,617,000 to State, and add \$212,000 to Local. In FFY27 add \$1,183,000 to FTA 5339, add \$2,873,000 to State, and add</p>		TOTAL	\$28,698,000

	\$169,000 to Local. Pending Approval 6/11/26.				
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	FUND SOURCE	FY24	FY25	FY26	FY27
	Federal - FTA 5307	\$0	\$2,128,000	\$840,000	\$717,000
	Federal - FTA 5339	\$1,767,000	\$0	\$1,490,000	\$1,183,000
	State	\$4,291,000	\$5,168,000	\$5,358,000	\$4,614,000
	Local	\$252,000	\$305,000	\$314,000	\$271,000



POLICY BOARD AGENDA 6 /11/2026; ITEM C -1

FY24 – FY27 Transportation Improvement Program (TIP) – Greater Richmond Transit Company (GRTC008)

Richmond Regional Transportation Planning Organization

On motion by _____, seconded by _____, the members of the RRTPO Policy Board voted to adopt the following resolution:

WHEREAS, the Greater Richmond Transit Company (GRTC) has requested a revision to the FY24 – FY27 Transportation Improvement Program (TIP) to update FTA 5339 funding for the existing GRTC008 project; and

WHEREAS, these projects are fully funded by the local sponsors, DRPT, and the FTA 5339 program; and,

WHEREAS, GRTC008 has been determined to be exempt from regional air quality conformity under 40 CFR § 93.126 under the “Mass Transit” category; and,

WHEREAS, the Technical Advisory Committee (TAC) has reviewed the proposed amendment and recommends approval of the request;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation Improvement Program (TIP) to update funding for GRTC008, as requested by GRTC.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held June 11, 2026.

WITNESS:

BY:

Sarah-Keel Crews
Manager of Board Operations
PlanRVA

Martha Shickle
Secretary
Richmond Regional
Transportation Planning
Organization

**ACTION ITEM**

June 11, 2026

TO

Policy Board

SUBJECTFY24 – FY27 Transportation Improvement Program (TIP) -
TIP Amendment Virginia Dept. Of Transportation (T31811)**BRIEF:**

The Virginia Department of Transportation (VDOT) submitted a request to amend the Transportation Improvement Program (TIP) to move the roadway funding portion of the existing project, UPC 122147, #ITTF23 288 NB Hard Shoulder Running (HSR), into a new UPC, UPC T31811. This will serve to split the original scope of the project into two UPCs with the original UPC 122147 holding funds for technology/Intelligent Transportation System (ITS) and the new UPC T31811 holding funds for roadway improvements.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) recommends approval of the proposed TIP amendment as requested by VDOT. A draft resolution of approval is included under Attachment B for consideration.

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, #ITTF23 288 NB Hard Shoulder Running (HSR), was the recommendation from a 2018 VA-288 STARS Study. Implementing Hard Shoulder Running (HSR) Lanes allows traffic to use the shoulder as a travel lane during peak travel times, easing congestion in troublesome areas. The project seeks to deploy Intelligent Transportation System (ITS) infrastructure and necessary pavement improvements to implement HSR along northbound VA-288 between Huguenot Trail (Rt. 711) and Patterson Ave. (Rt. 6).

The proposed amendment will break out the roadway improvements from the rest of the project, creating a new UPC, UPC T31811. The technology/ITS portion of the project will remain with UPC 122147.

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 under project ID FHW-160.

Figure 1 below graphically shows the consistency review process.

