



Photo: Powhatan County Welcome Sign.

Richmond Regional Transportation Planning Organization (RRTPO) Policy Board

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.

Richmond Regional Transportation Planning Organization

Policy Board

Meeting Agenda

Thursday, May 29, 2025 – 9:30 a.m.

PlanRVA James River Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224
and via Zoom

If you wish to participate in this meeting virtually, please register through this
[ZOOM WEBINAR LINK](#)

Call to Order, Welcome and Introductions *(Chair Newbille)*

Pledge of Allegiance *(Chair Newbille)*

Certification of a Quorum *(Janice Scott)*

A. GENERAL ADMINISTRATION (20 Minutes)

1. **Confirmation of Member Participation from a Remote Location** *(Chair Newbille)*
Action requested (if there are member requests to participate remotely): motion to confirm that the Chair's decision to approve or disapprove the member(s) request to participate from a remote location was in conformance with the RRTPO Policy for Remote Participation of Members; and, the voice of the remotely participating member(s) can be heard by all persons at the primary or central meeting location (voice vote).
2. **Consideration of Amendments to the Meeting Agenda** *(Chair Newbille)*
3. **Public Comment Period** *(Chair Newbille)*
4. **Consent Agenda** *(Chair Newbille)*
Action requested: approve the following consent agenda item as presented (voice vote)
 - a. **Approval of Meeting Minutes – April 3, 2025** – page 5
Consent action: accept the meeting minutes into the record as presented.
 - b. **Work Status Report – Third Quarter FY25** – page 12
Consent action: accept the work status report as presented.
 - c. **FY26 Election of Officers** – page 27
Consent action: elect FY26 RRTPO Chair and Vice Chair.
 - d. **FY26 RRTPO Meeting Schedule** - page 28
Consent action: approve the FY26 RRTPO meeting schedule as presented.

- e. **Policy for Meetings Held Through Electronic Communications Means** – page 30
Consent action: adopt the policy as presented.
- f. **FY24 – FY27 Transportation Improvement Program Amendment: Jahnke Road - 2 Lane Improvements (UPC 19035)** – page 35
Consent action: approve the TIP amendment to update the cost estimate and funding for an existing project as proposed by VDOT.
- g. **FY24 – FY27 Transportation Improvement Program Amendment: Mayo Bridge Reconstruction (UPC 104888)** – page 41
Consent action: approve the TIP amendment to ungroup an existing project to reflect its regional significance as proposed by VDOT.
- h. **Community Transportation Advisory Committee (CTAC) Member Honorarium (Pilot Policy)** – page 47
Consent action: adopt pilot policy for implementation in FY26.
- i. **Community Transportation Advisory Committee (CTAC) Member Attendance Policy** – page 51
Consent action: adopt policy as presented.

B. REGIONAL FUNDING (20 Minutes)

- 1. **Flexible Regional Funding: RideFinders Request** (*Myles Busching*) - page 53
Requested action: approve RideFinders' request for \$2M and inclusion of this funding in the FY26 - FY31 allocations plan (roll call vote).
- 2. **Flexible Regional Funding: Construction Project Requests** (*Myles Busching*) – page 67
Requested action: approve additional funding as requested for UPC's 19035, 104281, 115784 and 113843 (roll call vote).

C. MPO ADMINISTRATIVE RESPONSIBILITIES & RRTPO SECRETARY'S REPORT (20 Minutes)

- 1. **FY26 Unified Planning Work Program (UPWP)** (*Martha Shickle*) – page 84
Requested action: approve the FY26 Unified Planning Work Program (voice vote).

D. COMMITTEE & PARTNER AGENCY REPORTS (20 Minutes)

- 1. **Committee Updates**
 - a. **Community Transportation Advisory Committee** (*Andrew Bunn, Chair*)
 - b. **Technical Advisory Committee** (*Dironna Clarke, Chair*)
- 2. **Agency Updates**
 - a. **FHWA** – *Ivan Rucker*
 - b. **VDOT** – *Dale Totten*
 - c. **DRPT** – *Tiffany Dubinsky*
 - d. **GRTC** – *Adrienne Torres*
 - e. **RMTA** – *Joi Taylor Dean*
 - f. **CVTA** – *Chet Parsons* – page 138
 - g. **PlanRVA** – *Martha Shickle* – page 139

E. OTHER BUSINESS (10 Minutes)

1. RRTPO Chair & Member Comments *(Chair Newbille)*

F. ADJOURNMENT

Next Meeting – August 7, 2025, 9:30 a.m. (pending approval of FY26 schedule)

PlanRVA Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224, or via Zoom for those who register.

Richmond Regional Transportation Planning Organization

Policy Board Meeting Minutes

Thursday, April 3, 2025 - 9:30 a.m.

PlanRVA James River Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224
and via Zoom

Members and Alternates Present (X), Virtual (V):

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

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](#).

Call to Order

The Richmond Regional Transportation Planning Organization (RRTPO) Policy Board Vice Chair, Jody Rogish, called the RRTPO Policy Board meeting to order at 9:35 a.m.

Pledge of Allegiance

The Pledge of Allegiance was led by Vice Chair Rogish.

Welcome and Introductions

Vice Chair Rogish welcomed all attendees.

Certification of a Quorum

Janice Scott, Board Relations Manager, took attendance and certified that a quorum was present in-person

A. ADMINISTRATION

1. Confirmation of Member Participation from a Remote Location

Vice Chair Rogish reported that John Hodges requested approval to participate remotely due to a temporary or permanent disability or other medical condition that prevents the member's physical attendance. Vice Chair Rogish announced his approval of the request to participate remotely.

On motion by Roscoe Cooper, seconded by Sean Davis, the members of the RRTPO Policy Board voted unanimously to approve the member's request to participate from a remote location was in conformance with the Policy for Remote Participation of member; and, the voice of the remotely participating member could be heard by all persons at the primary or central meeting location (voice vote).

The quorum was updated to show the presence of the remote member.

2. Consideration of Amendments to the Meeting Agenda

There were no requests to amend the meeting agenda.

3. Open Public Comment Period

There were no requests to offer public comment either in-person or online.

4. Consent Agenda

On motion by Jessica Schneider, seconded by Jonathan Lyle, the members of the RRTPO Policy Board voted to approve the following consent agenda items (voice vote):

a. Approval of Meeting Minutes – March 6, 2025

Consent action: accept the meeting minutes into the record as presented.

5. RRTPO Chair's Report

a. FY26 Officer Rotation

Vice Chair Rogish announced that according to the current rotation, the representative from Henrico is scheduled to be Chair in FY26 and the Town of Ashland representative is scheduled to be the Vice Chair.

6. RRTPO Secretary's Report

Martha Shickle reported that the schedule is being finalized. She reported that the May 8th meeting will be the last meeting of this fiscal year. The first meeting of the FY26 fiscal year will be August 7th.

Kevin Carroll arrived at 9:40 a.m.

a. Federal Funding Update

Ms. Shickle reported that staff have been in contact with the Federal Highway Administration to determine the status of the grant that the RRTPO was awarded.

She reported that some new notices of funding opportunities have recently been received. Updated terms and conditions for awards under the FTA were recently received. They are mostly consistent with previous terms, but include new certifications in several areas.

Board members had questions and Ms. Shickle reported that infrastructure seems to be a priority of the current administration. She hasn't seen any indication that there are plans to eliminate Metropolitan Planning Organizations (MPOs). Some programs and funding streams are due for reauthorization in the current federal fiscal cycle; staff is closely watching for further information on this.

There was a discussion about how the agency can fund its core functions. If funding for any function is removed, it would have to be eliminated. Contracts are being reviewed to ensure the agency is fulfilling all contract obligations, but contract payments would not continue if the funding is eliminated.

Ms. Shickle reported that there are no current plans to eliminate agency positions.

Board members were encouraged to contact their legislators regarding continued MPO funding.

B. REGIONAL PLANNING

ConnectRVA 2045 Amendment: I-64/250 Interchange Improvements Project –

Sulabh Aryal, PlanRVA, presented this item and reported that The Long-Range Transportation Plan is a dynamic living document that projects regionally significant transportation needs in the Richmond region over a long-term basis. In October 2021, the Richmond Regional Transportation Planning Organization completed its latest long-range plan, ConnectRVA 2045. This plan identifies needs to the year 2045 across all jurisdictions and includes all travel modes. The plan is divided into two main implementation sections – a fiscally constrained plan and a vision plan.

The Federal Highway Administration and Federal Transit Administration require the long-range plan to be fiscally constrained – meaning it is realistic based on expected available funds over the length of the plan. RRTPO worked with VDOT, DRPT and CVTA to reasonably project available funding out to the year 2045 and used that “budget” to develop a priority constrained plan. This implementation plan was limited by cost and was not able to encompass all the needed projects identified in

the planning process – for that reason, a second plan component was developed. This plan is referred to as the Vision Plan and contains those projects that were not able to be included in the constrained plan.

The expectation has and continues to be that ConnectRVA 2045 will need to be amended from time to time as projects are constructed on time and other funds are leveraged that allow for early funding commitments.

Henrico County Request: Henrico County has submitted a request that the interchange modification project at I-64 and US-250 be considered for inclusion in the constrained plan. This project is a part of the Short Pump Area improvements project and must be included in the constrained plan to finalize the NEPA process for these improvements. Henrico has provided an updated estimate for the project based on the work undertaken during the NEPA process.

ConnectRVA 2045 impacts: Based on staff review of the request, the project fits well within the regional Vision, Goals, and Objectives of ConnectRVA 2045 and is a necessary element of the Short Pump area improvements, including the N. Gayton Road interchange. The required funding for the project is estimated by the county to cost \$131.712 million in year-of-expenditure dollars. Henrico County staff have identified a few lower priority projects in Henrico County from the existing constrained plan which could be removed from the constrained plan and moved to the vision list.

The LRTP estimates for the projects add up to \$133.878 million. As the removed projects add up to more than the estimate for the interchange improvement, the project can be added to the constrained plan while maintaining fiscal constraint.

On motion by Roscoe Cooper, seconded by Jessica Schneider, the members of the RRTPO Policy Board voted to approve the following resolution (voice vote):

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends ConnectRVA 2045 to include a new project – I-64/250 Interchange Improvements Project in Henrico County.

FURTHER RESOLVED, As an interchange reconfiguration, this project is exempt from regional conformity analysis under 40 CFR 93.127 and would not impact the regional conformity analysis

FINALLY RESOLVED, the RRTPO policy board approves moving the following projects from the constrained list to the vision list of Connect RVA 2045:

ConnectRVA 2045 Project ID	Description	LRTP Estimate
FHW-8	Carolina Avenue widening from Richmond-Henrico Turnpike to Laburnum Ave	\$61,288,000
FHW-94	Pemberton Road widening from US-250 to Quioccasin Road	\$62,349,000
FHW-108	Shady Grove Road widening from Nuckols Road to Hanover County line	\$10,241,000

C. REGIONAL FUNDING

FY26 GRTC Regional Public Transportation Plan

Patricia Robinson, GRTC, presented the details of the FY26 plan and reported that 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.

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

Board members had questions and Ms. Robinson offered clarification on other options for riders who currently use the routes that will be eliminated.

On motion by Jessica Schneider, seconded by Roscoe Cooper, the members of the RRTPO Policy Board voted to approve the following resolution (voice vote):

WHEREAS, Code of Virginia § 33.2-3701 establishes the Central Virginia Transportation Fund and dedicates 15% of the CVTA revenues to the Greater Richmond Transit Company (GRTC) to provide transit and mobility services throughout the Planning District 15 (PlanRVA) footprint.; and

WHEREAS, requires GRTC to develop a strategic plan for public transportation within the PlanRVA footprint in coordination with the Richmond Regional Transportation Planning Organization (RRTPO); and

WHEREAS, GRTC has developed a plan for the investment of CVTA funds for Fiscal Year 2026 and presented it to the RRTPO for review; and

WHEREAS, the Technical Advisory Committee (TAC) has reviewed and recommends endorsement of the plan; and

WHEREAS, the RRTPO policy board finds the proposed FY26 plan consistent with ConnectRVA 2045 and other regional planning efforts;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board endorses the FY26 Regional Public Transportation Plan.

D. PERFORMANCE MEASUREMENT

No performance measurement items on this meeting agenda.

E. MPO ADMINISTRATIVE RESPONSIBILITIES

1. FY26 Work Program Priorities

Ms. Shickle reported on the process to develop the work program priorities. The three main planning products are the Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP) and the Long-Range Transportation Plan (LRTP).

The UPWP has been updated and the expectation is that the tri-annual review will begin in the fall. Prioritization of safety has been identified as a priority by board members. Safety is proposed to be a stand-alone program in the proposed UPWP.

Future multi-modal transportation will also be a priority in the upcoming year.

The UPWP will be presented to the board at the May 8th meeting.

2. Title VI Review

Ms. Shickle reported that a review of Title VI is being done in preparation for the agency's certification review. The Equity Working Group will begin reviewing the existing plan this month. The updated plan will be reviewed by the Community Transportation Advisory Committee (CTAC) and then a request for approval will be brought to the policy board.

3. Bylaws Update

Ms. Shickle reported that a list of proposed changes will be brought to the Executive Committee in May and will be brought before the policy board for approval in the new fiscal year.

F. AGENCY AND COMMITTEE REPORTS

1. Transportation Agency Updates

- a. FHWA** – There was no FHWA representative present to provide an update.
- b. VDOT** – Mark Riblett provided this on update recent and upcoming VDOT activity, including updates on the March Commonwealth Transportation Board meeting. The update is posted on the [meeting webpage](#).
- c. DRPT** – Wood Hudson reported on current and upcoming DRPT activity and announced the Virginia Transit Association Annual Conference will be held May 28-29. The update is posted on the [meeting webpage](#).
- d. GRTC** – Adrienne Torres reported on current and upcoming GRTC activity, including progress on adding all fixed route information to the dashboard..
- e. RMTA** – Joi Taylor Dean reported that the agency is currently in the process of developing its FY26 budget. Several operational changes will be announced soon.
- f. CVTA** – Sean Davis reported that he has been visiting the region's localities to present information about the CVTA.

- g. PlanRVA** – Ms. Shickle reported on the current newsletter edition, which summarizes the recent Pathways to the Future Regional Symposium. She also reminded everyone that the PlanRVA Commission Executive Committee meets on May 8, 2025, at 8:30 a.m. and then the RRTPO Policy Board will meet at 9:30 a.m.

G. OTHER BUSINESS

1. RRTPO Member Comments

Vice Chair Rogish reminded everyone to check their schedules for availability to attend the August meeting.

H. ADJOURNMENT:

Vice Chair Rogish adjourned the meeting at approximately 10:35 a.m.

The next meeting has been rescheduled for May 29, 2025, Richmond, VA 23224 and via Zoom.

FY 2025



Richmond Regional
**Transportation
Planning
Organization**

Work Program Status Report

Third Quarter

PlanRVA
424 Hull Street, Suite 300
Richmond, Virginia 23224
804.323.2033 | WWW.PLANRVA.ORG

RRTPO Work Program Progress Report provides a short summary of each activity for the third quarter of FY25. Please reference the [FY 2025 UPWP](#) for details concerning the approved budget and work description for each task.

Table 1 identifies all the tasks in the UPWP and the associated budget and summarizes overall federal and local revenues budgeted by PlanRVA in FY 2025 to support the work of RRTPO. Federal funds budgeted constitute 80 percent of the total; State and local matching funds constitute 20 percent, unless otherwise noted.

TABLE 1. SUMMARY OF FY 2025 RRTPO UPWP BUDGET

Work Task	RRTPO Budget			
	PL	5303	CO 5303	GRAND TOTAL
7100 Program Support & Management	\$212,480	\$52,981	\$0	\$265,460
7120 UPWP Budget & Contract Admin.	\$112,000	\$28,000	\$0	\$140,000
7130 Contingency Funding	\$0	\$64,656	\$0	\$64,656
7210 Public Outreach/ Equity Analysis	\$80,000	\$20,000	\$0	\$100,000
7220 Special Planning Efforts	\$350,400	\$87,600	\$0	\$438,000
7230 System Resiliency & Environmental	\$230,000	\$0	\$0	\$230,000
7310 Long Range Transp Planning	\$590,450	\$117,050	\$136,000	\$843,500
7320 Travel Demand Model	\$153,600	\$0	\$38,400	\$192,000
7330 Transit & Passenger Rail	\$0	\$332,941	\$116,011	\$448,952
7340 Active Transportation	\$208,000	\$0	\$52,000	\$260,000
7350 Freight & Intermodal	\$70,000	\$0	\$0	\$70,000
7410 Performance Based Planning	\$100,000	\$0	\$0	\$100,000
7420 Financial Program / TIP	\$84,000	\$21,000	\$0	\$105,000
TOTAL (\$)	\$2,190,930	\$724,228	\$342,411	\$3,257,569

FY25 Third Quarter Total Expenditures

7110	BUDGET	Total Billed this Quarter	Total Funds Expended	% Total Funds Expended	UPWP Page
Program Support & Management	265,460	31,306	168,809	64%	23
7120	BUDGET	Total Billed this Quarter	Total Funds Expended	% Total Funds Expended	UPWP Page
UPWP Budget & Contract Administration	140,000	81,384	105,237	75%	24
7130	BUDGET	Total Billed this Quarter	Total Funds Expended	% Total Funds Expended	UPWP Page
Contingency Funding	64,656	0	0	0	25
7210	BUDGET	Total Billed this Quarter	Total Funds Expended	% Total Funds Expended	UPWP Page
Public Outreach & Equity Analysis	100,000	32,020	93,769	94%	26
7220	BUDGET	Total Billed this Quarter	Total Funds Expended	% Total Funds Expended	UPWP Page
Special & Integrated Planning	438,000	91,709	429,370	98%	27
7230	BUDGET	Total Billed this Quarter	Total Funds Expended	% Total Funds Expended	UPWP Page
System Resiliency & Environmental Link	230,000	50,478	165,597	72%	28
7310	BUDGET	Total Billed this Quarter	Total Funds Expended	% Total Funds Expended	UPWP Page
LRTP	843,500	277,945	681,295	81%	29
7320	BUDGET	Total Billed this Quarter	Total Funds Expended	% Total Funds Expended	UPWP Page
Travel Demand Model	192,000	769	3,156	2%	30

7330	BUDGET	Total Billed this Quarter	Total Funds Expended	% Total Funds Expended	UPWP Page
Transit & Passenger Rail	448,952	119,497	284,793	63%	31
7340	BUDGET	Total Billed this Quarter	Total Funds Expended	% Total Funds Expended	UPWP Page
Active Transportation	260,000	70,348	168,471	65%	32
7350	BUDGET	Total Billed this Quarter	Total Funds Expended	% Total Funds Expended	UPWP Page
Rail & Freight	70,000	16,542	52,989	76%	33
7410	BUDGET	Total Billed this Quarter	Total Funds Expended	% Total Funds Expended	UPWP Page
Perf. Based Transp. Planning.	100,000	25,499	60,035	60%	34
7420	BUDGET	Total Billed this Quarter	Total Funds Expended	% Total Funds Expended	UPWP Page
Financial Prog / TIP	105,000	12,402	81,354	77%	35

Individual Work Task Activities

Program Support and Administration – 7100 (7110, 7120, 7130)

This quarter demonstrated a high volume of administrative and coordination work. A significant portion of this work centered around meeting preparation and follow-up. Staff developed agenda packets for numerous meetings, including two RRTPO Policy Board meetings, two Executive Committee meetings, three Technical Advisory Committee (TAC) meetings, one Community Transportation Advisory Committee (CTAC) meeting, and four Equity Working Group meetings. Staff then coordinated, staffed, and actively participated in all of these meetings. Following each meeting, staff drafted minutes and posted them along with other pertinent documents. Maintenance of contact information was another key responsibility; the contacts database was updated to add or remove members and interested parties for the Policy Board and committees. Tracking the progress of the UPWP and coordinating related work tasks was also a routine activity.

Beyond meeting-specific tasks, staff updated the board and committee member website page and compiled a summary of CTAC member meeting attendance from the past year. Development work continued on a regional information hub designed to track meetings, events, and news from localities within the region. Staff also participated in seven all-staff/team stand-up meetings and full staff meetings, as well as three Community Relations Team meetings and one Leadership Team meeting. To keep relevant parties informed, staff prepared RRTPO monthly update reports for presentation at all PlanRVA Commission and CVTA meetings throughout the quarter. Support for the Community Transportation Advisory Committee (CTAC) included efforts to develop membership, lead meetings to provide updates on plans, engagement needs, and regional transportation work, create materials to train and support CTAC members in community engagement strategies, and manage regular CTAC communications.

Staff prepared and submitted RRTPO articles and updates for the Better Together Connector Newsletter and prepared the proposed RRTPO meeting schedule for FY26. The creation of the FY26 schedule involved researching and identifying relevant cultural and religious holidays. Administrative duties also included updating orientation materials for new members and updating memberships, the contacts database, and meeting calendar invitations for newly added members across the Policy Board, TAC, CTAC, and Equity Working Group. Finally, staff collaborated on procedures for providing compensation to speakers at RRTPO meetings, compiled a list of the various meeting/group types and their requirements.