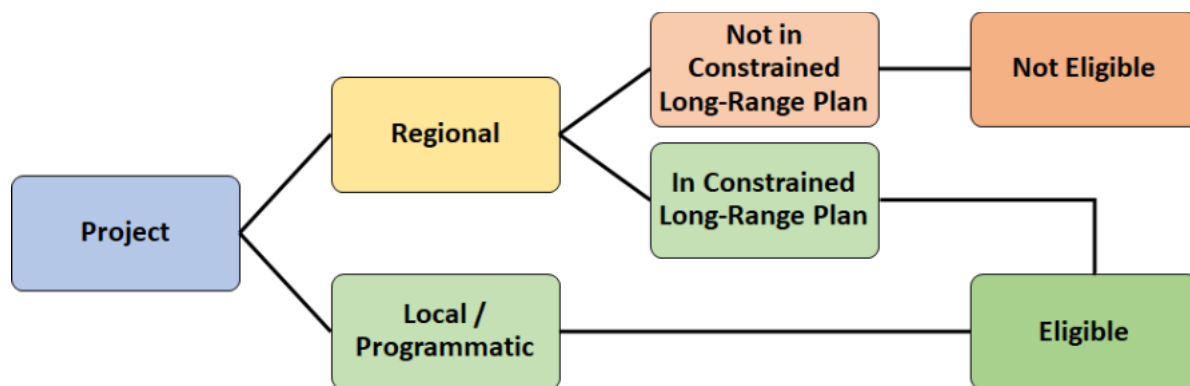


Figure 1: ConnectRVA 2045 Consistency Workflow

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 falls



outside of the Air Quality Conformity Demonstration area and does not require an update or determination.

Fiscal Constraint:

The funding changes are as follows: Move funding from parent UPC 122147 to child UPC T31811 adding \$14,011,121 (AC-Other) to FFY26 CN-AC 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 Block](#)
- B. [Draft Resolution](#)

Attachment A – Draft TIP Block

T31811 – #ITTF23 – 288 NB Hard Shoulder Running

UPC NO	T31811	SCOPE	Safety			
SYSTEM	Primary	JURISDICTION	Multi-jurisdictional: Richmond MPO	OVERSIGHT	NFO	
PROJECT	#ITTF23 – 288 NB HARD SHOULDER RUNNING (HSR) - ROADWAY			ADMIN BY	VDOT	
DESCRIPTION						
PROGRAM NOTE	TIP AMD – add \$14,011,121 (AC-Other) FFY26					
ROUTE/STREET	RTE 288 (0288)			TOTAL COST	\$14,011,121	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN AC	Federal – AC OTHER		\$0	\$0	\$0	\$14,011,121
					\$14,011,121	\$0



POLICY BOARD AGENDA 6 /11/2026; ITEM C - 2.

FY24 – FY27 Transportation Improvement Program (TIP) – Virginia Department of Transportation (VDOT) Amendment (UPC T31811)

Richmond Regional Transportation Planning Organization

On motion by _____, seconded by _____, the members of the RRTPO Policy Board voted to adopt the following resolution:

WHEREAS, Virginia Department of Transportation (VDOT) has requested a revision to the FY24 – FY27 Transportation Improvement Program (TIP) to split the scope of work for the existing #ITTF23 – 288 NB Hard Shoulder Running Project (UPC 122147) into two UPCs, UPC 122147 and UPC T31811; and,

WHEREAS, UPC 122147 will contain funding for technology and Intelligent Transportation System (ITS); and,

WHEREAS, UPC T31811 will contain funding for roadway improvements; and,

WHEREAS, this project is fully funded by local and state dollars; and,

WHEREAS, this project is outside of the orphan 8-hour ozone maintenance area and does not require a new conformity determination; and,

WHEREAS, the Technical Advisory Committee (TAC) has reviewed the proposed amendment and recommends approval of the request;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends the FY24 – FY27 Transportation Improvement Program (TIP) to create for UPC T31811 as requested by VDOT.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held June 11, 2026.

WITNESS:

BY:

Sarah-Keel Crews
Manager of Board
Operations PlanRVA

Martha Shickle
Secretary
Richmond Regional
Transportation Planning
Organization

**ACTION ITEM**

June 11, 2026

TO

Policy Board

SUBJECT

FY27 – FY32 Flexible Regional Funding Project Selections – Western Pulse Extension

BRIEF:

At the May meeting of the Technical Advisory Committee (TAC), the committee revisited the Western Pulse Extension project application for regional funding to receive partial funding. This project was the next highest ranked application, but the available funding was insufficient to fully cover the request. Staff have identified a path to funding approximately \$12.9M of the \$16.9M request and the TAC has recommended awarding this partial amount to the project to provide leverage in SMART SCALE Round 7. This represents a deviation from the usual framework process which would leave the funds unused in the balance entry.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) recommends awarding \$12.9M for the Western Pulse Extension project as an addition to the FY27 – FY32 funding program. A draft resolution of approval is included under Attachment B for consideration.

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.