Public Outreach & Equity Analysis – 7210

1. Work to ensure equitable opportunities for all people to participate in the work of PlanRVA and RRTPO.
 - This quarter, staff focused on several key areas within public outreach and equity. For general outreach, staff created content to share regional cooperation initiatives, transportation needs and plans, and partner information across various communication channels. To maximize reach and engagement, staff actively engaged with users on multiple platforms to foster trust and cultivate relationships with the press. To gauge communication effectiveness, analytics were reviewed and updated, and ads and collateral were produced. Training

materials for CTAC members were developed, support was provided for CTAC members' public speaking engagements, and RRTPO updates were disseminated through monthly newsletters. To further inclusivity, Spanish language materials were created.

- A specific outreach effort centered on a Transportation Town Hall event designed for the Deaf, DeafBlind, and hard of hearing communities, for which a press release was developed and the event was co-hosted with the Virginia Department for the Deaf and Hard of Hearing (VDDHH). Responding to community feedback, staff also initiated a review of website accessibility and worked to build brand awareness and stakeholder relationships.
 - Finally, a significant focus was placed on developing an equitable compensation policy. Staff participated in meetings concerning the establishment of an Equity Workgroup and explored practices for compensating advisory board members. Information sharing and collaboration were also themes in meetings with Kendall Miller, Anne Stoner, and Monty Gibson, where compensation practices were discussed. A draft participant compensation policy was prepared and subsequently discussed at Equity Workgroup meetings, and proposed edits were contributed to the draft honorarium policy for CTAC members.
2. Revise Public Engagement Plan to include best practices
 - There was no activity to report for this task during the quarter.
 3. Conduct 3-year review and update of Title VI plan
 - There was no activity to report for this task during the quarter.
 4. Maintain PlanRVA website including dashboards and engagement portal
 - Website updates included visible banners, the "get involved" page, the "about us" section, and employment postings.
 5. Serve as a resource to VDOT & DRPT to enhance participation by elderly, disabled, and low-income populations in transportation plans
 - There was no activity to report for this task during the quarter.

Special Planning Efforts – 7220

1. Provide technical support services to member jurisdictions as identified through joint agreement.
 - Staff developed a strategy and materials for engagement and communication and continued to build relationships with community organizations and host and convene partners.
2. Professional leadership and Best Practices – work to be an active participant and leader in various professional organizations
 - Staff was accepted to be a part of local committees and for national fellowship in vibrant communities, participated in Virginia Association of Metropolitan Planning Organization (VAMPO) Meetings, and continued participation in Association of Metropolitan Planning Organization (AMPO) Technical Committee Meetings. As a Technical Committee Member, staff reviewed and ranked abstracts submitted for the AMPO Annual conference. Staff also

attended the Consortium of Scenario Planning's eighth annual conference and presented the Richmond region's first comprehensive exploratory scenario planning process "Pathways to the Future" at the Scenario Planning Conference. A bi-monthly meeting was hosted in New Kent on January 24 for locality planning directors.

3. Actively participate in VDOT or locality-led regional transportation studies as well as responding to data requests
 - Staff serves on a stakeholder group to support the N-S BRT extension with a transit-oriented development (TOD) approach.
4. Support the region's Action Framework for Economic Mobility which will measure performance in key economic mobility indicators including Housing and Transportation.
 - Staff participated in the RVA Rising initiative to discuss activities supporting the Economic Mobility Framework.
5. Support development of an updated regional Comprehensive Economic Development Strategy (CEDS)
 - The CEDS steering committee kick-off meeting was hosted on January 28, and staff continued background research and worked with the data team on housing, workforce and educational data to support the CEDS. Regular meetings were held with smaller jurisdiction economic development directors, with plans for a meeting on February 21 in Ashland. Staff regularly participated in regional efforts to integrate economic development action, developed input questions for survey tools, worked to get input from the Steering Committee, developed an engagement site and marketing materials, publicized efforts to get input, connected with the public to share about the engagement period, and planned and executed the Pathways to the Future Regional Symposium.
6. Work with regional partners to ensure progress for the 2024 Regional Policy Agenda for safe, affordable housing for every individual and family
 - Ongoing work was conducted with the Partnership for Affordable Housing (PHA) to develop tools and practices for localities to consider for diversifying housing, and staff served on the housing policy subcommittee. Staff also participated in monthly meetings of the City Zoning Advisory Council, served on a stakeholder group for the Powhatan Housing Study, and worked with New Kent County to obtain a Community Development Block Grant (CDBG) to support the completion of the regional residential Market Value Analysis (MVA).
7. Track and update technology needs as appropriate to keep PlanRVA on the cutting edge of best technology practices among MPOs and planning organizations
 - The engagement site was updated with research and utilization of input and sharing tools.
8. Support through research, application development, strategic planning, and management active competitive funding programs to carry out the work of PlanRVA, RRTPO, CVTA, and our localities.
 - There was no activity to report for this task during the quarter.

System Resilience & Environmental Linkages – 7230

1. Develop a system resilience analysis framework to complements the LRTP and identifies strategies that reduce community impacts of climate change
 - There was no activity to report for developing a system resilience analysis framework during this quarter.
2. Work with VDOT to assess and prioritize infrastructure
 - There was no activity to report for working with VDOT to assess and prioritize infrastructure during this quarter.
3. Support updates of the Regional Green Infrastructure Plan
 - Efforts were made to support updates to the Regional Green Infrastructure Plan. The plan name was updated to the Natural Resources Plan to reflect stakeholder feedback and align the approach with the agency-wide strategic plan approach to naming and presentation (logo, etc.). Regular staff team meetings continued to develop data analysis methods, draft plan goals, and create a public survey and project web page. The survey and web page were posted to gather feedback through mid-March. The Environmental TAC was presented with information to solicit feedback on draft goals and data methodology. Data collections were drafted for 4 of 5 green infrastructure plan themes: water quality, terrestrial habitat, flood resilience, and recreation and culture lens. Work on the final theme, finalizing all five themes will be a focus in the next quarter. Input was gathered through the development of appropriate questions for survey tools and efforts to engage the Steering Committee. An engagement site and marketing materials and collateral were developed, and efforts were made to publicize opportunities for input. Staff connected with the public and attended events to share information about the open engagement period.
4. Maintain and update digital flood tool that will provide current information on potential impacts and priority infrastructure needs.
 - There was no activity to report this quarter.
5. Identify new indicators for assessment of community resilience
 - There was no activity to report this quarter.
6. Update project prioritization metrics that reflect resilience and environmental factors in project development
 - There was no activity to report this quarter.

Long-Range Transportation Planning – 7310

1. Work to implement ConnectRVA 2045 and amend the plan as needed
 - Based on Henrico County's request, a ConnectRVA amendment to include Short Pump Improvements Projects was discussed at the March TAC meeting.

2. Develop 2050 Long-Range Transportation Plan

- Throughout the quarter, the development of the 2050 Long-Range Transportation Plan progressed through a series of coordinated activities. Preparation for and execution of the second and third LRTP-AWG meetings, held on January 22nd and March 26th respectively, required significant effort in developing agendas and presentations. These meetings were supported by ongoing internal coordination, including bi-weekly staff meetings to track the LRTP Scope of Work and regular staff meetings to develop the Existing Conditions Analysis and Transportation Needs Analysis Framework.
- Concurrent to these meetings, work continued on developing the Goals, Objectives, Strategies, and Performance Measures for the LRTP, as well as the Vision Eval model, with staff obtaining and installing the model and engaging in communication with FHWA, VOLPE, and VDOT. The StoryMap explaining existing conditions was also expanded with new narratives and edits. Supporting documents like the CMP Portion of the LRTP and the State of Transportation Report were finalized and reviewed. Data was gathered through the review of VDOT STARS studies and compiled in the Transportation Issues Spreadsheet. Following the March 26th LRTP-AWG meeting, which included a progress update and public engagement feedback, QA/QC processes were initiated for the Existing Conditions Story Map and the State of Transportation Report.
- To prepare for further planning phases, community engagement strategies were outlined, stakeholders were identified and engaged, and outreach to LIDACs was prioritized. Public engagement activities included scheduling stakeholder meetings, conducting in-person events for input, updating the Structural Inventory report, and developing outreach materials. Regular updates to the internal task monitoring system and the Pathways to the Future logo supported these efforts.

Travel Demand Model – 7320

1. Maintain and implement the RRTPO Travel Demand Model

- Work was conducted to delineate regional activity centers and priority investment areas consistent with federal guidance, using model TAZs for inclusion in LRTP project prioritization. Mapping areas of persistent poverty (APP) to traffic analysis zones was performed for use in the LRTP, grant submissions, and other applications, providing a spatial context. The travel demand model was reviewed against proposed objectives and potential performance measures for the 2050 LRTP, and necessary model enhancements were identified to ensure its continued relevance and accuracy.

2. Provide forecasts for regional studies

- Modeling expertise was provided to support the City of Richmond for the RAISE (BUILD) grant application for a Multimodal Mayo Bridge. The Richmond/Tri-cities (RTC) Travel Demand Model was used to generate run results for the consultants, showing the traffic and air quality impacts of different build scenarios for the Mayo Bridge project.

3. Develop and implement a full transit demand model to complement the existing travel demand model
 - There was no activity to report for the development and implementation of a full transit demand model during this quarter.
4. Cooperate with member governments, VDOT, and others to use the Travel Demand Model in small-area, corridor, and other types of local planning efforts
 - Support was provided for the West Creek Area study in Goochland, and documentation from ConnectRVA 2045 was provided to document socioeconomic data in the 2045 model, demonstrating the model's utility in local planning initiatives.

Transit & Passenger Rail – 7330

1. Complete a rural public transportation study to develop recommended service and implementation strategies for localities without fixed route service
 - Progress on the rural public transportation study was a key focus. The TAC was updated on the study's progress, and implementation of the Community Engagement Plan and communication strategies continued to ensure stakeholder involvement. Development of the project website through the Social Pinpoint engagement platform progressed, providing a tool for information sharing and feedback. Ongoing engagement with stakeholders and the advisory group was maintained to gather input and guidance. Staff reviewed and provided comments on the Draft Rural Transportation Analysis Existing Needs Report, and the Rural Transportation Analysis Existing Conditions Report. Meetings and communication with providers in the service region were conducted to gather their knowledge and expertise. Data collection efforts continued to support the analysis. Internal cross-functional staff team meetings were held to discuss the study's scope and roles. Coordination with consultants on the completion of the operational analysis piece of the Rural Transportation Study was a significant activity, including participation in biweekly virtual meetings with LaBella Consultants to discuss service solutions, operating costs by mode, an alternatives screening methodology, and initial observations. A virtual meeting was held on March 18 to discuss the schedule for completion of the study and proposed solutions for the rural jurisdictions.
5. Support implementation of the Greater RVA Transit Vision and Human Services Mobility Plans
 - Support for the implementation of regional transit plans was provided through several activities. Transit program website development was underway. Transit-Oriented Development (TOD) tracking continued, recognizing the importance of land use integration with transit. The Regional Transportation Update was revised in preparation for meetings with various stakeholders, including the Hanover Human Services Network, the SPAN Center Board of Directors and Advisory Council, the Human Services Transportation Coordination Entity Steering Committee, and the Goochland Community Partners. Participated in meetings of the Goochland Community Health Assessment Core Team and the Goochland Aging Population Support and Services Health Workgroup. A virtual

meeting was held with Colleen Wilhem of the Span Center to discuss Regional Transportation Updates and PlanRVA's public engagement efforts. Participation continued in meetings of the Human Services Transportation Coordination Entity Steering Committee. Staff participated in the Blacksburg session of the Virginia Transit Leadership Institute (VTLI) fellowship with meetings at Blacksburg Transit, demonstrating professional development and engagement with transit best practices.

6. Collect and synthesize performance data on public transportation
 - Data collection and analysis are essential for informed decision-making. Transit system ridership updates were obtained from GRTC. Participation in a variety of webinars occurred, covering topics such as senior driver safety, walkability, FTA Section 5310 program best practices, the future of public transit, local transit initiatives (RVA Rapid Transit), transit technology, and equitable community engagement.
7. Support Staples Mill Station redesign and upgrades
 - There was no activity to report for supporting Staples Mill Station redesign and upgrades during this quarter.
8. Coordinate with Greater Richmond Transit Company (GRTC) to improve service to the region with focus on BRT expansion and connectivity
 - Coordination with GRTC is crucial for regional transit improvements. Biweekly progress meetings were held for the Pulse West Extension and the Pulse North-South Bus Rapid Transit (BRT) projects. GRTC LINK Microtransit updates were monitored. Staff observed and summarized meetings of the GRTC Board of Directors. Participation occurred in the virtual meeting of the RideFinders Advisory Board, where topics included potential expansion of the Advisory Board, agency operational highlights, and an air quality update.

Active Transportation– 7340

1. Work with partners to identify planned active transportation improvements and update BikePedRVA 2045 as needed
 - Coordination with localities was conducted to collect data for updating the GIS of the regional bicycle and pedestrian plan and to identify potential projects for the LRTP, ensuring that active transportation is well-integrated into long-range transportation planning. Staff participated in the City of Richmond's one-day training with the Dutch Cycling Embassy, which likely provided valuable insights into best practices in bicycle infrastructure and planning. Staff joined the Sports Backers Vision Zero Scorecard Workgroup, contributing to efforts to improve safety for all road users, including pedestrians and cyclists. Assisting the Virginia Office of Data Governance and Analytics with the annual Virginia Datathon to support active transportation data analysis. Staff also continued to work with other PlanRVA staff on the Natural Resources Plan to identify potential greenway trails, aligning active transportation planning with broader environmental and recreational goals.

2. Coordinate and facilitate regional conversations on the alignment of the East Coast Greenway
 - Work was conducted with the East Coast Greenway (ECG) on Richmond area routing concerns and greater statewide trail alignment, ensuring that regional efforts contribute to the development of this significant long-distance trail. Staff participated in the monthly East Coast Greenway Council meetings to stay connected with regional and national ECG developments.
3. Support the development of the Fall Line network including wayfinding and Trolley Line interpretation
 - Support for the development of the Fall Line network continued, with staff participating in the Friends of Fall Line quarterly meeting and working with CVTA and the Fall Line Working Group to advance this regional trail project. Collaboration with the James River Association and the City of Richmond was ongoing regarding plans for the Trolley Line Trail history project, adding an interpretive and historical dimension to the Fall Line network. Staff also continued site visits to take photos and document the progress of Fall Line construction. Staff attended webinars by the Rails-to-Trails Conservancy ("Take Advantage of Dedicated Active Transportation Connectivity Funding," "Navigating the Shifting Dynamics of Federal Grants") and American Trails ("Access Versus Accessibility"), to stay informed about funding opportunities and best practices in trail development and accessibility.
4. Develop a prioritization report for last-mile active transportation connections to transit to promote increased ridership and user safety
 - Work progressed on developing a prioritization report for last-mile active transportation connections to transit, aimed at promoting increased ridership and user safety. This task involves ongoing collaboration with PlanRVA staff and continued updating of GIS data with new bicycle and pedestrian infrastructure to support the analysis.
5. Collect and synthesize performance data on nonmotorized travel
 - PlanRVA staff continued development of a near-miss reporting tool and has applied for a 2025 Road to Zero Community Traffic Safety Grant to support this effort, which will enhance data collection on nonmotorized travel safety. Data collection also continued for updates to the bicycle and pedestrian GIS to update the LRTP.
6. Work with member governments and state agencies to advance active transportation
 - Engagement with member governments and state agencies to promote active transportation included participation in the February Safe & Healthy Streets Commission quarterly meeting and the Virginia Outdoors Caucus meetings during the General Assembly. Staff also attended the Bicycle & Pedestrian Advisory Committee (VDOT) quarterly meeting. Assistance was provided to the University of Richmond on their comprehensive plan, focusing on creating safer active transportation access to and from the campus, and to Eastern Shore Trail

advocates. Staff assisted Douglas Freeman High School students with transportation projects for Project Maverick community improvement presentations including a sidewalk proposal along Patterson.

Freight & Intermodal Planning – 7350

1. Freight corridor profiles and commodity flow data development and analysis. Investigation of best applications for freight data to support economic development.
 - Efforts were made to revamp coordination with the Port of Virginia on the postponed RRTPO POV Tour, recognizing the importance of port operations to regional freight movement. Coordination with locality economic development officials was conducted regarding the development of an in-house database of warehouse and distribution centers, critical infrastructure for freight. Staff is actively assessing available data and data needs for comprehensive freight-related analysis to inform planning decisions. To enhance staff expertise, an application for Freight Academy is being prepared. Continued coordination and relationship building with freight industry experts are ongoing to ensure insights from practitioners are incorporated. Staff prioritized and advanced specific critical urban freight corridors for profile formulation, focusing on areas with significant freight activity. Staff is coordinating with VDOT on MPO freight planning efforts, including utilizing the state-licensed Transearch platform, VDOT freight stakeholder identification and outreach, and work program advancement to align regional and state initiatives.
2. Support implementation of I-95/RMT/Commerce Corridor Access Study
 - Staff is reviewing recommended transportation needs from the I-95/RMT/Commerce Corridor Access Study for potential inclusion in the LRTP transportation needs assessment, ensuring that freight considerations are integrated into long-range planning. Staff is also coordinating with RMT to review "outside the gate" projects and recommendations related to the study, addressing the critical interface between the highway network and intermodal facilities.
3. Coordinate with VPRA and DRPT on rail studies and initiatives in the Richmond area
 - There was no activity to report for coordination with VPRA and DRPT on rail studies and initiatives in the Richmond area during this quarter.
4. Analyze and catalog at-grade rail crossings with an emphasis on safety and freight impacts
 - Work is being conducted to analyze and catalog at-grade rail crossings, with a focus on assessing safety and freight impacts, recognizing the potential conflicts and delays these crossings can introduce into the transportation network.

Performance Based Planning – 7410

1. Safety – work with Vision Zero Workgroup to update and implement Regional Transportation Safety Plan
 - Drafted 2025 safety targets for January TAC consideration, February approval. Staff submitted a grant for a National Safety Council Road to Zero Community Traffic Safety Grant to fund a Near Miss regional alternative transportation safety survey and dashboard. Began scoping an update to the regional transportation safety plan for FY26.
2. Congestion Management Process – update CMP report to reflect current conditions and potential strategies for the regional highway network including emphasis on freight corridors
 - Edits to the maps and other supporting data to the CMP. Fine tuning of network to have seamless integration with RITIS data in the future. Creation and updates to the CMP document. Determination of where there is significant congestion for the CMP.
3. Coordinate with VDOT and DRPT on Regional Performance Measures and their ongoing assessment
 - Approved 2025 Safety Targets submitted to VDOT.

Financial Programming/Transportation Improvement Program – 7420

1. Update the Project Selection and Allocation Framework
 - Work to update the Project Selection and Allocation Framework was a key activity. Project framework update reviews were conducted to address concerns raised in January, March, and continuing into April. These framework updates included adjustments to readiness, application limits, and timeframes to improve the efficiency and effectiveness of project selection.
2. Allocate FY26 – FY31 flexible regional funding
 - The process to allocate FY26 – FY31 flexible regional funding was a major undertaking. This involved holding the existing project application window, allowing for project submissions. The TAC conducted a review of existing projects in March, with discussions continuing into April to gather more detailed information on requests from the City of Richmond and RideFinders. Coordination with RideFinders and GRTC occurred regarding these funding requests. Parallel coordination with VDOT was essential to align on the allocations process and timelines for draft and final SYIP development. Staff also began the work of drafting the FY26 – FY31 allocations plan to guide future funding decisions.
3. Maintain the FY24 – FY27 TIP
 - Maintaining the FY24 – FY27 TIP was a core function during this quarter. Three Administrative Modifications to the TIP were executed as requested by DRPT and GRTC, allowing for necessary adjustments to ongoing projects. Processing of three TIP Amendments as requested by VDOT and GRTC was initiated to

incorporate new projects or significant changes. The PlanRVA and rrtpotip.org websites were updated to reflect approved FY24-27 TIP Amendments and Adjustments, ensuring transparency and access to current information. Several specific adjustments to the TIP were completed, including renaming projects “HHI0001” to “HHI0002” and “CCSB002” to “CCSB001” (and the original “CCSB001” to “CCSB002”) as requested by DRPT. An adjustment was also completed to reflect additional FTA 5339 funding in FY25 for GRTC008. Three TIP Amendments (123760, 123761, GRTC068) as requested by VDOT and GRTC and approved by the Policy Board were completed, and processing of a TIP Amendment (1) (19035) as requested by VDOT was initiated.

4. Work collaboratively to develop regional applications for state and federal funding
 - The organization worked collaboratively to develop regional applications for state and federal funding to maximize available resources for the region. An update was provided on Smart Scale Round 6, and monitoring and coordination with VDOT and locality partners continued to ensure project selection and implementation.

ACTION ITEM

May 29, 2025

TO Policy Board**SUBJECT** RRTPO FY26 Election of Officers**BRIEF:**

The RRTPO bylaws establish that a rotation of officers occur by locality for the Policy Board. [Non-binding Governance documents](#) for the RRTPO provide the order of rotation for officers by locality:

Non-Binding Governance Guidance Document #1 - MPO Policy Board Leadership Rotation:

In order to facilitate a regular and orderly rotation of leadership of the MPO policy board among the representatives of the member jurisdictions, the MPO Chairmanship may be rotated among the representatives from the respective jurisdictions in the order presented below. The MPO Vice Chairman may be from the jurisdiction following that of the MPO Chairman.

*Goochland County
Hanover County
Chesterfield County
City of Richmond
Henrico County
Town of Ashland
Charles City County
New Kent County
Powhatan County*

As the current Chair and Vice Chair represent the City of Richmond and Henrico County respectively, the representative from Henrico County would become Chair and the Representative from the Town of Ashland would become Vice Chair in FY26

Requested action: motion to elect Jody Rogish (Henrico County) as Chair and John Hodges (Town of Ashland) as Vice Chair for FY26 to serve from July 1, 2025, through June 30, 2026.

For more information, please contact Janice Scott at Janice@PlanRVA.org.

FY26 MEETING SCHEDULE - RRTPO POLICY BOARD

MEETING	TIME	LOCATION
July – no meeting		
August 7, 2025	9:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond
September – no meeting		
October 2, 2025	9:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond
November – no meeting		
December 4, 2025	8:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond
January Date TBD: Joint Meeting & End-of-Year Breakfast		
February 5, 2026	9:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond
March 5, 2026	9:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond
April 2, 2026	9:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond
May 7, 2026	9:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond
June – no meeting		

RRTPO EXECUTIVE COMMITTEE

MEETING	TIME	LOCATION
July – no meeting		
August 7, 2025	8:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond
September – no meeting		
October 2, 2025	8:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond
November - no meeting		
December 4, 2025	8:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond
January Date TBD: Joint Meeting & End-of-Year Breakfast		
February 5, 2026	8:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond
March 5, 2026	8:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond
April 2, 2026	8:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond
May 7, 2026	8:30 a.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond
June – no meeting		

RRTPO Technical Advisory Committee (TAC)

MEETING DATE	TIME	LOCATION
July 8, 2025	9:00 a.m.	Virtual
August 12, 2025	9:00 a.m.	Virtual
September 9, 2025	9:00 a.m.	Virtual
October 8, 2025	9:00 a.m.	Virtual
November 12, 2025	9:00 a.m.	Virtual
December 9, 2025	9:00 a.m.	Virtual
January 13, 2026	9:00 a.m.	Virtual
February 10, 2026	9:00 a.m.	Virtual
March 10, 2026	9:00 a.m.	Virtual
April 14, 2026	9:00 a.m.	Virtual
May 12, 2026	9:00 a.m.	Virtual
June 9, 2026	9:00 a.m.	Virtual

RRTPO Community Transportation Advisory Committee (CTAC)

MEETING DATE	TIME	LOCATION
September 18, 2025	12:00 p.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond
November 20, 2025	12:00 p.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond
January Date TBD: Joint Meeting & End-of-Year Breakfast		
March 19, 2026	12:00 p.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond
May 21, 2026	12:00 p.m.	PlanRVA James River Boardroom 424 Hull Street, Suite 300, Richmond

ACTION ITEM

May 29, 2025

TO Policy Board**SUBJECT** RRTPO Policy for Meetings Held Through Electronic
Communications Means**BRIEF:**

The RRTPO has existing policies that have been enacted to enable members and the general public to participate through various means and through in-person or virtual settings. These policies were enacted as the COVID-19 crisis and subsequent state of emergency were impacting the Richmond region and have served the authority well as it positioned to be supportive to its membership and outside participants.

From time to time, these policies are required to be assessed for their responsiveness to current conditions and requirements of the Commonwealth. For this reason, two existing policies are included in this update, which has been developed in response to current FOIA requirements and best practices for virtual engagement.

This policy rescinds and supersedes the Policy for the Remote Participation of Members and the Policy for All-Virtual Public Meetings, both of which were adopted on October 22, 2022.

RECOMMENDED ACTION:

Adoption of the policy as presented.

For more information, please contact Janice Scott at Janice@PlanRVA.org.

ATTACHMENTS:

- A. Draft Policy for Meetings Held Through Electronic Communications Means

RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

POLICY FOR MEETINGS HELD THROUGH ELECTONIC COMMUNCIATIONS MEANS DURING DECLARED STATES OF EMERGENCY OR OTHERWISE

Adopted: _____, 2025

1. AUTHORITY AND SCOPE

- a. This policy is adopted pursuant to the authorization of §§ 2.2-3708.2 and 2.2-3708.3 of the *Code of Virginia* ("Va. Code") and is to be strictly construed in conformance with the Virginia Freedom of Information Act (VFOIA), Va. Code §§ 2.2-3700—3715.
- b. This policy rescinds and supersedes the Policy for the Remote Participation of Members and the Policy for All-Virtual Public Meetings, both of which were adopted on October 6, 2022.
- c. This policy shall be reviewed and re-adopted or amended annually in compliance with applicable provisions of VFOIA.

2. DEFINITIONS

- a. "**RRTPO**" means the Richmond Regional Transportation Planning Organization or any committee, subcommittee, or other entity of the Richmond Regional Transportation Planning Organization.
- b. "**Member**" means any member of the RRTPO.
- c. "**Remote participation**" means participation by an individual member of the RRTPO by electronic communication means in a public meeting where a quorum of the RRTPO is physically assembled, as defined by Va. Code § 2.2-3701.
- d. "**Meeting**" means a meeting as defined by Va. Code § 2.2-3701.
- e. "**Notify**" or "**notifies**," for purposes of this policy, means written notice, such as email or letter. Notice does not include text messages or communications via social media.

3. MEETINGS HELD THROUGH ELECTRONIC COMMUNICATION MEANS DURING DECLARED STATES OF EMERGENCY

The RRTPO may meet by electronic communication means without a quorum of the public body physically assembled at one location when the Governor or the locality in which the body is assembling for the meeting has declared a state of emergency in accordance with applicable law, provided that (i) the

catastrophic nature of the declared emergency makes it impracticable or unsafe to assemble a quorum in a single location and (ii) the purpose of the meeting is to provide for the continuity of operations or the discharge of its lawful purposes, duties, and responsibilities. Under such circumstances, the RRTPO:

- a. Give public notice using the best available method given the nature of the emergency, which notice shall be given contemporaneously with the notice provided to members conducting the meeting;
- b. Make arrangements for public access to such meeting through electronic communication means, including video-conferencing;
- c. Provide the public with the opportunity to comment when public comment is customarily received during meetings; and
- d. Otherwise comply with the VFOIA.

The nature of the emergency, the fact that the meeting was held by electronic communication means, and the type of electronic communication means by which the meeting was held shall be stated in the meeting minutes. These policy provisions shall be applicable only for the duration of the declared emergency under applicable law.

4. **MEETINGS HELD THROUGH ELECTRONIC COMMUNICATION MEANS**
(SITUATIONS OTHER THAN DECLARED STATES OF EMERGENCY)

- a. Individual members may use remote participation instead of attending a meeting in person if, in advance of the meeting, the member notifies the chair that:
 - i. The member has a temporary or permanent disability or other medical condition that prevents the member's physical attendance.
 - ii. A medical condition of a member of the member's family requires the member to provide care that prevents the member's physical attendance or the member is a caregiver who must provide care for a person with a disability at the time the public meeting is being held.
 - iii. The member's principal residence is more than 60 miles from the meeting location identified in the meeting notice; or
 - iv. The member is unable to attend the meeting due to a personal matter, the nature of which is identified with specificity. The member may not rely upon this rationale more than two meetings per calendar year or 25% of the meetings held per calendar year rounded up to the next whole number, whichever is greater.

- v. The reason for the member's remote participation and the general location from which the member participates shall be recorded in the meeting minutes.
 - vi. If a member's remote participation is disapproved because such participation would violate this policy, the disapproval shall be recorded in the meeting minutes.
- b. An all-virtual public meeting may be held under the following circumstances:
- i. The meeting notice shall indicate whether the meeting will be an in-person or all-virtual meeting and that the meeting arrangements will not be changed without providing an updated notice, pursuant to VFOIA;
 - ii. Public access to the all-virtual meeting is provided via electronic communication means, which allows the public to hear all members participating in the all-virtual meeting and, when audio-visual technology is available, to see the members;
 - iii. A phone number or other live contact information is provided as a means to report if the audio or video transmission of the meeting fails;
 - iv. A copy of the proposed agenda and all agenda packets and, unless exempt, all materials furnished to members are made available to the public in electronic format at the same time that such materials are provided to the members;
 - v. The public is afforded the opportunity to comment through electronic means, including by way of written comments;
 - vi. No more than two members are together in any one remote location unless that remote location is open to the public;
 - vii. If a closed session is held during an all-virtual public meeting, transmission of the meeting to the public resumes before the public body votes to certify compliance with VFOIA;
 - viii. All-virtual meetings shall not be conducted (i) more than two times per calendar year or 50 % of the meetings held per calendar year rounded up to the next whole number, whichever is greater, or (ii) consecutively with another all-virtual meeting; and
 - ix. Minutes of all-virtual meetings shall include the fact that the meeting was held by electronic communication means and the type of electronic communication means by which the meeting was held.

- x. If a member's participation from a remote location is disapproved it shall be recorded in the minutes with specificity.

5. **PROCESS TO AUTHORIZE AN ALL-VIRTUAL PUBLIC MEETING**

a. The RRTPO may schedule its all-virtual public meetings at the same time and using the same procedures used by the RRTPO to set its meeting calendar for the calendar year; or

b. If the RRTPO wishes to have an all-virtual public meeting on a date not scheduled in advance on its meetings calendar, and an all-virtual public meeting is authorized under Section 4 above, the RRTPO Chair may schedule an all-virtual public meeting provided that any such meeting comports with this policy and VFOIA notice requirements.

ACTION ITEM

May 29, 2025

TO Policy Board**SUBJECT** FY24 - FY27 Transportation Improvement Program (TIP) – 19035 – Jahnke Road Improvements**BRIEF:**

The Virginia Department of Transportation (VDOT) submitted a request to amend the Transportation Improvement Program (TIP) to update funding for the existing Jahnke Road improvement (UPC 19035) project to cover increased project costs. This project seeks to make roadway design, safety, and pedestrian improvements along Jahnke Rd from Blakemore Rd to Forest Hill Avenue.

RECOMMENDED ACTION:

The Policy Board should approve 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 amendments requested by VDOT have been reviewed by staff and found consistent with the requirements for RRTPO approval. A draft TIP block can be found in Attachment A. A summary of the findings for each requirement is included below.

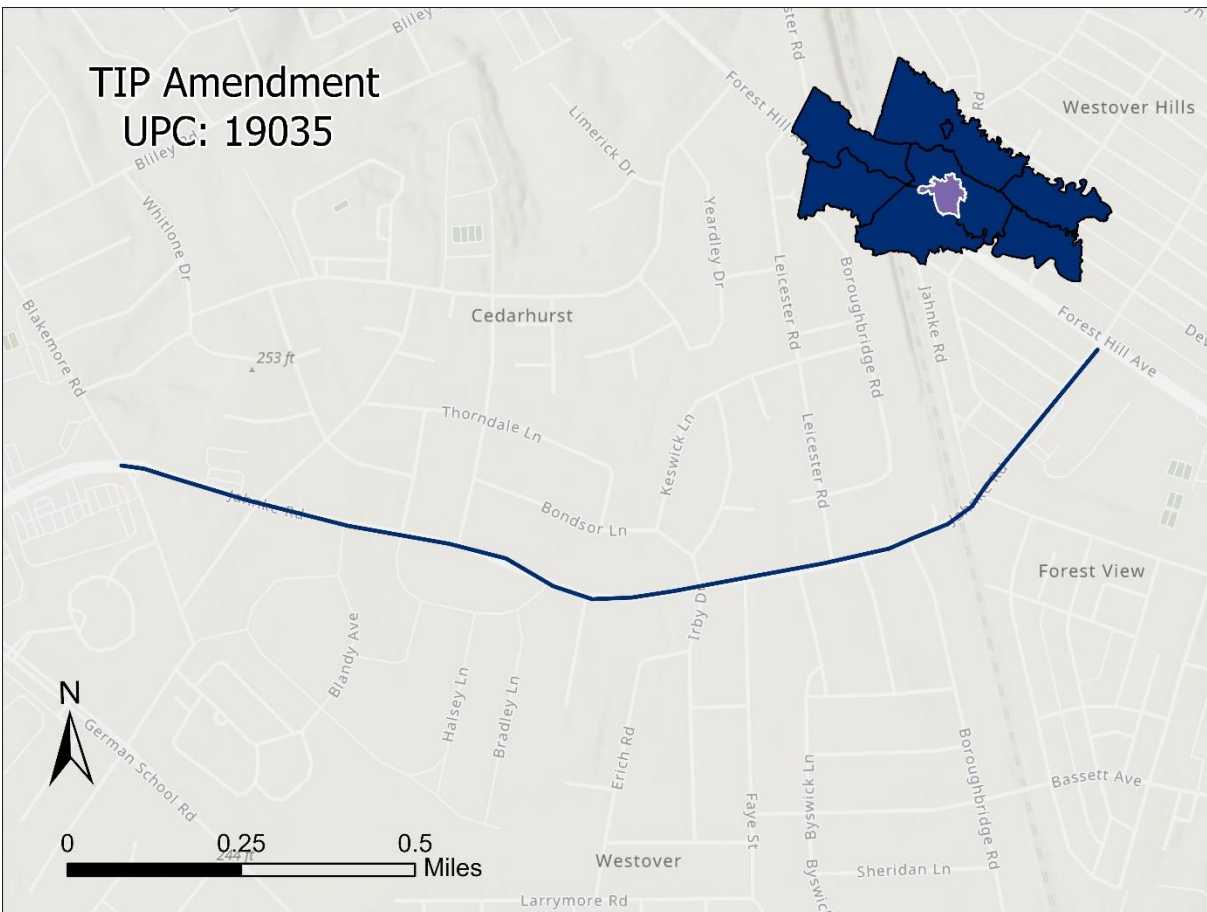
Project Overview:

The cost of the existing project has increased overtime. This project continues to focus on enhancing safety, accessibility, drainage, multi-modal transportation, and aesthetics along the corridor. Key improvements include better access to private entrances, an upgraded traffic signal at Forestview School Drive, and installation of a center raised median with landscaping and turn lanes at high-traffic

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intersections. Additionally, curb and gutter will be installed on both sides of Jahnke Road west of the CSX railroad, along with an 8-foot shared-use path on the north side and a 5-foot sidewalk on the south side. Sidewalk improvements will occur between Forest Hill Ave and Clarence Street, with new construction from Clarence Street to Blackmore Road. A two-way cycle track will also be added along westbound Jahnke Road, and speed tables will be placed at Westover Hills Elementary School.



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 considered local/programmatic in nature due to the nature of the roadways and the character if the safety improvements. Figure 1 graphically shows the consistency review process.

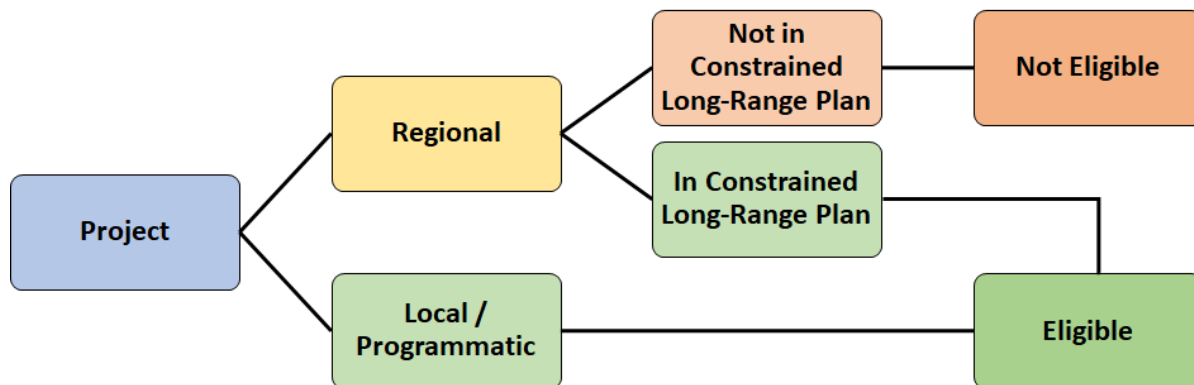


Figure 1: ConnectRVA 2045 Consistency Workflow

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 has already been included in the regional air quality conformity report and has previously been determined to be exempt from Air Quality Conformity under 40 CFR§ 93.126

Fiscal Constraint: The funding changes are as follows: Add \$28,000 (RSTP) to FFY25 for the preliminary engineering phase, and release \$28,000 (RSTP) and add an additional \$8,788,201 (AC – Other) in FFY25 for the construction phase.

Fund Source Descriptions:

RSTP – The Regional Surface Transportation Program, provides flexible federal funding for a variety of transportation projects, including highways, transit, and pedestrian facilities. Administered through metropolitan planning organizations (MPOs), it allows local jurisdictions to prioritize projects that meet regional needs.

CMAQ – The Congestion Mitigation and Air Quality Improvement program, provides federal funding to enhance air quality and reduce congestion in urban areas. It supports projects like transit improvements, bicycle and pedestrian facilities, and alternative fuel initiatives. Administered through metropolitan planning organizations (MPOs), CMAQ allows localities to prioritize projects that align with their air quality goals, promoting sustainable transportation.

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 aheller@planrva.org or 804-924-9618 Ext. 153.

ATTACHMENTS:

- A. Draft TIP Project Block
- B. Draft Resolution

Attachment A – Draft TIP Blocks

UPC NO	19035	SCOPE	Reconstruction w/o Added Capacity			
SYSTEM	Urban	JURISDICTION	Richmond		OVERSIGHT	NFO
PROJECT	JAHNKE ROAD – 2 LANE IMPROVEMENTS				ADMIN BY	Locally
DESCRIPTION	FROM: BLAKEMORE RD TO: FOREST HILL AVE					
PROGRAM NOTE	TIP AMD – add an addit'l \$28,000 (RSTP) FFY25 PE phase; release \$28,000 (RSTP) & add an addit'l \$8,788,201 (AC- Other) FFY25 CN phase.					
ROUTE/STREET	Hill Carter Parkway (U000)				TOTAL COST	\$36,488,634
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – RSTP	\$186,460	\$0	\$745,840	\$0	\$0
RW	Federal – RSTP	\$238,230	\$0	\$952,918	\$0	\$0
CN	Federal – CMAQ	\$216,381	\$0	\$865,522	\$0	\$0
	Federal – RSTP	\$1,901,373	\$0	\$7,605,493	\$0	\$0
CN TOTAL		\$2,117,754	\$0	\$8,471,015	\$0	\$0
CN AC	Federal – AC Other	\$0	\$0	\$19,776,418	\$0	\$0



POLICY BOARD AGENDA 5/29/2025; ITEM A.-4.-f.

FY24 – FY27 Transportation Improvement Program (TIP) – Jahnke Road Improvements (19035)

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 Virginia Department of Transportation has requested a revision to the FY24 – FY27 Transportation Improvement Program (TIP) to update the funding amount for Jahnke Road Improvements (UPC 19035); and

WHEREAS, this project is fully funded by VDOT, federal dollars, and local match; and,

WHEREAS, this project is not considered regionally significant and does not require a new conformity determination in the Regional Conformity Assessment Report; 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 (UPC 19035) 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 May 29, 2025.

WITNESS:

BY:

Janice Scott
Board Relations Manager
PlanRVA

Martha Shickle
Secretary
Richmond Regional Transportation
Planning Organization

ACTION ITEM

May 29, 2025

TO Policy Board**SUBJECT** FY24 - FY27 Transportation Improvement Program (TIP) – 104888 – Mayo Bridge Replacement**BRIEF:**

The Virginia Department of Transportation (VDOT) submitted a request to amend the Transportation Improvement Program (TIP) to ungroup from the Construction: Bridge Rehabilitation/Replacement/Reconstruction grouping and update funding for the UPC 104888 Replace Mayo Bridge Project. This project seeks to replace the Mayo bridge on US-260 from the floodwall near Manchester Rd to the floodwall near Canal Walk and is being ungrouped in the TIP as it undergoes Environmental Assessment and requires individual review.

RECOMMENDED ACTION:

The Policy Board should approve 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 amendments requested by VDOT have been reviewed by staff and found consistent with the requirements for RRTPO approval. A draft TIP block can be found in Attachment A. A summary of the findings for each requirement is included below.