The RRTPO adopted the latest revisions to the [Regional Project Selection and Allocation Framework](#) in August of 2025. This framework, as amended, establishes a single prioritization process for flexible regional funding for projects requesting RRTPO administered funds. This process establishes a four-step process for project submission, screening, scoring, and funding. As discussed at the April meeting, the funding is awarded to existing projects with requests to cover cost increases or deficits first and then to new projects. The Western Pulse Extension project was the next



highest scoring project which was not funded as the request (~\$16.9M) exceeded the estimate of funding available (~\$8.9M).

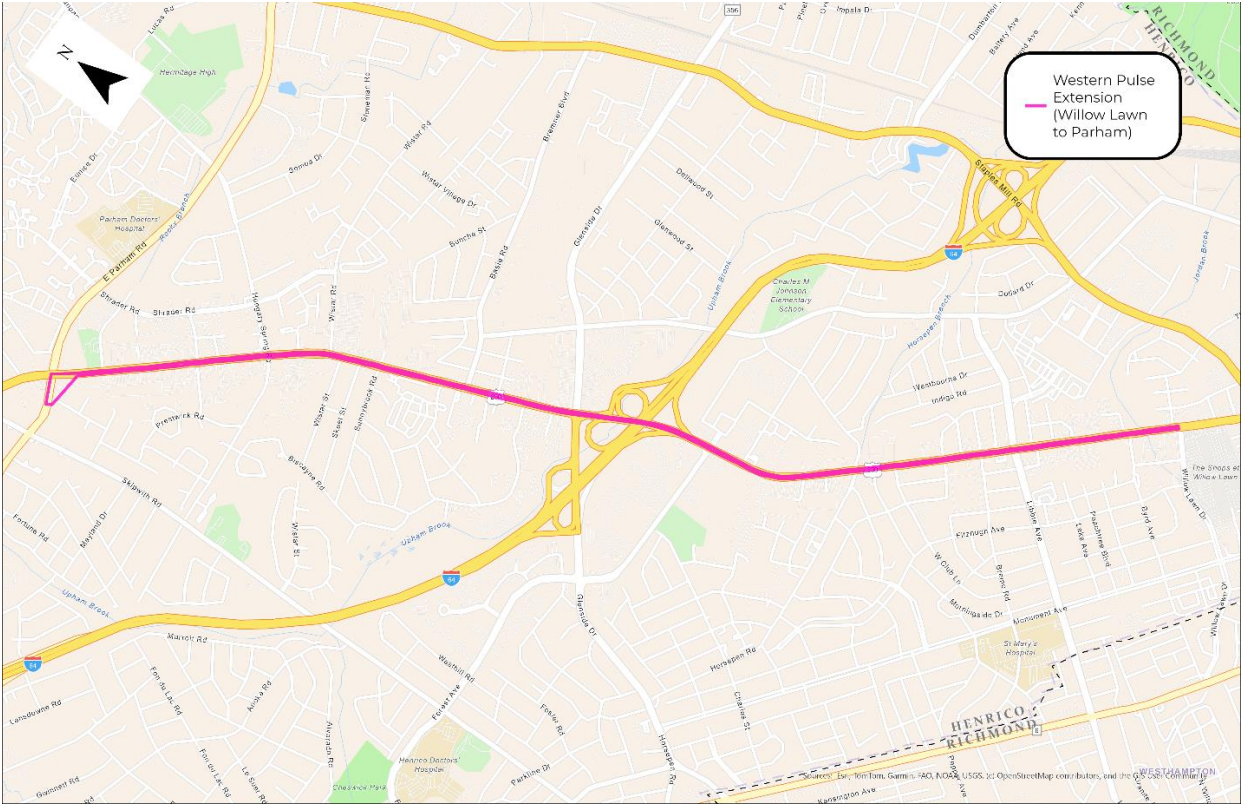


Figure 1: Map depicting the proposed project corridor in pink running from Willow Lawn Dr to E Parham Rd along US-250

Project Overview:

The Western Extension of the GRTC Pulse BRT involves extending the existing Pulse BRT corridor an additional 4 miles west on Broad Street from Willow Lawn to Parham Road in Henrico County. This project will integrate Transit Signal Priority (TSP) at 15 signalized intersections, at an estimated cost of \$16.9M, with a total estimated project cost of \$67M. The remaining funding gap totals approximately \$22.7M to fully fund this project.