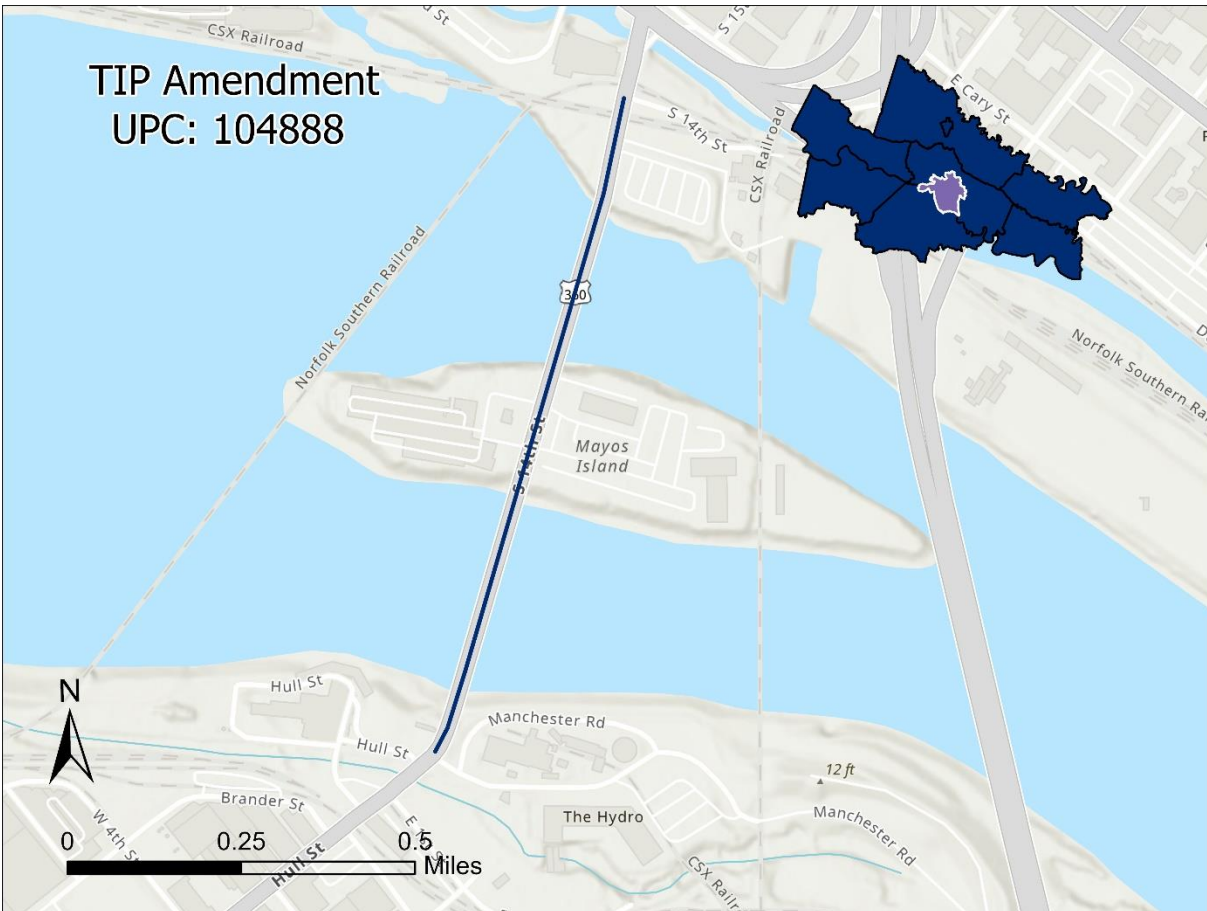
Project Overview:

The Mayo Bridge Replacement project will rebuild the Mayo Bridge crossing over The James River and Mayo Island from the Manchester flood wall to the Canal Walk floodwall. The proposed bridge replacement's latest typical section developed by VDOT and the City of Richmond calls for a reduction in the number

Powered By:



of vehicular lanes from four to two, dedicated lanes for cyclists, and a separated pedestrian walkway with additional pedestrian space on the western side of the bridge to better align with the existing trail system. In addition to the physical design, the speed of the bridge will be reduced from 35 mph to 25 mph.



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. In addition, the RRTPO has identified bridges which are regional priorities for replacement or rehabilitation using State of Good Repair (SGR) funds by 2045. The list of these bridges is included in ConnectRVA 2045's Technical Report F: Constrained Plan Development Report. This project is considered regional in nature because the bridge being rebuilt is on the National Bridge Inventory and part of the National Highway System. Figure 1 graphically shows the consistency review process.

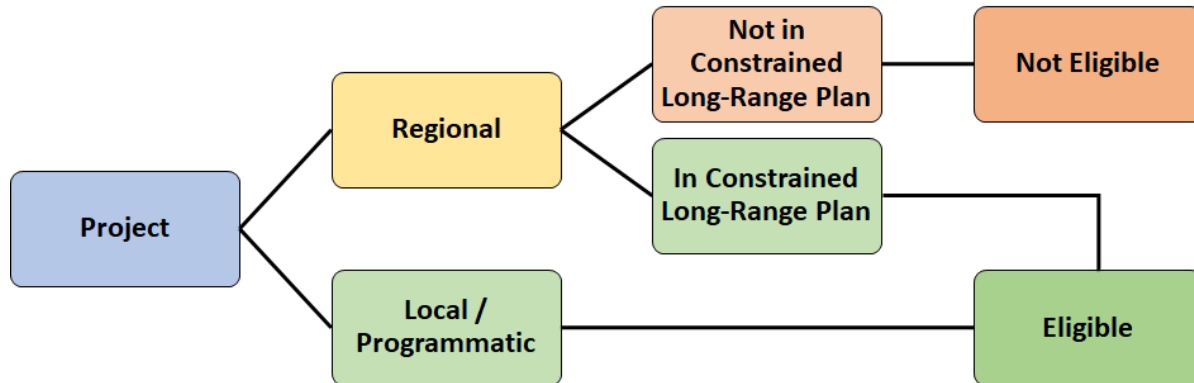


Figure 1: ConnectRVA 2045 Consistency Workflow

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 has previously been determined to be exempt from Air Quality Conformity under 40 CFR§ 93.126 Safety – reconstructing bridges with no additional travel lanes.

Fiscal Constraint: The funding changes are as follows: release \$2,388,800 (RSTP) & \$1,175,254 (NHPP), add \$4,749,002 (DEMO) to FFY15 PE phase; add \$13,486,114 (BR), \$1,175,253 (NHPP) & \$110,906 (RSTP) FFY27 RW phase.

Fund Source Descriptions:

RSTP – The Regional Surface Transportation Program, provides flexible federal funding for a variety of transportation projects, including highways, transit, and pedestrian facilities. Administered through metropolitan planning organizations (MPOs), it allows local jurisdictions to prioritize projects that meet regional needs.

NHS/NHPP – The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State’s asset management plan for the NHS. This funding code incorporates previous NHS, IM, and some BR fund codes.

BR – Provides funding for bridge improvements both on and off the National Highway System (NHS).

DEMO – Provides specialized funding to demonstration, priority, pilot, or special interest projects.

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

ATTACHMENTS:

- A. Draft TIP Project Block
- B. Draft Resolution

Attachment A – Draft TIP Blocks

UPC NO	104888	SCOPE	Bridge Rehab w/o Added Capacity			
SYSTEM	Urban	JURISDICTION	Richmond		OVERSIGHT	NFO
PROJECT	#SGR23LB – RT 360 – REPLACE MAYO BRIDGE				ADMIN BY	Locally
DESCRIPTION	FROM: Floodwall near Manchester Road TO: Floodwall near Canal Walk (0.3770 MI)					
PROGRAM NOTE	TIP AMD – Ungroup project: release \$2,388,800 (RSTP) & \$1,175,254 (NHPP), add \$4,749,002 (DEMO) FFY25 PE phase; add \$13,486,114 (BR), \$1,175,253 (NHPP) & \$110,906 (RSTP) FFY27 RW Phase.					
ROUTE/STREET	MAYO BRIDGE				TOTAL COST	\$194,774,015
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – DEMO	\$1,250,000	\$250,998	\$4,749,002	\$0	\$0
	Federal – NHS/NHPP	\$0	\$0	(\$1,175,254)	\$0	\$0
	Federal – RSTP	(\$597,200)	\$0	(\$2,388,800)	\$0	\$0
PE TOTAL		\$652,800	\$250,998	\$1,184,948	\$0	\$0
RW	Federal – BR	\$0	\$0	\$0	\$0	\$13,486,114
	Federal – NHS/NHPP	\$0	\$0	\$0	\$0	\$1,175,253
	Federal – RSTP	\$27,727	\$0	\$0	\$0	\$110,906
RW TOTAL		\$27,727	\$0	\$0	\$0	\$14,772,273



POLICY BOARD AGENDA 5/29/2025; ITEM A.-4.-g.

FY24 – FY27 Transportation Improvement Program (TIP) – Mayo Bridge Replacement (104888)

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 Virginia Department of Transportation has requested a revision to the FY24 – FY27 Transportation Improvement Program (TIP) to ungroup the project and update the funding for the Mayo Bridge Replacement project (UPC 104888); and

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

WHEREAS, this project is regionally significant and has been determined to be exempt from regional air quality conformity under 40 CFR § 93.126 Safety – reconstructing bridges with no additional travel lanes; 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 (UPC 104888) 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 May 29, 2025.

WITNESS:

BY:

Janice Scott
Board Relations Manager
PlanRVA

Martha Shickle
Secretary
Richmond Regional Transportation
Planning Organization

ACTION ITEM

May 29, 2025

TO Policy Board**SUBJECT** RRTPO Community Transportation Advisory Committee
(CTAC) Member Honorarium (Pilot Policy)**BRIEF:**

The Equity Working Group started meeting January 31st and began with discussion/ exploration of barriers to public participation, such as transportation, child care, lack of internet, etc.

The group determined that addressing barriers to participation requires a big picture view, examining consistency of branding, and investigating connections between programs, policies, and practices. The current PlanRVA and RRTPO engagement practices and activities were reviewed.

The group then turned to an examination of the role of compensation in breaking down barriers to participation. Various aspects and options for compensation to individuals were reviewed along with the practices of other organizations in the Region, such as Virginia Community Voice, Richmond Metropolitan Transportation Authority (RMTA) and the Central Virginia Transportation Authority (CVTA).

The group formulated recommendations for future compensation of individuals for engagement activity, such as event attendance, survey participation, comment submission, etc. It was determined that an incremental approach to providing compensation would be the best option.

CTAC was determined to be the most practical group to implement a pilot policy. The following discussion points/recommendations from the group were taken into consideration in drafting the policy:

- developed within the context of the agency's financial resources
- It was suggested that compensation be piloted for one year, and that measures of its impact and effectiveness be developed as part of the policy.
- It was decided that going forward, the term "honorarium" would be the most appropriate term to use for the payments provided to meeting attendees.
- Concerning the financial impact of the proposed policy to provide CTAC member honorariums, it has been estimated that the maximum annual expenditure would be \$12,000, assuming attendance of all appointed members and their alternates for six meetings over the course of the fiscal year. Using recent attendance levels, the anticipated cost is \$4,800 in FY26.

REQUESTED ACTION: motion to adopt the RRTPO Community Transportation Advisory Committee (CTAC) Member Honorarium (Pilot Policy) as presented to be effective July 1, 2025,

For more information, please contact Janice Scott at Janice@PlanRVA.org.

ATTACHMENTS

A – Draft pilot policy

**THE RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
(RRTPO/MPO) POLICY AND PROCEDURES**

**Community Transportation Advisory Committee (CTAC)
Member Honorarium (Pilot Policy)**

1. PURPOSE

Robust community engagement efforts ensure that residents can provide meaningful input on policies and programs. Honorarium payment practices demonstrate our recognition of the value of community members' voice in the planning process.

Payment of an honorarium to individuals who volunteer to serve on the Community Transportation Advisory Committee of the Richmond Regional Transportation Planning Organization (RRTPO) is a crucial facet of an effective community engagement model. Partnering with community members and people with lived experiences during research, policymaking, and planning presents opportunities to enrich the work, incorporate multiple perspectives and advance our goals of broader community participation.

Benefits:

- a.** Honorariums recognize the long-term time commitment of volunteer community members serving on an advisory committee and the value of their time, effort and expertise contributes to the planning process.
- b.** Honorariums acknowledge and seek to mitigate financial barriers community volunteers may have to participate.
- c.** Honorariums encourage a variety of community members from across the region to participate.
- d.** Honorariums encourage individuals to prioritize and dedicate time to meaningful and sustained engagement.

2. SCOPE

- a.** This pilot policy shall govern the compensation of members of the Community Transportation Advisory Committee of the RRTPO.
- b.** This pilot policy shall be effective for one fiscal year from the time of adoption.
- c.** Continuation of payment after the pilot period shall require the approval of a permanent policy by the RRTPO Policy Board.

3. DEFINITIONS

- a. "Monetary Payment"** refers to the honorarium paid directly to Community Transportation Advisory Committee members or represented organizations.
- b. "Other Incentives"** means any other benefits or incentives provided to advisory committee members or member agencies.
- c. "Meeting"** means a meeting as defined by Va. Code § 2.2-3701.

4. PAYMENT AND ELIGIBILITY

- a. Community Member Appointees and their Alternates to RRTPO's Community Transportation Advisory Committee shall be eligible for payment of an honorarium in the amount of \$50.00 per meeting attended.
- b. Community Organizations representatives and their Alternates to the RRTPO's Community Transportation Advisory Committee shall be eligible for payment of an honorarium in the amount of \$50.00 per meeting where an appointed representative of the organization attended.
- c. Individuals will not be eligible for payment of an honorarium if they are a local elected official, state agency or institution representative, or are participating in the committee as a part of their compensated work with another employer or community organization.
- d. Community Member Appointees and represented organizations may waive receipt of payment of an honorarium by providing notice to the RRTPO Secretary or through failure of providing requested payment information by the designated deadlines.
- e. The following other incentives will be provided to all members of the Community Transportation Advisory Committee to promote in-person attendance at regular meetings.
 - 1) A meal
 - 2) Parking validation

5. PAYMENT OF HONORARIUMS

- a. PlanRVA will issue payment of all honorariums as the fiscal agent for the RRTPO.
- b. The timeframe for payment of honorariums for meeting attendance will be determined by PlanRVA but will generally be processed/issued on a fiscal year quarterly basis.
- c. Payment shall be in the form of a bank check, ACH payment or direct deposit.
- d. When payment is in the form of direct deposit, individuals must furnish a Social Security Number and bank account number to receive direct deposit payments.
- e. For individuals not having a bank account, arrangements will be made for another form of payment.
- f. Individuals attending meetings virtually will also be eligible for compensation.
- g. Individuals will be responsible for reporting their compensation payments. Plan RVA will provide documentation of payments provided to each individual for tax filing purposes when payment exceeds \$600 per calendar year.
- h. Individuals should be aware that receipt of compensation may affect their eligibility for certain income-based services and programs, and/or change their tax return filing status
- i. Participation in the compensation program is voluntary, and individuals not electing to receive payments must notify PlanRVA staff
- j. The receipt of compensation will be in addition to any other non-monetary or other incentives that may be provided for in person meeting attendance, such as meals, parking validation, program registration, etc.
- k. There is no limit to the total number of payments or their cumulative value.

6. FUND AVAILABILITY

- a. The program will be subject to continuation based on the availability of funds.

ACTION ITEM

May 29, 2025

TO Policy Board**SUBJECT** RRTPO Community Transportation Advisory Committee
(CTAC) Member Attendance Policy**BRIEF:**

As part of the Equity Working Group's development of the proposed CTAC) Member Honorarium (Pilot Policy), it was suggested that participant attendance and absences should be reviewed. Solutions to low meeting attendance were discussed and it was decided that a member attendance policy should be proposed along with the honorarium policy.

The CTAC member attendance policy was reviewed at the joint meeting of CTAC and the PlanRVA Public Outreach I Engagement (PO&E) Committee meeting held April 3, 2025.

The committees recommended RRTPO Policy Board adoption of the policy effective July 1, 2025.

REQUESTED ACTION: motion to adopt the RRTPO Community Transportation Advisory Committee (CTAC) Member Attendance Policy as presented effective July 1, 2025,

For more information, please contact Janice Scott at Janice@PlanRVA.org.

ATTACHMENTS

A – Draft policy

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
(RRTPO/MPO) POLICY AND PROCEDURES**

**Community Transportation Advisory Committee (CTAC)
Member Attendance**

The Richmond Regional Transportation Planning Organization (RRTPO/MPO) hereby approves and adopts the following policy and procedures to address member and alternate attendance.

Attendance

The Richmond Regional Transportation Planning Organization (RRTPO/MPO) Community Transportation Advisory Committee meets approximately six (6) times per year. To ensure participation/representation by the member locality and member agency appointees, the following attendance policy shall be in effect:

Member attendance: each member of the CTAC will attend regularly scheduled meetings, either in-person or virtually whenever possible.

1. In the event a member is unable to attend a meeting, the member shall contact the alternate (if an alternate has been appointed) to request that the alternate attend the meeting in their place.
2. The member shall communicate to staff (prior to the meeting whenever possible), that they will be unable to attend the meeting and indicate the reason for their absence. Members are encouraged to notify staff when there are extenuating circumstances that may cause meeting absences temporarily.
3. Whenever any member fails to attend or send an alternate **to two (2) consecutive CTAC meetings or to three (3) CTAC meetings in a calendar year without notifying staff**, the Chairman or Secretary of the MPO shall inquire as to the cause of the absences and, if appropriate, inquire of the appointing authority if the delinquent member is to remain a representative on CTAC.

ACTION ITEM

May 29, 2025

TO Policy Board**SUBJECT** Flexible Regional Funding: RideFinders Request**BRIEF:**

The Richmond Regional Transportation Planning Organization (RRTPO) has the authority to select and award funding for certain federal funding programs. The RRTPO has adopted a framework that guides this process. Nine requests were received for existing projects. RideFinders has a unique request that is substantively different from the construction projects. This request would increase funding to RideFinders by \$2M to consolidate existing TDM programs in the region and expand efforts to shift travel from single-occupancy vehicles to transit and other modes.

REQUESTED ACTION:

The TAC recommends funding this one-time request for additional support for RideFinders.

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).

In January 2025, as part of the funding process, the RRTPO sent out a call for applications for existing projects seeking additional funding. The RRTPO received a total of nine (9) applications asking for additional funding. These projects are currently in progress and are at different stages. Each project is seeking additional funding to cover the shortfalls.

RideFinders is seeking a one-time grant for \$2,000,000 beyond the annual \$500,000 in funding that supports their operations. This funding is intended to establish a regional program to reduce single-occupancy vehicle commuter trips and promote transit (fixed routes & microtransit) as a viable travel option, alleviating traffic congestion and enhancing air quality. Some of the expected impacts of the funding include:

- Increase the modal shift from SOV to transit over the next 5 years
- Promote alternative transportation options to reduce vehicle miles traveled with data collection across 3 years
- Promote transit as an alternative transportation option to reduce commuter dependence on single-occupancy vehicles and reduce vehicle miles traveled over the next 3 years.
- Facilitate modal shift by promoting alternative transportation modes to reduce demand for parking
- Actively inform and engage the Greater Richmond region about the benefits of transit as an environmentally friendly option to single-occupant vehicle trips
- Conduct transit rider surveys to measure success of the mode shift

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

ATTACHMENTS:

- A. RideFinders summary presentation
- B. Draft Resolution of Approval



Regional Trip Reduction Program (Transit)

Cherika Ruffin
Executive Director



Overview

❑ Program Purpose of CMAQ

- ❑ Fund transportation projects and programs that help improve air quality and reduce traffic congestion

❑ CMAQ Funding

- ❑ Funds are allocated to the Commonwealth of Virginia
- ❑ The Commonwealth Transportation Board partially allocates, and sub allocates funds to Metropolitan Planning Organizations (MPOs)
- ❑ Within the Commonwealth of Virginia, the Richmond Regional Transportation Planning Organization (RRTPO) is one of the five MPOs that meet criteria for CMAQ funding

❑ Eligible Projects

- ❑ Transit
- ❑ Carpooling & Vanpooling
- ❑ Other sustainable commuting options



RideFinders Purpose

- ❑ Foster a total community effort to participate in all possible types of ridesharing and transportation demand management strategies to:
 - ❑ Conserve energy
 - ❑ Improve air quality
 - ❑ Reduce noise pollution
 - ❑ Reduce traffic congestion
- ❑ Help employers and individuals reduce their transportation-related expenditures
- ❑ The Corporation may do all legal things necessary and proper to accomplish these purposes



Current Program Overview and Services

❑ RideFinders

- ❑ Carpooling
- ❑ Vanpooling
- ❑ Transit Support
- ❑ Ride Home Rewards
- ❑ Emergency Ride Home
- ❑ Clean Air Campaign
- ❑ Outreach
- ❑ Employer-Based Marketing
- ❑ Site Analysis
- ❑ Bike and Pedestrian Commuter Services
- ❑ Park and Ride Facilities Information

❑ City of Richmond

- ❑ Employee Trip Reduction Program (ETRP)
- ❑ Part of the City's larger TDM program
- ❑ Focused on reducing the number of single-occupant vehicles driven by the City of Richmond employees

Regional Trip Reduction Program (Transit)



- ❑ Program will be operated and managed by RideFinders in coordination with all regional stakeholders



Overview of the Regional Trip Reduction Program (Transit)

❑ Purpose

- ❑ Develop a regional program to reduce single-occupancy vehicle commuter trips and promote transit (fixed routes & microtransit) as a viable travel option, alleviating traffic congestion and enhancing air quality

❑ Objectives

- ❑ Promote transit as an alternative transportation option to reduce commuter dependence on single-occupancy vehicles and reduce vehicle miles travelled
- ❑ Facilitate modal shift by promoting transit as an alternative transportation mode to reduce demand for parking
- ❑ Actively inform and engage the Greater Richmond region about the benefits of transit as an environmentally friendly option to single-occupant vehicle trips



Emissions Reduction Impacts (Transit)

- Emissions Reduction Impact
 - Modes considered - all fixed routes
 - Results - positive benefits outputs for all pollutants

Pollutant Output (Total kg/day)	
Carbon Monoxide (CO)	6.825
Particulate Matter <2.5 µm (PM2.5)	0.143
Particulate Matter <10 µm (PM10)	0.324
Nitrogen Oxide (NOx)	1.236
Volatile Organic Compounds (VOC)	1.050
Carbon Dioxide (CO2)	4,108.581
Carbon Dioxide Equivalents (CO2e)	3,369.895
Total Energy Consumption (MMBTU)	45.896

Note: Output numbers were generated using CMAQ Emissions Calculator Toolkit



Transit Impacts

- ❑ GRTC O&D survey in 2023 indicated 28% of riders responded “NO” to:
“Did you ride GRTC before Free Fares were implemented in March 2020?”
- ❑ Of that 28%, 53% answered "YES" to the question: *“Did Free Fares impact your decision to start riding GRTC?”*
- ❑ This resulted in **15%** of riders who did not ride GRTC before free fares and whose decision to start riding was influenced by the initiative
- ❑ Applying 15% to FY2024 fixed-route ridership of 10.6 million results in about a 1.6 million shift in trip mode



Measuring Success

❑ Regional Impacts

- ❑ Increase the modal shift from SOV to transit over the next 5 years
- ❑ Promote alternative transportation options to reduce vehicle miles travelled
 - Measure – VMT Year 1, Year 2, Year 3
- ❑ Promote transit as an alternative transportation option to reduce commuter dependence on single-occupancy vehicles and reduce vehicle miles traveled over the next 3 years.
 - Measure – SOV reduction Year 1, Year 2, Year 3
- ❑ Facilitate modal shift by promoting alternative transportation modes to reduce demand for parking
- ❑ Actively inform and engage the Greater Richmond region about the benefits of transit as an environmentally friendly option to single-occupant vehicle trips
- ❑ Conduct transit rider surveys to measure success of the mode shift



Financial Impact (Cost & Increased Funding Request)

❑ Cost

- ❑ Cost associated with the 1.6 million increase in ridership (mode shift)
- ❑ Using base fare of \$1.50
- ❑ Total is about \$2 million

❑ Increased Funding Request & Funding Breakdown

- ❑ Current RideFinders Ops Support \$500,000
- ❑ Additional \$2 million to continue to incentivize the 1.6 million trips now taken on transit to continue to grow ridership – sustainability of the mode shift as a leverage for the overall zero fare program specifically for the amount respective to the 1.6 million trip.
- ❑ Total program request: \$2.5 million



Deliverables & Key Milestones

- ❑ Sustain the current numbers in modal shift
- ❑ Grow the shift in mode
- ❑ Actively promote transit as a reliable and environmentally friendly alternative to single-occupant vehicle travel
- ❑ Continue the increase of riders with a regular survey identifying change in travel patterns
- ❑ Continuously monitor identified KPIs (i.e., emissions, ridership)
- ❑ Provide quarterly ridership data, which will be needed to be reimbursed from RideFinders based on performance
- ❑ Conduct annual GRTC survey
- ❑ Conduct transit rider surveys to measure success of the mode shift



POLICY BOARD AGENDA 5/29/2025; ITEM B.-1.

Flexible Regional Funding: RideFinders Request 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) has the authority to select and award funding for certain federal funding programs; and

WHEREAS, RideFinders is seeking a one-time grant for \$2,000,000 beyond the annual \$500,000 in funding that supports their operations to consolidate existing TDM programs in the region and expand efforts to shift travel from single-occupancy vehicles to transit and other modes; and,

WHEREAS, this funding is intended to establish a regional program to reduce single-occupancy vehicle commuter trips and promote transit (fixed routes & microtransit) as a viable travel option, alleviating traffic congestion and enhancing air quality; and,

WHEREAS, the Technical Advisory Committee (TAC) recommends funding this one-time request for additional support for RideFinders;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves the request by Ridefinders for \$2,000,000 in funding to consolidate existing TDM programs in the region and expand efforts to shift travel from single-occupancy vehicles to transit and other modes.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held May 29, 2025.

WITNESS:

BY:

Janice Scott
Board Relations Manager
PlanRVA

Martha Shickle
Secretary
Richmond Regional Transportation
Planning Organization

ACTION ITEM

May 29, 2025

TO Policy Board**SUBJECT** Flexible Regional Funding – Construction Project Requests**BRIEF:**

The Richmond Regional Transportation Planning Organization (RRTPO) has the authority to select and award funding for certain federal funding programs. The RRTPO has adopted a framework that guides this process. Eight requests were received for existing construction projects. The TAC reviewed the requests at the April meeting and recommended additional funding be awarded to four projects which are advancing to the construction phase in the next year.

REQUESTED ACTION:

The TAC recommends the following projects be awarded additional funding:

UPC	Description	Amount
19035	Jahnke Road - 2 Lane Improvements	\$6,000,000
104281	Deepwater Terminal Rd - Extend Existing Roadway	\$951,554
115784	Meadowdale Blvd (Dalebrook Drive To Beulah Rd) Ped-Bike Imps	\$321,225
113843	Route 1 (Merriewood Rd To Elliham Ave) Sidewalk	\$547,024

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).

In January 2025, as part of the funding process, the RRTPO sent out a call for applications for existing projects seeking additional funding. The RRTPO received a total of nine (9) applications asking for additional funding. These projects are currently in progress and are at different stages. Each project is seeking additional funding to cover the shortfalls. A summary of the construction project requests is provided and can be found in Attachment B.

In March, RRTPO staff were informed of reductions to the available funding for each of the funding programs between FY26 and FY31 with the most significant reductions in FY26. These updated budgets represent approximately 7.9% reduction compared to the expected baseline from the FY25-FY30 plan. The funding reductions reflect updated estimates from FHWA on apportionments and obligation authority, with adjustments to align with Virginia's reliance on the August Redistribution process. Previous budgets overestimated needs relative to actual project obligations, prompting revised expectations. To maximize future redistribution, VDOT must allocate funds to advancing project phases that can support additional obligations.

The TAC recommendations reflect careful balancing to ensure projects continue to advance construction on schedule while preserving funding for the full cycle next round. Projects not recommended for funding are in earlier stages of development and are sponsors are encouraged to seek TPO support in future years.

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

ATTACHMENTS:

- A. Summary of Available Budget
- B. Summary of Project Requests & Recommendations
- C. Draft Resolution of Approval

FY26 - FY31

Existing Project Requests:

Estimated Budget



FY26 - FY31 Funds

	STBG	CMAQ	CRP
Staff Baseline Estimate	\$159,055,497	\$56,691,216	\$15,304,134
Updated Revenue Estimate*	\$147,612,742	\$51,154,817	\$14,040,916
Change	-\$11,442,755	-\$5,536,399	-\$1,263,218
Available	\$25,423,219	\$7,902,204	\$4,768,972

* Estimate based on FY26 - FY31 draft from VDOT (March 10, 2025) Delta calculated from FY26 - FY30 plan with conservative level assumption for FY31

STBG Funding Estimate

Year	Available to Allocate
Previous	\$6,367,231
FY26	- \$2,481,065
FY27	- \$1,161,117
FY28	\$1,406,441
FY29	\$1,568,795
FY30	\$4,064,682
FY31	\$15,658,252

Red/negative
means year is
overallocated with
reduced budget

Total:
\$25,423,219

CMAQ Funding Estimate

Year	Available to Allocate
Previous	\$2,604,471
FY26	-\$1,235,043
FY27	-\$566,031
FY28	\$342,960
FY29	\$415,253
FY30	\$889,203
FY31	\$5,451,391

Red/negative
means year is
overallocated with
reduced budget

Total:
\$7,902,204

CRP Funding Estimate

Year	Available to Allocate
Previous	\$248,469*
FY26	-\$289,044
FY27	-\$128,918
FY28	\$117,672
FY29	\$1,619,065
FY30	\$1,708,239
FY31	\$1,493,489

Red/negative
means year is
overallocated with
reduced budget

Total:
\$4,768,972

* with previously approved
transfer

FY26 - FY31

Existing Project Requests: Construction Projects



UPC 113843

Chesterfield County

Estimate \$2,468,024 (+57%)

Request \$547,024 (+32%)

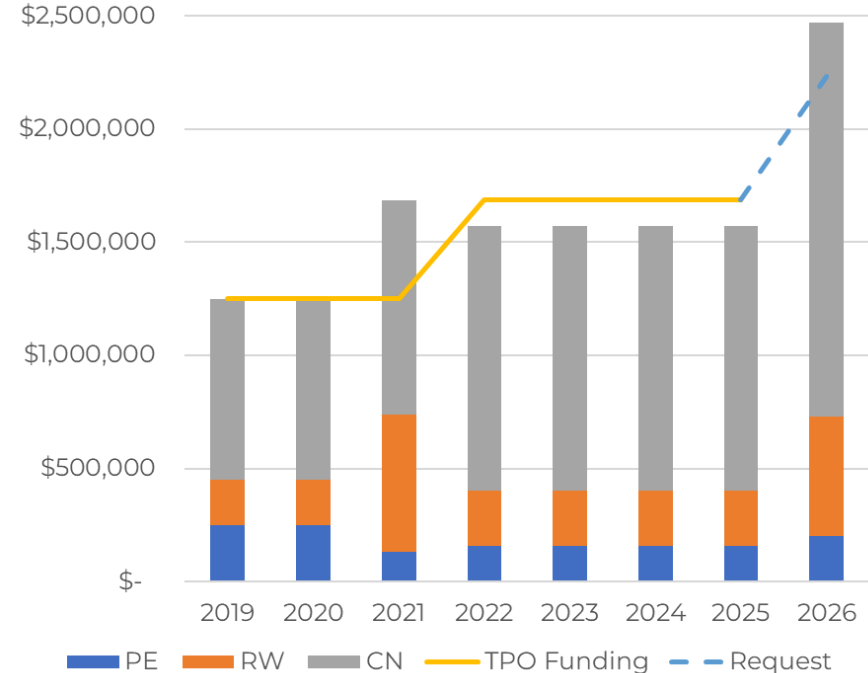
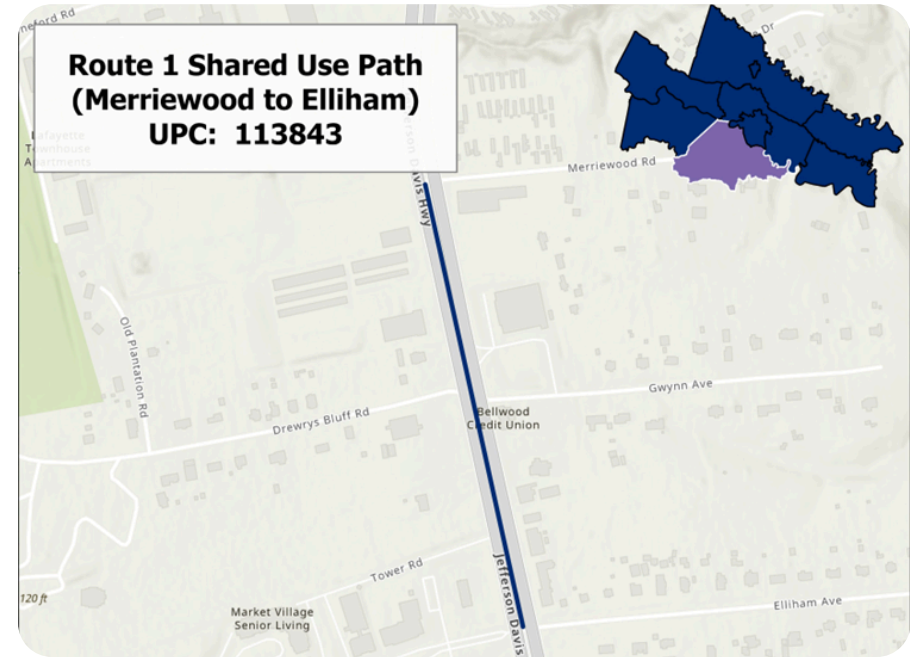
Next Phase Construction (FY25)

Program CMAQ

Recommend Full Award

Notes

Advances FLT segment to be constructed with 2 adjoining sections; \$235,000 in local funds toward deficit



UPC 19035

City of Richmond

Estimate \$36,458,632 **(+63%)**

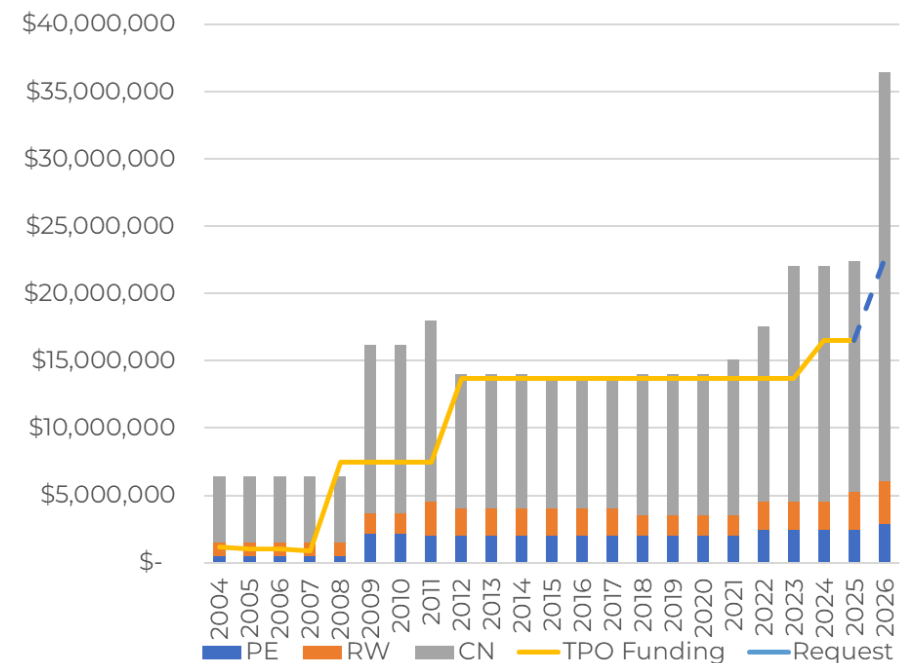
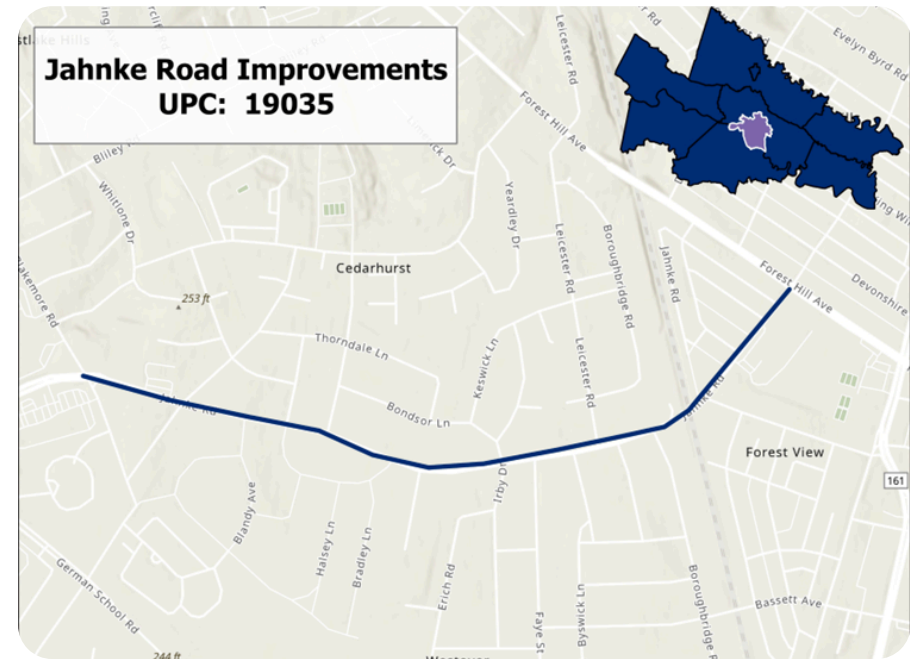
Request \$6,000,000 **(+36%)**

Next Phase **Construction (FY25)**

Program STBG

Recommend **Conditional Full Award**

Notes Helps locality cover a significant increase in estimate; as project has been previously awarded and rebid several times, recommend **conditioning on no further MPO funds**



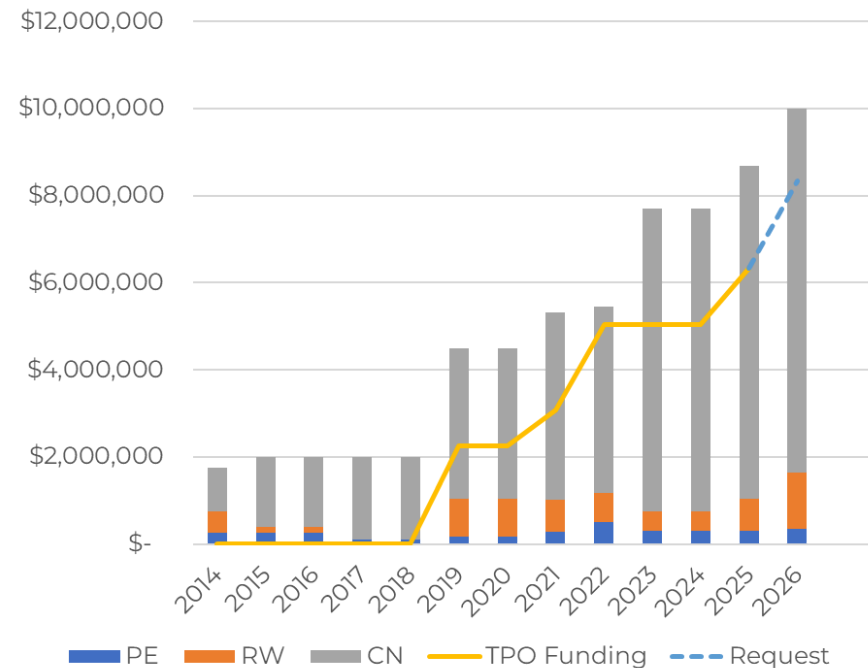
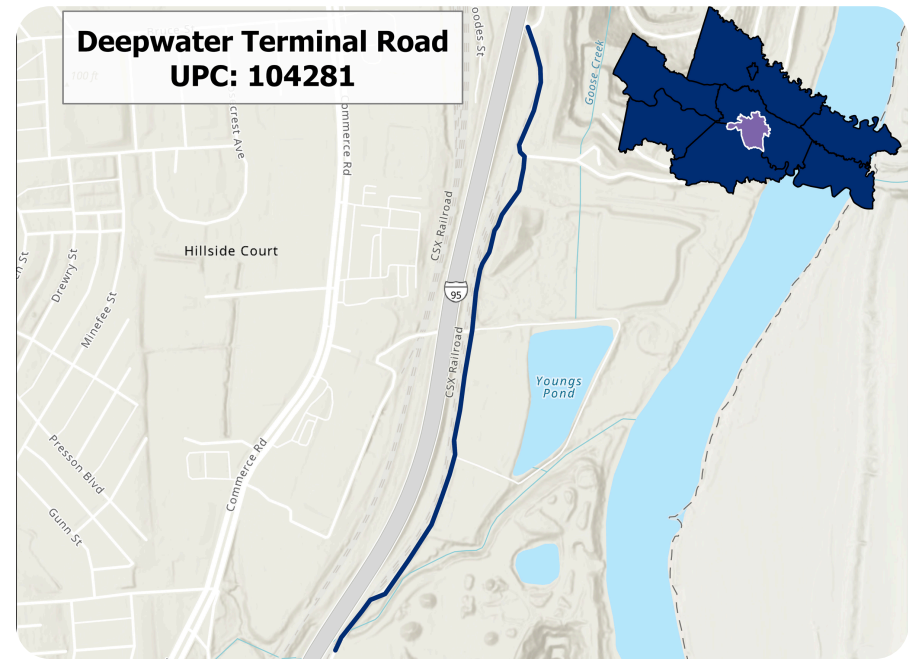
UPC 104281