Phase	Estimate	Funding	Balance
Preliminary Design	\$1,400,000	\$1,400,000	\$0
Final Design	\$6,200,000	\$6,200,000	\$0
Construction	\$59,712,772	\$37,028,144	\$22,684,628
TOTAL COST	\$67,312,772	\$44,628,144	\$22,684,628

Table 1: Total Project Estimate and Funding Secured



This extension aims to reduce bus travel times, increase schedule reliability, and enhance transit ridership by prioritizing transit vehicles at traffic signals. The project will replace outdated traffic signal control hardware to accommodate centralized TSP technology, enabling the BRT system to benefit fully from TSP both inside and outside Richmond city limits.

Available Funding:

The TAC has reviewed the available funding in depth and has recommended a strategy to award just over \$12.9M to support this project. After the initial awards, approximately \$8.9M remained in the regional balance entries which could be used to support a new project.

In discussions with RideFinders, GRTC, and DRPT, the scope of work for the Regional Transit Trip Reduction Program has been determined to be potentially ineligible for federal funding as original structured. The program was intended to promote and incentivize transit usage and represented the addition of a dedicated transit focus to the RideFinders program. This program currently has \$2M in previous funding and \$2M in future year funding being programmed. RideFinders has requested cancelling the proposed expansion program and returning the funds to the Balance Entry in accordance with adopted RRTPO policy.

	STBG	CMAQ	CRP	Total
<i>FY27 - FY32 Funds</i>	\$ 157,678,528	\$ 55,242,314	\$ 15,058,827	\$ 227,979,669
<i>Previous Funds</i>	\$ 12,673,141	\$ 4,877,164	\$ 470,062	\$ 18,020,367
Total Funding	\$ 170,351,669	\$ 60,119,478	\$ 15,528,889	\$ 246,000,036
<i>Existing Projects</i>	\$ 90,825,089	\$ 31,552,006	\$ 6,406,006	\$ 128,783,101
<i>Balance Entry Target</i>	\$ 31,946,980	\$ 11,452,167	\$ 3,047,400	\$ 46,446,547
<i>Deficit Requests</i>	\$ 11,362,569	\$ 8,295,851	\$ -	\$ 19,658,420
<i>New Projects</i>	\$ 32,598,065	\$ 4,349,484	\$ 5,227,085	\$ 42,174,634
Available to Use	\$ 3,618,967	\$ 4,469,970	\$ 848,398	\$ 8,937,335
<i>Potential Cancellation</i>	\$ -	\$ 4,000,000	\$ -	\$ 4,000,000
New Available to Use	\$ 3,618,967	\$ 8,469,970	\$ 848,398	\$ 12,937,335

Table 2: Available Funding FY27 - FY32



This balance can cover more than 76% of the original request. When added to the recently announced \$23M major capital assistance grant from DRPT, this would leave roughly a \$10M gap to complete funding for the Western Pulse Extension. This funding would be leveraged along with the DRPT award and CVTA dollars in the upcoming round of SMART SCALE.

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

Attachments:

- A. [GRTC Western Extension Overview](#)
- B. [Draft Resolution of Approval](#)





POLICY BOARD AGENDA 6 /11/2026; ITEM C -3.

FY27 – FY32 Flexible Regional Funding Project Selections – Western Pulse Extension

Richmond Regional Transportation Planning Organization

On motion by _____, seconded by _____, the members of the RRTPO Policy Board voted to adopt the following resolution:

WHEREAS, the Richmond Regional Transportation Planning Organization (RRTPO) is responsible for selecting and prioritizing transportation projects and studies that utilize federal Regional Surface Transportation Program (RSTP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Carbon Reduction Program (CRP) funds in order to advance regional mobility, safety, equity, accessibility, and environmental goals; and,

WHEREAS, the Western Pulse Extension project was the next highest ranked project but could not be fully funded with available funds; and,

WHEREAS, approximately \$4M in additional funding has been made available by cancellation of an existing project; and,

WHEREAS, the Technical Advisory Committee (TAC) has reviewed the project and available funding and recommends a partial award of \$12.9M to leverage in SMART SCALE;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves the award of \$12.9M to the Western Pulse Extension project and directs staff to coordinate the allocation and documentation of this award with VDOT.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held June 11, 2026.

WITNESS:

BY:

Sarah-Keel Crews
Manager of Board Operations
PlanRVA

Martha Shickle
Secretary
Richmond Regional Transportation
Planning Organization