City of Richmond

Estimate	\$10,000,000 (+15%)
Request	\$2,000,000 (+32%)
Next Phase	Construction (FY25)
Program	STBG
Recommend	Partial Award (\$951,554)

Notes

No local contribution to deficit; \$1.3M additional awarded last year; recommend maintaining current RRTPO share and requiring local contribution



UPC 115784

Chesterfield County

Estimate \$4,484,925 (+5%)

Request \$321,225 (+8%)

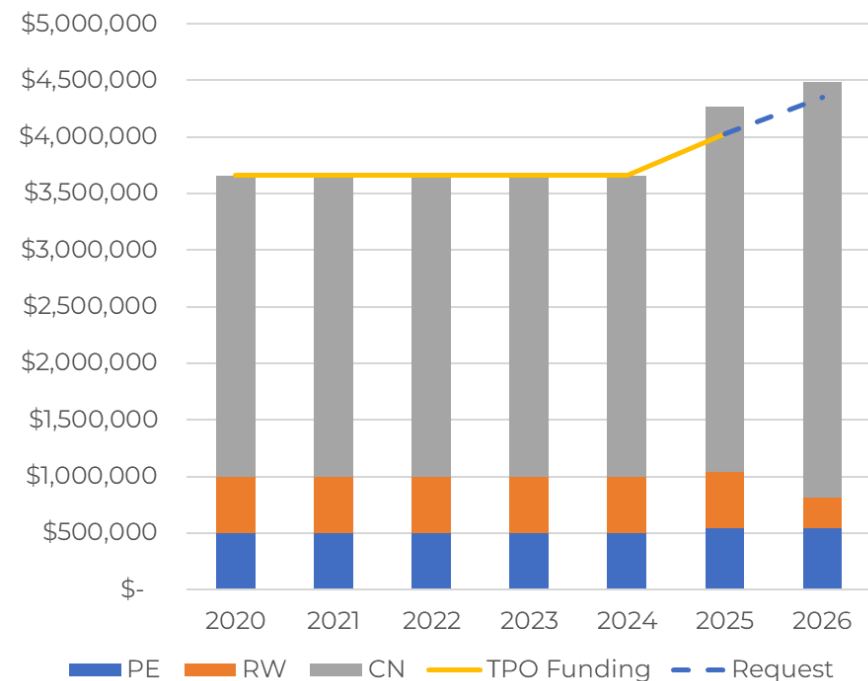
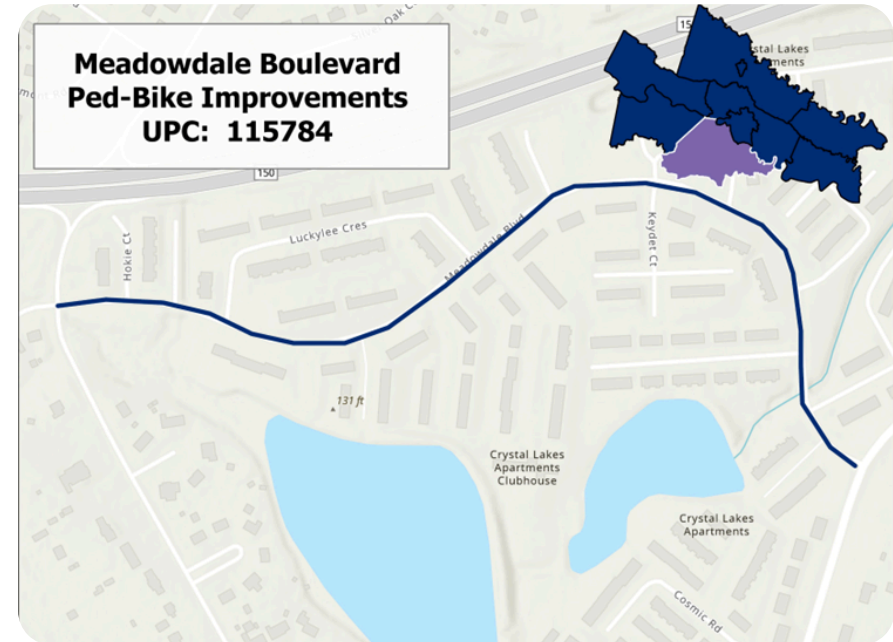
Next Phase Construction (FY26)

Program CMAQ, CRP

Recommend Full Award

Notes

\$137,700 in local contribution toward deficit; \$366,000 in additional funds awarded last year; TPO approval needed due to cumulative increase



UPC 118146

Chesterfield County

Estimate \$6,341,000 **(+45%)**

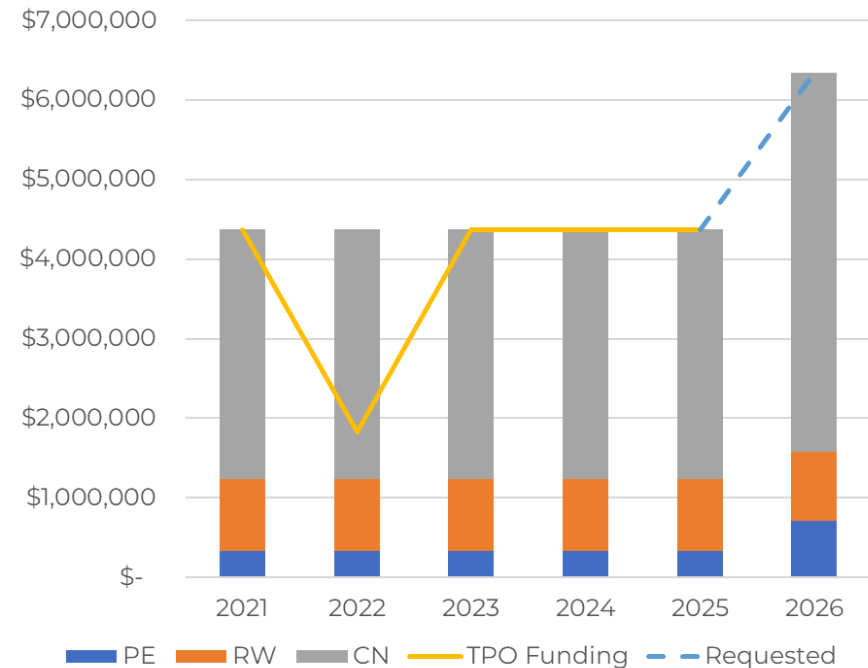
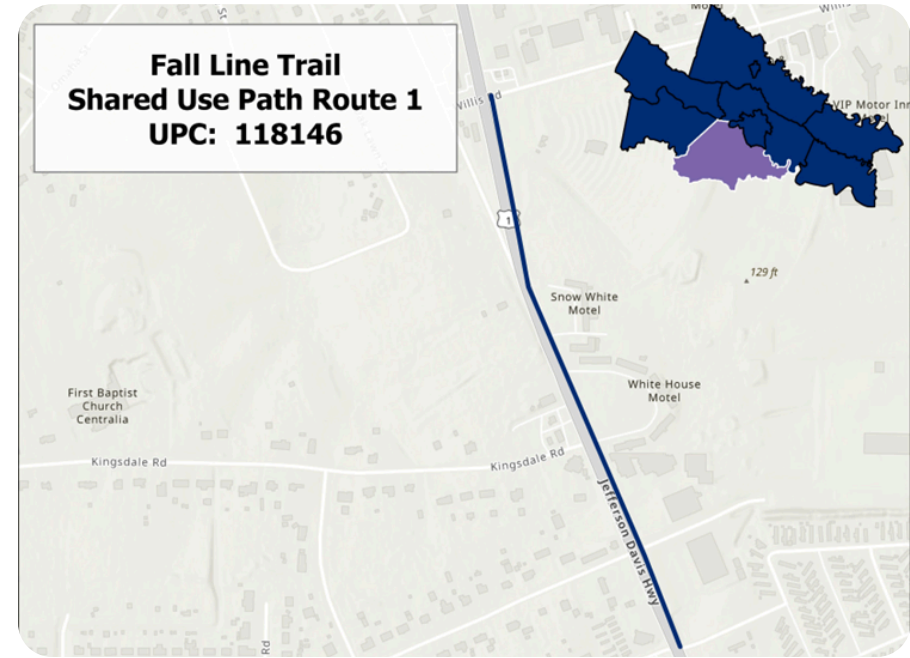
Request \$1,971,000 **(+45%)**

Next Phase Right-of-Way **(FY26)**

Program STBG

Recommend **No Award**

Notes Adds an additional ~75' of SUP and ~275' of sidewalk and accommodates a PHB to support bus access; **No local contribution**; review again as project advances



UPC 118154

Chesterfield County

Estimate \$9,525,464

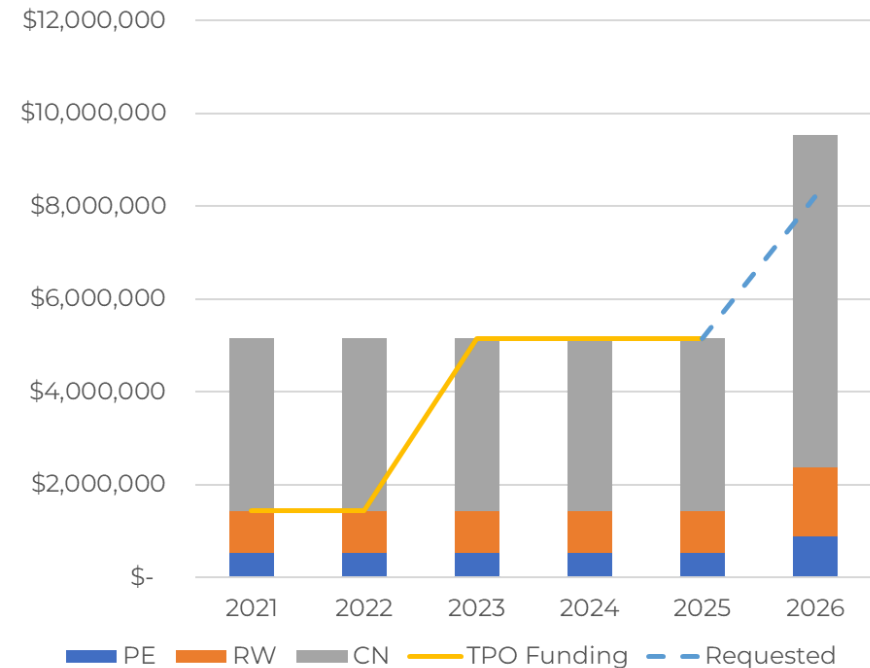
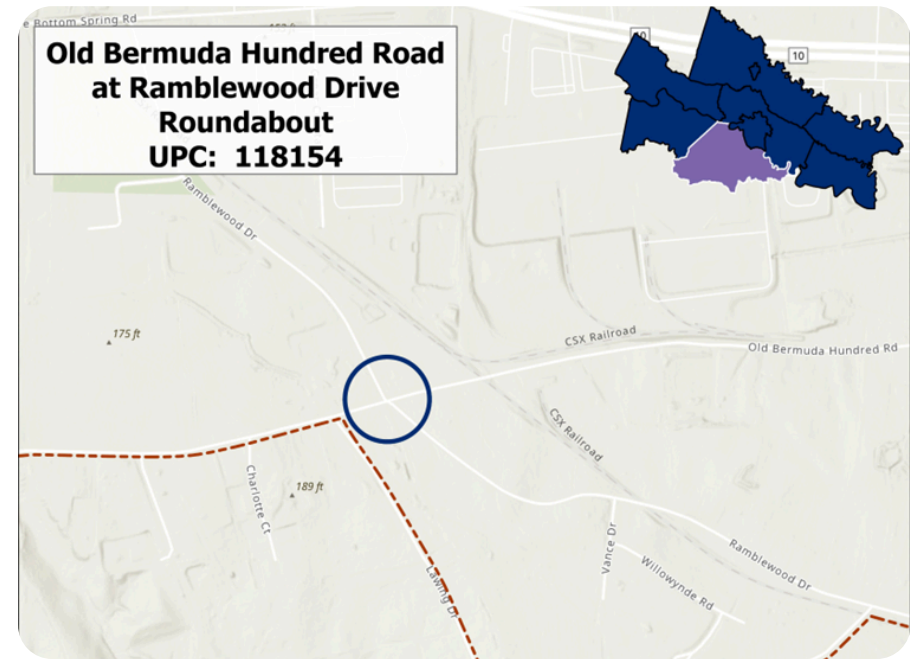
Request \$3,065,464

Next Phase Right-of-Way (FY26)

Program CMAQ, CRP

Recommend **No Award**

Notes Primarily driven by inflation, additional drainage & splitter island requirements; \$1.3M local funding toward deficit; review again as project advances



UPC 104888

City of Richmond

Estimate \$195M **(+117%)** to \$210M **(+133%)**

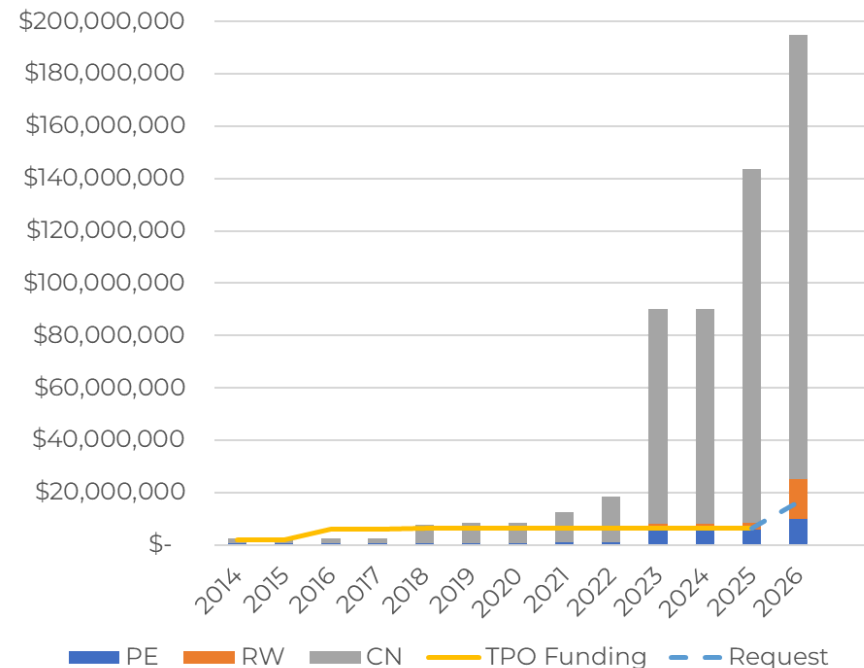
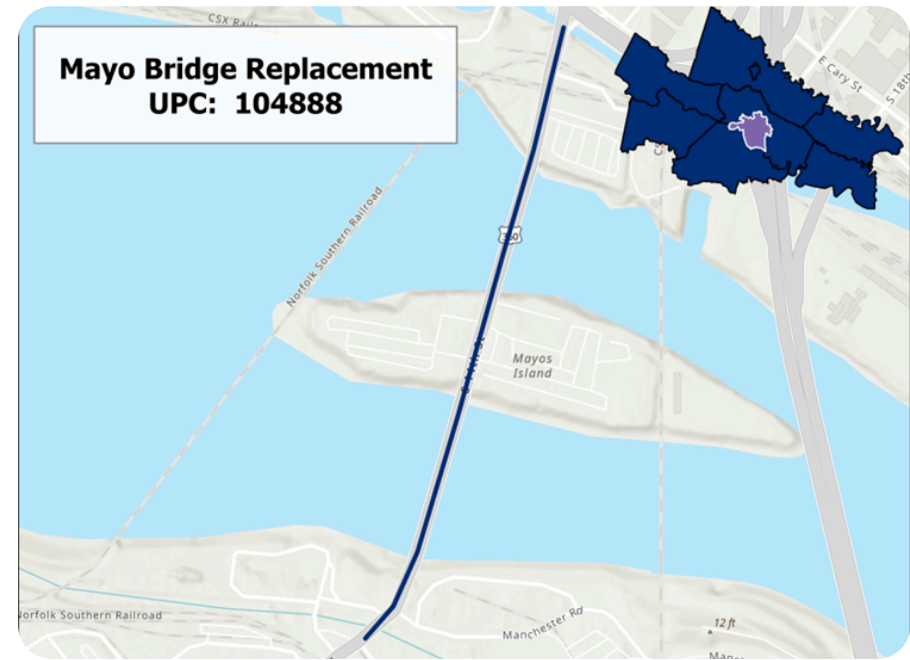
Request \$10,000,000 **(+153%)**

Next Phase Right-of-Way (FY27)

Program STBG

Recommend **No Award**

Notes At least \$105M deficit; project now full replacement; review again as project advances



UPC 115200

City of Richmond

Estimate \$27,000,000 (+59%)

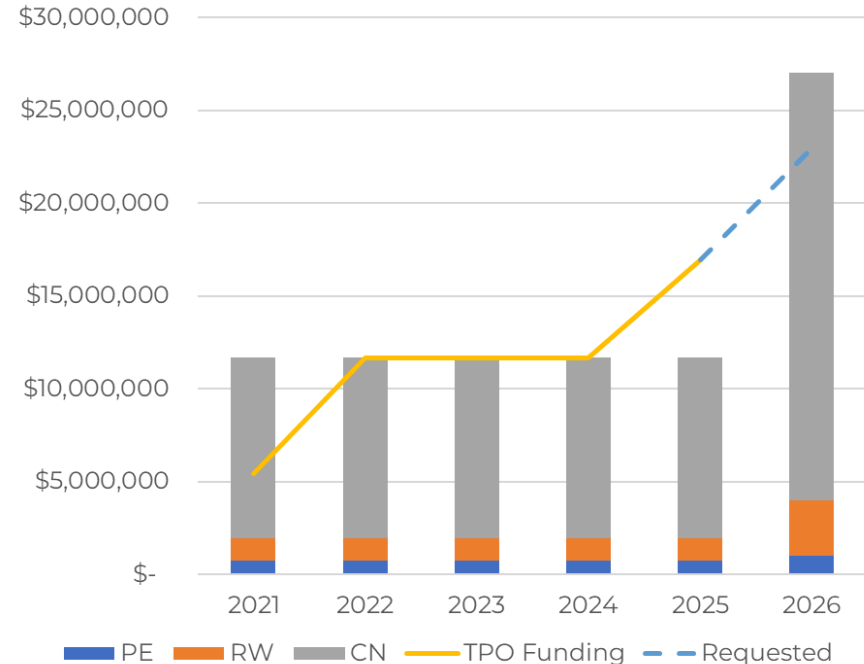
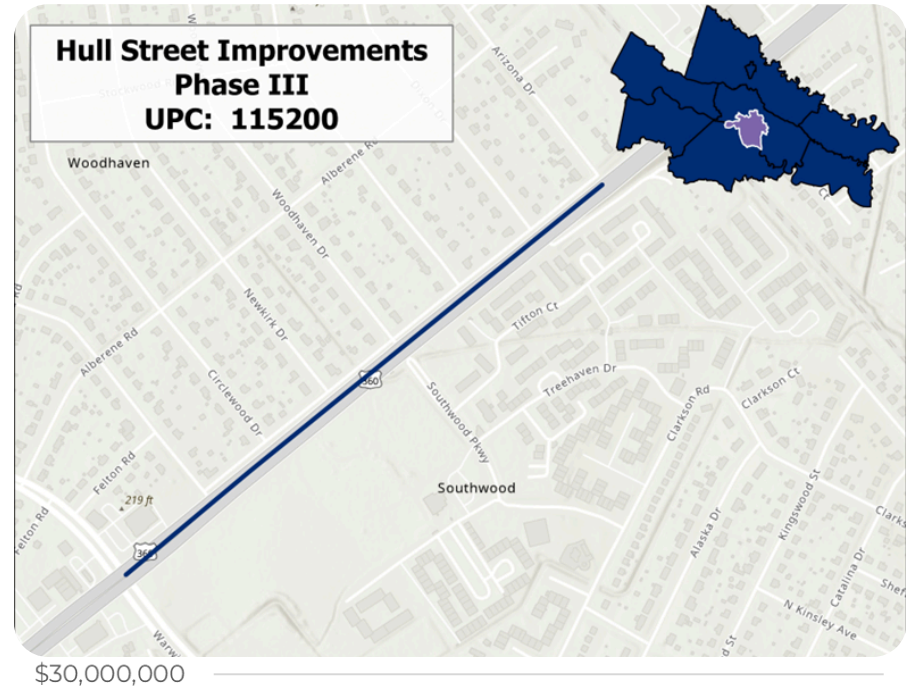
Request \$6,000,000 (+25%)

Next Phase Right-of-Way (FY27)

Program STBG

Recommend No Award

Notes \$4M in local CVTA to cover part of \$10M deficit; \$5.3M in additional STBG awarded last year; Review again as project advances





POLICY BOARD AGENDA 5/29/2025; ITEM B.-2.

Richmond Regional Transportation Planning Organization

Flexible Regional Funding: Construction Project Requests

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) has the authority to select and award funding for certain federal funding programs; and

WHEREAS, eight projects were submitted requesting additional funds due to increased costs; and,

WHEREAS, the TAC has reviewed and recommends funding for four of the projects which are starting construction;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves the following additional funds for to support priority regional projects

UPC	Description	Amount
19035	Jahnke Road - 2 Lane Improvements	\$6,000,000
104281	Deepwater Terminal Rd - Extend Existing Roadway	\$951,554
115784	Meadowdale Blvd (Dalebrook Drive To Beulah Rd) Ped-Bike Imps	\$321,225
113843	Route 1 (Merriewood Rd To Elliham Ave) Sidewalk	\$547,024

BE IT RESOLVED, that the RRTPO policy board directs staff to coordinate with VDOT to develop the allocation and transfer of funds for the FY26 – FY31 Six-Year Improvement Program to include these funds.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held May 29, 2025.

WITNESS:

BY:

Janice Scott
Board Relations Manager
PlanRVA

Martha Shickle
Secretary
Richmond Regional Transportation
Planning Organization

ACTION ITEM

April 8, 2025

TO Policy Board**SUBJECT** FY26 Unified Planning Work Program (UPWP)**BRIEF:**

Staff have developed a draft Unified Planning Work Program (UPWP) for Fiscal Year 2026. The draft UPWP continues many of the region's work efforts to broaden public involvement in planning for a multimodal future. Major planning priorities include continued development of the 2050 Long-Range Transportation Plan, creation of the FY27 – FY30 Transportation Improvement Program, federal certification review, an update to the Regional Transportation Safety Plan, and a refined alignment for the western spine of the active transportation network.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) has reviewed and recommends approval of the tasks in the draft FY26 Unified Planning Work Program tasks. The final available budget was made available on May 7th; PlanRVA staff have developed a budget to fund the recommended tasks.

DISCUSSION:

The Unified Planning Work Program (UPWP) is a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source of funds. The UPWP also serves as the RRTPO budget and work program for the current fiscal year.

The two primary funding sources supporting the UPWP work program are FHWA Planning funds (PL) and FTA Section 5303 funds. These two federal fund sources are generally matched by state and local sources on an 80% federal (FHWA and FTA) 10% state (VDOT and DRPT), and 10% local (PlanRVA member dues) basis.

Program Development and Work Priorities: As part of the UPWP development process, a summary of work tasks is prepared based on anticipated needs for the upcoming year with estimates of staff time required for each effort. These work activities are translated into corresponding budgets which are included in each section of the work program. The programmed budget includes the fund sources and the match sources.

Major priorities for this UPWP include continued efforts to complete the recommendations from the federal certification review, continuing efforts to

update the travel demand model, plan and implement multimodal projects, and advance efforts to involve the public in planning for the region. Major emphasis for this fiscal year includes:

- **2025 Federal Certification** – Large MPOs like the RRTPO are reviewed every four (4) years by FHWA and FTA to ensure compliance with federal planning requirements. Certification of the RRTPO program is scheduled for 2025. Assisting the federal review process will be a major focus of the RRTPO for the first part of the new fiscal year.
- **Core Plan Convergence** - FY2026 will be a convergence of core planning products that only occurs every few decades. We will be largely completing the 2050 update for the long-range plan and developing and adopting the FY27 - FY30 transportation improvement program. Air quality planning will be coordinated between both plans and the Tri-Cities Area MPO to the extent possible.
- **Prioritizing Safety** - This effort will follow up on efforts to identify the regional role in reducing the fatalities and serious injuries on our roadways. Major focus will include updates and enhancement of the regional safety plan.
- **Envisioning our Multimodal Future** - The focus of this effort is the continued development of our active transportation, freight, and transit networks across the region. A major emphasis will be a study to refine the proposed alignment for the western spine of the regional bike network.

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

ATTACHMENTS:

- A. Draft FY26 UPWP
- B. Draft Resolution of Approval

Unified Planning Work Program

Fiscal Year 2026

July 1, 2025 - June 30, 2026



Title VI Notice

Title VI Notice

RRTPO and PlanRVA fully comply with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The RRTPO and PlanRVA will strive to provide reasonable accommodations and services for persons who require special assistance to participate in this public involvement opportunity. For more information on meeting accessibility, or to obtain a Title VI Complaint Form, see PlanRVA.org or call the Title VI Coordinator at (804) 323-2033

Aviso del Título VI

RRTPO y PlanRVA cumplen completamente con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y reglamentos relacionados en todos los programas y actividades. La RRTPO y el PlanRVA se esforzarán por brindar adaptaciones y servicios razonables para las personas que requieran asistencia especial para participar en esta oportunidad de participación pública. Para obtener más información sobre la accesibilidad a las reuniones o para obtener un Formulario de queja de Título VI, consulte PlanRVA.org o llame al Coordinador del Título VI al (804) 323-2033.

Disclaimers

Acknowledgement

The Unified Planning Work Program (UPWP) was prepared by PlanRVA staff in cooperation with the United States Department of Transportation (USDOT), Virginia Department of Transportation (VDOT), and the Virginia Department of Rail and Public Transportation (DRPT), and the Richmond Regional Transportation Planning Organization (RRTPO) member jurisdictions and agencies.

Disclaimer

The contents of this report reflect the analysis of the RRTPO as part of PlanRVA which is responsible for the facts and accuracy of the data presented herein.

The contents do not necessarily reflect the official views or policies of FHWA, FTA, DRPT, VDOT, or the Board of PlanRVA. This report does not constitute a standard, specification, or regulation.

FHWA, FTA, DRPT, or VDOT acceptance of this report as evidence of the fulfillment of the objectives of this program does not constitute endorsement or approval of the need of any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

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Introduction

The Richmond region is the area covered by PlanRVA or Virginia Planning District Commission 15 which is made up of the City of Richmond, the Town of Ashland, and the counties of Charles City, Chesterfield, Goochland, Hanover, Henrico, New Kent, and Powhatan. The Richmond region covers 2,165 square miles, and is located approximately 100 miles south of Washington, D.C. and midway between Atlanta and Boston.

According to the 2045 Long Range Growth Forecast Analysis prepared for ConnectRVA2045, the region had a population of 1.1 million people as of base year 2017. The Richmond

region is forecast to grow by nearly 30%, reaching a total of 1.4 million residents by 2045. The largest gains in actual population are projected in the three largest localities, Chesterfield, Henrico, and the City of Richmond. In percentage terms, New Kent, Goochland, Powhatan, and Hanover counties are expected to see the highest population growth. This regional population will live in 552,000 households, an increase of nearly 125,000 households by 2045.

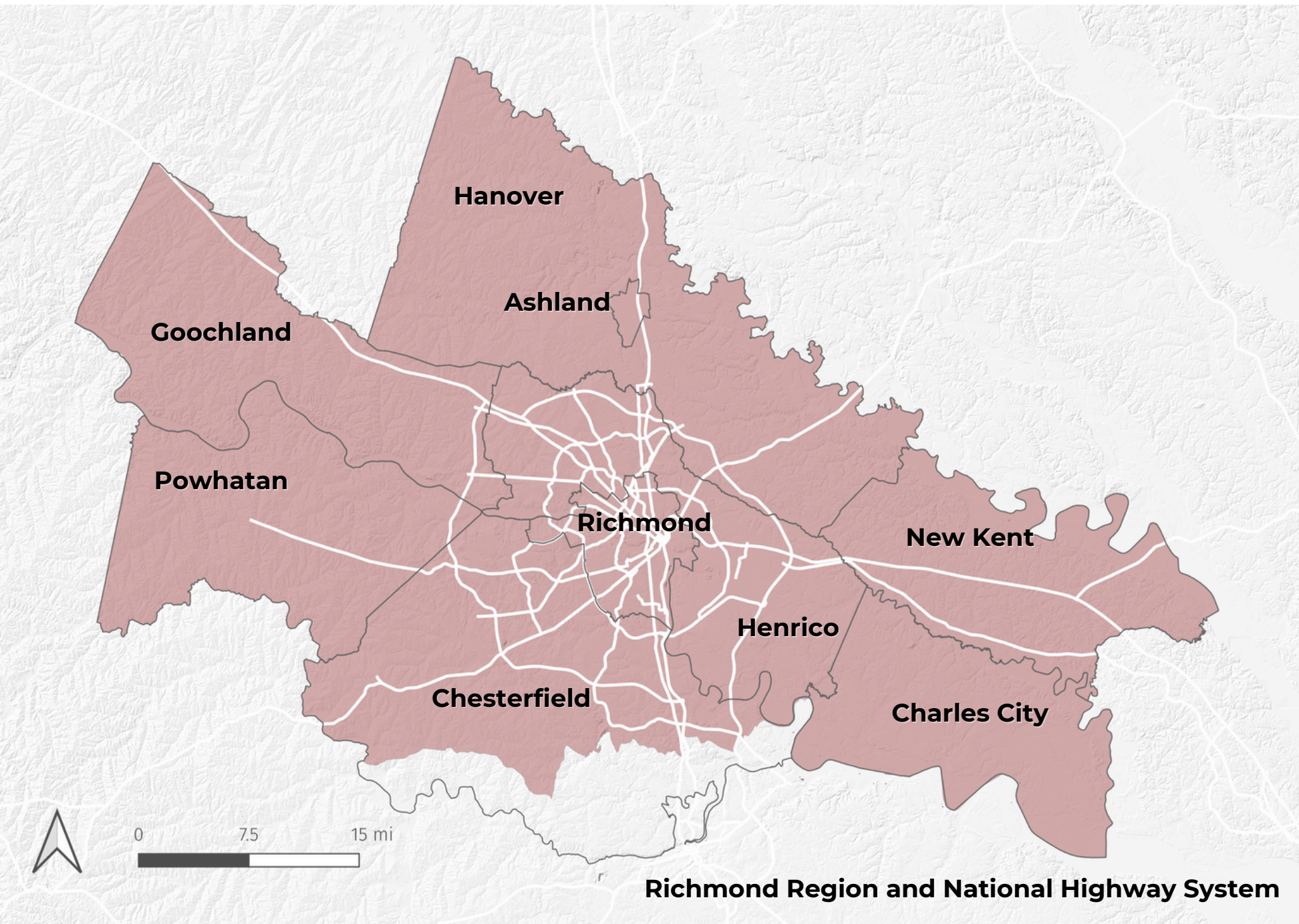
The City of Richmond is the capital of the Commonwealth of Virginia. Richmond region employers provide more than 550,000 jobs for area residents. Henrico County remains the

region's largest employment center. The region serves as home to Virginia Commonwealth University, the University of Richmond, Virginia Union University, Virginia State University, Randolph Macon College and Reynolds and Brightpoint Community Colleges with a collective enrollment of approximately 76,000 students.

The region's strategic location south of Washington DC and west of the Hampton Roads coastal area positions it to capitalize on the opportunities offered by its geography. The region is well served by the interstate transportation network, with I-95 and I-64 intersecting near its center. Routes 295 and 288 form an outer circular beltway system. Businesses and residents both prosper from the relatively short 24-minute average

work commute. Rail access provides connections to East Coast and Midwest markets, and the region is well positioned to capitalize on anticipated increases in freight movement to the Port of Virginia in Hampton Roads.

The region includes both a well-developed urban core surrounded by vibrant older suburban neighborhoods and traditional subdivisions expanding into the more sparsely populated rural counties. The 2017 population density map shows the City of Richmond with the emerging development pattern of a higher density ring following major thoroughfares extending from the center to meet the outer expressways. The southeastern quadrant of the region is a noticeable departure from this concentric pattern. The James



River creates the natural boundary while Route 895 provides a connection between the I-295 bypass and I-95 with potential to facilitate more development by 2045. Employment densities following much the same pattern start to merge with population concentrations to define activity centers throughout the region. A mixed-use area where the density of commercial, industrial, and residential land uses is highest is more conducive to a variety of transportation options, including transit. Twenty (20) activity centers, ranging from urban to suburban to small town represent the areas of highest population and employment density within the Richmond region.

Richmond Regional Transportation Planning Organization (RRTPO)

The RRTPO is a policy-making organization made up of local elected officials from each of the region's nine member jurisdictions and state and federal transportation agencies, and area transportation service/system operators. The RRPDC serves as lead staff providing administrative and technical services for the RRTPO. In addition, the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT) provide additional technical support.

The RRTPO serves as the forum for cooperative regional transportation

decision-making. The RRTPO must carry out metropolitan transportation planning in cooperation with the state and transit providers. The RRTPO develops the region's transportation plans and programs, and approves the long-range transportation plan, ConnectRVA 2045, which is a prerequisite for the allocation of federal-aid highway and transit funds. The development of an efficient and effective multimodal transportation network is essential for the region if it is to sustain a strong economy, clean environment, and high quality of life.

Metropolitan Planning Organizations (or Transportation Planning Organizations) are designated under Section 134 of Title 23, U.S. Code, for maintaining and conducting a

“continuous, cooperative, and comprehensive” (3-C) regional transportation process that results in plans and programs consistent with adopted plans for development of the metropolitan area. Census defined urbanized areas of 50,000 or greater in population are designated as “MPOs”. The Governor, with the concurrence of area local governments, is charged with designating the MPO's member organizations. The RRTPO is designated as a “Transportation Management Area (TMA),” defined as a metropolitan area with a population of over 200,000, creating additional requirements for transportation planning such as the Congestion Management Process (CMP).

Like many metropolitan areas, the

RRTPO encompasses several jurisdictions, each with their own comprehensive plans and transportation programs. In Virginia, planning district commissions, which are established under state code to conduct regional planning, serve as TPO staff for most of Virginia's urbanized areas.

Member Jurisdictions & Partners

The following jurisdictions are voting members of the RRTPO with the number of votes apportioned according to population indicated in parenthesis:

- Charles City County (1)
- Chesterfield County (4)
- Goochland County (2)
- Hanover County (3)
- Henrico County (4)
- New Kent County (2)

- Powhatan County (2)
- City of Richmond (4)
- Town of Ashland (1)

Partner agencies which also hold one vote include the Capital Region Airport Commission, GRTC Transit System, Richmond Metropolitan Transportation Authority (RMTA), and VDOT (as the Secretary of Transportation's designee). Non-voting members represent other RRTPO committees and partner agencies.

TPO Study Area

Under federal requirements, the study area for the RRTPO must encompass both the existing urbanized area and contiguous area expected to become urbanized during the period covered by the long-range transportation plan. It must also cover areas designated

by the Environmental Protection Agency (EPA) under the Clean Air Act as part of the non-attainment / maintenance area for air quality standards.

To ensure that the plan covers all urbanized areas, air quality attainment areas, and areas expected to become urbanized by 2045, the study area has been defined to include:

- Charles City County
- Goochland County
- Hanover County
- Henrico County
- New Kent County
- Powhatan County
- City of Richmond
- Town of Ashland
- A majority of Chesterfield County

The part of Chesterfield County not included in the RRTPO is contained in the Tri-Cities MPO study area. This includes those areas of Chesterfield County near Hopewell, Colonial Heights, and Petersburg.

Unified Planning Work Program

The purpose of the Unified Planning Work Program (UPWP) is to promote a unified regional approach to transportation planning to achieve regional goals and objectives.

Additionally, the UPWP serves to document proposed expenditures of Federal, State, and local transportation planning funds, and provides a management tool for RRTPO and the funding agencies in scheduling major transportation planning activities, milestones, and products.

The UPWP is required of all metropolitan planning organizations (MPOs) as a condition to receiving federal funds. RRTPO is the federally designated MPO for the Richmond region.

The goal of the UPWP is a well-functioning process and program that meets the federal and state transportation planning requirements. This effort involves the public, interested parties, and the RRTPO in developing a multi-modal, continuing, comprehensive, and cooperative transportation planning and programming process. A requirement of Section 450.308(c) of the Metropolitan Planning regulations is that Transportation Management Area (TMA) designated MPOs include a discussion of the planning priorities

facing the metropolitan planning area. Further discussion of these priorities is provided in the various work tasks.

The UPWP is the RRTPO's budget and work program for the upcoming fiscal year which begins on July 1, 2025, and concludes on June 30, 2026. The UPWP addresses federal/state planning and programming requirements, addresses regional transportation planning issues and needs, and includes activities required for the state and region to remain eligible for federal-aid highway and transit funds. The funding sources supporting the RRTPO program activities come from federal, state, and local funds.

FY25 Major Achievements

The FY2026 UPWP is built on the work accomplished in this current fiscal year. The following section summarizes work produced and planning activities performed during FY2025. Ongoing work program tasks, such as routine project administration, are not included in this summary and only major accomplishments are listed.

Outreach & Plan Coordination (Activity 7200)

- Created a new engagement portal to provide a central hub for input opportunities and information on current projects

- Advanced the Comprehensive Economic Development Strategy through support of background data and Strengths and Opportunities for Growth and Improvement analysis.
- Presented Pathways to the Future scenario planning pilot at several national conferences and connected with national and international peers to support scenario planning efforts
- Supported an update of the greenways section of the regional Natural Resources plan to enhance the regional spines and spurs strategy for active transportation

Long-Range Planning

(Activity 7300)

- Initiated the 2050 update to the long-range transportation plan including standing up an advisory work group, existing conditions analysis, and issues identification
- Attended or hosted 62 community meetings to gather input on transportation issues
- Updated the active transportation plan to include latest planning update from local partners and designate regional spurs
- Completed a rural transportation analysis with recommended options for fiscally sustainable public transportation for our more rural areas
- Reestablished regional freight planning efforts including development of corridor profiles

Short-Range Planning

(Activity 7400)

- Reviewed and approved 38 amendments and 18 administrative modifications to the FY24 - FY27 Transportation Improvement Program (TIP)
- Awarded \$9.8 million in new funding to support existing regional projects
- Updated the Congestion Management Process to support the 2050 update of the Long-Range Transportation Plan
- Reaffirmed aspirational safety targets and reestablished the TAC as the coordinating body for regional safety planning

FY26 Planning Priorities

The FY26 UPWP priorities focus on fully addressing the recommendations from the August 2021 federal certification report, completing existing work tasks that span from FY25 to FY26, and advancing new initiatives. These priorities are outlined below.

2021 Federal Certification Report

- RRTPO should continue to **support a robust transit network which delivers comprehensive, equitable and convenient service**, particularly in areas of greatest need, especially in light of new CVTA revenues.

- We strongly recommend that the Secretary of Transportation review the Commonwealth's current representation on the Policy Board to ensure that the Commonwealth's interests in passenger and freight rail, transportation demand management, ridesharing, and public transportation are appropriately represented. We recommend that **DRPT be considered to be made a voting member** moving forward.
- **VDOT provide Section 504 training** to the RRTPO to support their self-certification of Section 504.

- **VDOT provide procedures and documentation to support the State's self-certification statement** pursuant to 23 CFR 450.336 that the metropolitan planning process is being carried out in accordance with Section 504, ADA, The Older Americans Act, 23 USC 324, and with consideration of E.O. 12898 (EJ).
- It is recommended that RRTPO, once guidance is released for the Bipartisan Infrastructure Bill (BIL), to **reexamine the 3-C agreement (Memorandum of Understanding) on Metropolitan Transportation Planning Responsibilities** for the Richmond Area to ensure it is in compliance.

On-going Regional Efforts

- Continue to **develop the Regional Travel Demand Model** to support transportation planning, research and analysis, including small area, sub-area, corridor and scenario planning tasks.
- Continue **support of regional public transportation service that provides more frequent, accessible service** including expansion of bus rapid transit to the west along the Broad Street Corridor and North-South through downtown Richmond.
- Continue **advancing the Fall Line** with local, regional, state, and national partners and evaluate opportunities for funding and amenities.

- **Advance the recommendations from prior year studies**
(BikePedRVA 2045, Regional Park and Ride Study, Transit Vision Plan Short-Range Priorities, etc.) through follow-up studies, project applications, policies, or other implementation efforts.
- **Support the CVTA as a funding partner** through data-driven analysis, cost estimating support, and prioritization and ranking tools.
- Continue to **build public engagement and outreach strategies** for the RRTPO and ensure compliance with Title VI, and Low Literacy/Limited English Proficiency requirements.

FY26 Regional Priorities

- **2025 Federal Certification**
Certification of the RRTPO program is scheduled for 2025. Assisting the federal review process will be a major focus of the RRTPO for the first part of the new fiscal year.
- **Core Plan Convergence** FY2026 will be a convergence of core planning products that only occurs every few decades. We will be largely completing the 2050 update for the long-range plan and developing and adopting the FY27 - FY30 transportation improvement program. Air quality planning will be coordinated between both plans and the Tri-Cities Area MPO to the extent possible.

- **Prioritizing Safety** This effort will follow up on efforts to identify the regional role in reducing the fatalities and serious injuries on our roadways. Major focus will include updates and enhancement of the regional safety plan.
- **Envisioning our Multimodal Future** The focus of this effort is the continued development of our active transportation, freight, and transit networks across the region. A major emphasis will be a study to refine the proposed alignment for the western spine of the regional bike network.

Federal Planning Factors

Development of this UPWP has been guided by regulations requiring the RRTPO planning process to consider and implement projects, strategies, and services that address ten Metropolitan planning factors.

Each of these planning factors affects nearly every task; the degree of consideration and analysis is based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment, and housing and community development (23 CFR 450.306(b)). Each task has blue color dots which summarize the applicability of each Metropolitan

planning factor to the 2026 work program tasks.

The FY26 UPWP continues to be organized with four core program areas: Program Management; Data, Coordination, and Engagement; Long-Range Transportation Planning; and Short-Range Transportation Planning.

Program Management is the policy, management and operations platform that supports the remaining three program areas. The program objectives, work elements, budgets, and schedules are included within each core program area. Unless listed, this work will be undertaken by PlanRVA in support of the RRTPO.

1

Economic Vitality - Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

2

Safety - Increase the safety of the transportation system for motorized and non-motorized users

3

Security - Increase the security of the transportation system for motorized and non-motorized users

4

Access & Mobility - Increase accessibility and mobility of people and freight

5

Integrated Planning - Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

6

Efficiency - Promote efficient system management and operation

7

Preservation - Emphasize the preservation of the existing transportation system

8

Resiliency - Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation

9

Intermodal - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

10

Tourism - Enhance travel and tourism

How to Read Task Pages

Task Title and Purpose

Safe Streets & Roads

Task 7420

Purpose: To reduce the number of people killed and seriously injured on our roadways

Guiding Plans

- Regional Transportation Safety Plan

How are we doing?

- **116 people killed** each year while using our roadways
- **1.170** people killed per 100 million vehicle miles traveled
- **871 people seriously injured** each year while using our roadways
- **8.876** people seriously injured per 100 million vehicle miles traveled

Key Plan(s) Informing Task

Deliverables

- Update the Regional Transportation Safety Plan and upgrade it to a safety action plan incorporating local safety plans and analysis (**June 2026**)
- Establish roadmap for a regional safety campaign and messaging as part of Safety Plan implementation efforts (**December 2026**)
- Support locality and VDOT safety studies and initiatives including Road Safety Assessments (**as needed**)
- Monitor progress and update annual safety targets as required (**on-going**)

Federal Planning Factors Addressed

Deliverables, Target Deadlines, and Responsible Party (if other than PlanRVA staff)

Key Task Indicators

Program Administration

Activity 7100

Program Administration

Task 7110

Purpose: To provide oversight, management, and staff development needed to support the RRTPO work program and committees

Guiding Plans

- Unified Planning Work Program
- RRTPO Bylaws
- ConnectRVA 2045

Deliverables

- Staffing and coordination for standing committees, ad-hoc committees, and working groups **(on-going)**
- Review and update the RRTPO bylaws **(as needed)**
- Professional leadership and Best Practices – work to be an active participant and leader in various professional organizations **(on-going)**
- Support of VDOT, DRPT, GRTC and locality led studies **(as needed)**
- Coordinate Federal Certification review with VDOT, DRPT, FHWA, and FTA **(December 2025)**
- Administration and reporting on FY26 UPWP progress **(on-going)**
- Develop FY27 UPWP **(May 2026)**
- Staffing and coordination for standing committees, ad-hoc committees, and working groups **(on-going)**
- Coordinate consultant related activities **(on-going)**

Data, Coordination, & Engagement

Activity 7200

Outreach & Engagement

Task 7210

Purpose: To ensure the broader public can meaningfully participate in regional planning efforts to ensure plans are centered on people and communities

Guiding Plans

- Public Engagement Plan
- Title VI/Limited English Proficiency Plan

How are we doing?

- **62 events** attended to get feedback and input for RRTPO plans
- **2,410** people engaged in person on RRTPO projects
- **1,885** people interacted with project pages; **2,591** completed online surveys

Deliverables

- Work to ensure opportunities for all people to provide meaningful contributions to the work of PlanRVA and the RRTPO **(on-going)**
- Maintain the PlanRVA website including dashboards and the engagement portal **(on-going)**
- Revise the Public Engagement Plan to include best practices **(as needed)**
- Leverage agency sponsorships and memberships to gather input on pending projects from people and communities who may not otherwise participate **(on-going)**

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Data & Modeling

Task 7220

Purpose: To gather and analyze data and develop models and tools to support a data-informed planning process

Did you know...

The region has a tool to collect reports of near misses so we can proactively improve road safety?

Learn more at
nearmiss.planrva.org



Deliverables

- Maintain a dashboard of key regional indicators to inform RRTPO and other regional planning efforts **(on-going)**
- Update existing and committed projects in the Travel Demand Model and use it to evaluate and prioritize long-range plan candidate projects with consultant support **(June 2026)**
- Develop an updated regional travel demand model in coordination with VDOT and the Tri-Cities area MPO **(December 2027)**
- Develop new traffic analysis zones for the region using 2020 census blocks with consultant support **(June 2026)**

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Housing & Economy

Task 7230

Purpose: To align transportation planning with regional economic development and housing plans

Guiding Plans

- Comprehensive Economic Development Strategy
- Residential Market Value Analysis
- Local Comprehensive Plans

How are we doing?

- **28 minute** mean commute time
- **45% of renters** are cost burdened
- **20% of homeowners** are cost burdened

Deliverables

- Support the update to the regional Comprehensive Economic Development Strategy (CEDS) with focus on transportation infrastructure required to meet economic growth objectives **(December 2025)**
- Coordinate with GRTC and City of Richmond on a Transit-Oriented Development plan for North-South Bus Rapid Transit corridor **(June 2026)**
- Support an update of the regional housing Market Value Analysis (MVA) for the entire region to to better align housing and transportation investments **(December 2026)**
- Coordinate with localities on local housing planning efforts **(on-going)**

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System Readiness

Task 7240

Purpose: To coordinate planning for a transportation system that avoids and recovers from manmade and natural disasters

Guiding Plans

- Hazard Mitigation Plan
- Regional Air Quality Plan
- Natural Resources Plan

How are we doing?

- **525 miles** of roadway vulnerable to future floods and storms
- **49 bridge and culvert** segments vulnerable to future floods and storms

Deliverables

- Maintain and update digital flood tool that will provide current information on potential impacts and priority infrastructure needs **(as needed)**
- Building on regional extreme heat data and sidewalk gap analysis, complete an analysis of the walkshed of transit stops to assess each stop and walkshed for heat mitigation measures **(June 2026)**
- Support transportation analysis for regional resilience hubs to provide critical services during manmade and natural disasters **(on-going)**

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Environmental Linkages

Task 7250

Purpose: To avoid, minimize, and mitigate impacts to communities and the natural environment from transportation plans and projects

Guiding Plans

- Natural Resources Plan
- Regional Air Quality Plan

How are we doing?

- **1 ozone exceedance day** last year
- **0%** of current RRTPO plans incorporate the regional ecological framework (REF) for environmental screening

Deliverables

- Support implementation of regional greenways in alignment with the regional spines and spurs in BikePedRVA 2045 **(on-going)**
- Develop procedures to consistently incorporate the Regional Ecological Framework (REF) developed in the regional Natural Resources plan into transportation planning **(June 2026)**
- Support National Environmental Policy Act (NEPA) studies needed to advance regional priority projects **(as needed)**
- Update regional mapping of criteria pollutant emissions to inform transportation planning **(June 2026)**

Long-Range Planning

Activity 7300

Long-Range Plan

Task 7310

Purpose: To develop policies to address regional planning goals and needs and prioritize regional investments over the long-term (20+ year planning horizon)

Guiding Plans

- ConnectRVA 2045
- Pathways to the Future Scenario Plan

How are we doing?

- **9.3%** of the projects in the ConnectRVA 2045 constrained plan has been funded
- **13.1%** of the projects by value have been funded

Deliverables

- Continue to develop Pathways to the Future: Transportation 2050 with the following key milestones **(October 2026)**
 - Develop Candidate Project List
 - Evaluate and Score Candidate Projects
 - Develop a Constrained Plan of Investments
 - Evaluate Impacts of Proposed Investments
- Maintain and amend the current long-range transportation plan, ConnectRVA 2045 **(as needed)**

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Transit & Passenger Rail

Task 7320

Purpose: To develop and implement a strategy for public transportation to be a convenient option for regional travel with frequent, reliable service

Guiding Plans

- Greater RVA Transit Vision Plan
- Rural Transportation Analysis
- Regional Park & Ride Strategy

How are we doing?

- **63 miles** of high-frequency routes (15-minute service or better)
- **7 miles** of dedicated transit lanes
- **1.0% of people** 16 and older commute by public transportation (2023 5-year ACS)

Deliverables

- Coordinate with GRTC to develop the FY27 Regional Public Transportation Plan for investment of Central Virginia Transportation Authority (CVTA) funding **(May 2026)**
- Support GRTC efforts to implement the North-South BRT, Western Pulse Extension, and Permanent Downtown Transfer Hub **(on-going)**
- Coordinate with localities and transit operators to implement the Rural Transportation Analysis **(on-going)**
- Support implementation of the Coordinated Human Services Mobility Plan **(on-going)**

Regional Transit Access Plan

Task 7325

Purpose: To develop an evidence-based sustainable funding strategy and marketing plan for a regional zero-fare transportation initiative.

We are working together to help everyone in our region - regardless of race, ethnicity, or zip code - achieve upward economic mobility. Because everyone deserves the opportunity to thrive.

Learn more at
www.rvarising.org



Deliverables

- Data analysis of impacts of GRTC's current zero-fare initiative including ridership, accessibility, and economic activity **(September 2025)**
- Business case analysis to determine the feasibility of a regional fare-free model for all transit and the capacity needed for such an initiative **(January 2026)**
- Development of a strategy for zero-fare promotion and coordination among partner agencies **(April 2026)**
- Coordinate with partners to implement the recommendations of the analysis **(June 2026)**

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Active Transportation

Task 7330

Purpose: To develop and implement a strategy for active transportation infrastructure that is safe and comfortable for users of all ages and abilities

Guiding Plans

- BikePedRVA 2045
- Ashland-to-Petersburg Study

How are we doing?

- **82.5 miles** of protected cycle tracks and shared use paths
- **109 people killed or seriously injured** while biking or walking each year
- **1.6% of people** 16 and older commute by active transportation (2023 5-year ACS)

Deliverables

- Conduct the FY27 - FY28 Transportation Alternatives Program prioritization process **(April 2026)**
- Develop framework for regional bike count and data collection program **(December 2025)**
- Continue tracking and supporting complete streets projects and initiatives across the region **(on-going)**
- Support efforts to implement remaining segments of the Fall Line trail **(on-going)**
- Study and identify preferred alignment for the western spine in coordination with VDOT, localities, and advocates **(December 2026)**
- Support efforts to implement regional bikeway spurs and last-mile-to-transit sidewalk connections **(on-going)**

Freight & Intermodal

Task 7340

Purpose: To develop and implement a strategy for the efficient and reliable movement of goods in the region

Guiding Plans

- Regional Intermodal Strategies Study
- Commerce Corridor Study

How are we doing?

- **5.1%** of freight by volume moved by barge or rail
- Truck travel in the worst congestion is **39% longer** than median travel time in the region

Deliverables

- Conduct literature review on freight best practices to inform update of Intermodal Strategy with special focus on last-mile delivery and grade crossings **(June 2026)**
- Consolidate freight data into a regional freight database **(on-going)**
- Support freight-related analysis for the Comprehensive Economic Development Strategy **(on-going)**
- Develop a regional freight program overview and dashboard for website to facilitate data sharing **(June 2026)**
- Support freight-related efforts by VDOT and member localities **(as needed)**

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Short-Range Planning

Activity 7400

Financial Programming

Task 7410

Purpose: To prioritize regional investments in the near-term to address regional planning goals and transportation needs

Guiding Plans

- Transportation Improvement Program
- Regional Funding Framework

How are we doing?

- **134** individual projects included in the FY24 - FY27 TIP
- **\$165 million** in federal funding planned for obligation next federal fiscal year

Deliverables

- Conduct FY27 - FY32 flexible regional funding call for projects and allocation process **(March 2026)**
- Develop FY27 - FY30 Transportation Improvement Program in coordination with VDOT, DRPT, GRTC, and member localities **(May 2026)**
- Monitor and update FY24 - FY27 Transportation Improvement Program **(as needed)**
- Publish annual obligations report for federal fiscal year 2025 **(December 2025)**
- Coordinate with member localities and partner agencies to develop funding strategies for regional priority projects **(on-going)**

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Safe Streets & Roads

Task 7420

Purpose: To reduce the number of people killed and seriously injured on our roadways

Guiding Plans

- Regional Transportation Safety Plan

How are we doing?

- **116 people killed** each year while using our roadways
- **1.170** people killed per 100 million vehicle miles traveled
- **871 people seriously injured** each year while using our roadways
- **8.876** people seriously injured per 100 million vehicle miles traveled

Deliverables

- Update the Regional Transportation Safety Plan and upgrade it to a safety action plan incorporating local safety plans and analysis **(June 2026)**
- Establish roadmap for a regional safety campaign and messaging as part of Safety Plan implementation efforts **(December 2026)**
- Support locality and VDOT safety studies and initiatives including Road Safety Assessments **(as needed)**
- Monitor progress and update annual safety targets as required **(on-going)**

System Reliability

Task 7430

Purpose: To improve the reliability of regional travel through travel demand management, asset management, and operational improvements

Guiding Plans

- Congestion Management Process
- Regional ITS Architecture Implementation Plan

How are we doing?

- **7.0%** of national highway system (NHS) bridges by deck area are in good condition, **4.1%** are in poor condition
- **54.7% of interstate** and **24.8% of non-interstate** pavement on the NHS is in good condition
- **94.9% of interstate** and **96.7% of non-interstate** travel on the NHS is reliable

Deliverables

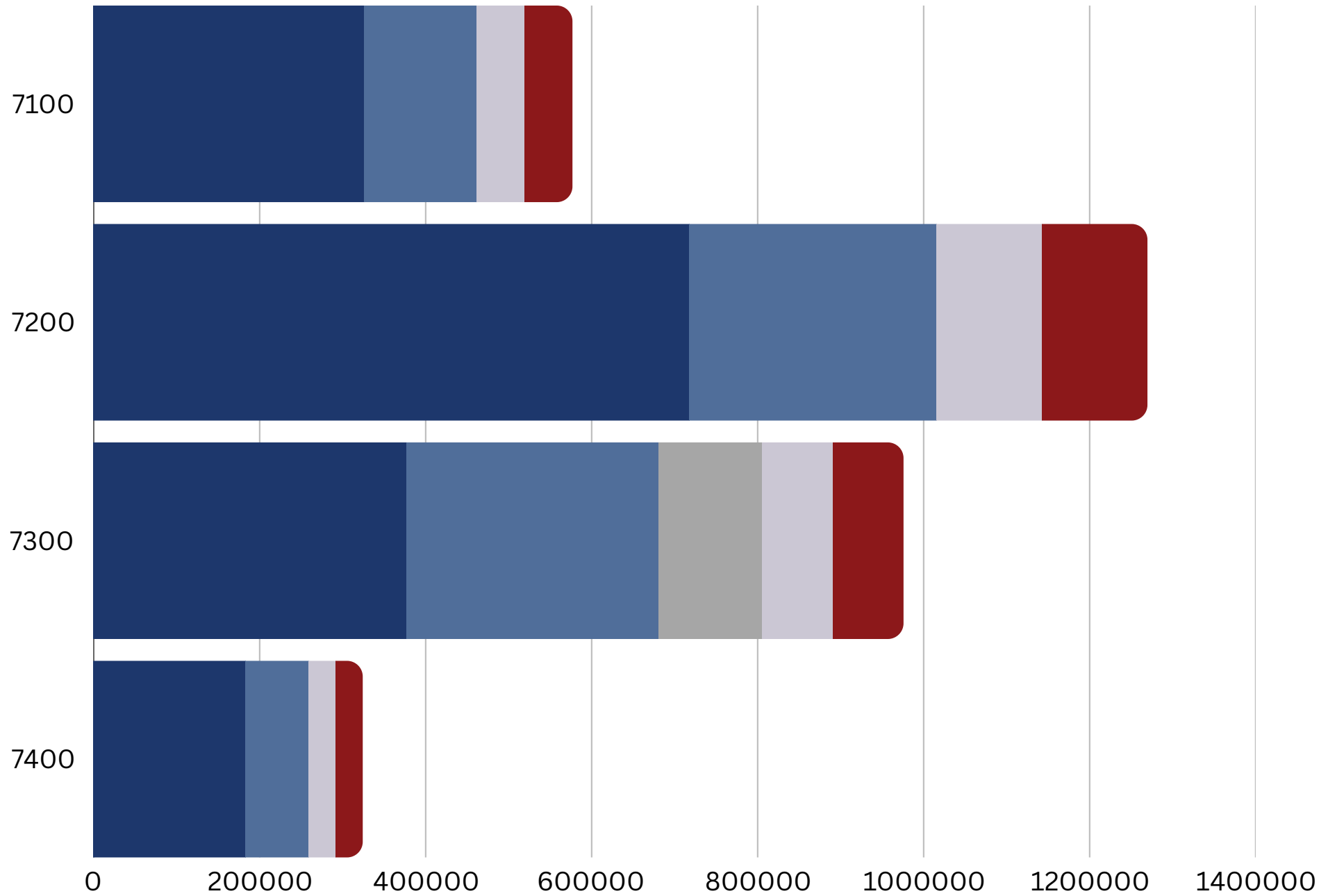
- Support regional Travel Demand Management efforts led by RideFinders and others **(as needed)**
- Support efforts to implement the Park & Ride Investment Strategy **(on-going)**
- Monitor progress and update pavement condition data and targets for the region **(on-going)**
- Monitor progress and update bridge condition data and targets for the region **(on-going)**
- Monitor progress and update roadway reliability data and targets for the region **(on-going)**

Work Program Budget

Primary responsibility for the UPWP rests with PlanRVA staff. There are cases where other UPWP agencies are assigned primary responsibility for specific activities, as delineated in the task description. PlanRVA will provide support for these activities. The PlanRVA Director of Transportation is responsible for overall program support and administration of RRTPO's work program tasks, as well as for interagency coordination with the other UPWP Agencies. Each staff person dedicated to direct support of the work program is charged with primary responsibility for accomplishing specific tasks or subtasks.

The chart on the next page shows the FY26 RRTPO budget by major activity. The table on the following pages detail planned FY26 expenditures by tasks described in this UPWP. For each planning task, total expenditures, type of federal funds, and source of matches are identified. In reviewing the table, the totals may appear different due to rounding to the nearest dollar.

● PL ● 5303 ● Other ● State Match ● Local Match



Source	7110	7210	7220
PL - Federal	\$326,058.67	\$171,139.43	\$404,591.98
PL - State Match	\$40,757.33	\$21,392.43	\$50,574.00
PL - Local Match	\$40,757.33	\$21,392.43	\$50,574.00
5303 - Federal	\$112,465.50	\$59,030.12	\$139,553.54
5303 - State Match	\$14,058.19	\$7,378.77	\$17,444.19
5303 - Local Match	\$14,058.19	\$7,378.77	\$17,444.19
5303 CO (Total)	\$28,685.26	\$15,056.04	\$404,591.98
Other (MERIT)	\$0	\$0	\$0
Total	\$576,840.48	\$302,767.98	\$715,776.00

Source	7230	7240	7250
PL - Federal	\$25,341.97	\$43,823.10	\$72,750.26
PL - State Match	\$3,167.75	\$5,477.89	\$9,093.78
PL - Local Match	\$3,167.75	\$5,477.89	\$9,093.78
5303 - Federal	\$8,741.06	\$15,115.65	\$25,093.32
5303 - State Match	\$1,092.63	\$1,889.46	\$3,136.67
5303 - Local Match	\$1,092.63	\$1,889.46	\$3,136.67
5303 CO (Total)	\$2,229.46	\$3,855.35	\$6,400.20
Other (MERIT)	\$0	\$0	\$0
Total	\$44,833.25	\$77,528.79	\$128,704.68

Source	7310	7320	7325
PL - Federal	\$220,414.61	\$0.00	\$0.00
PL - State Match	\$27,551.83	\$0.00	\$0.00
PL - Local Match	\$27,551.83	\$0.00	\$0.00
5303 - Federal	\$76,026.32	\$0.00	\$83,380.53
5303 - State Match	\$9,503.29	\$0.00	\$10,422.57
5303 - Local Match	\$9,503.29	\$0.00	\$10,422.57
5303 CO (Total)	\$19,391.04	\$139,411.71	\$21,266.79
Other (MERIT)	\$0	\$0	\$125,000.00
Total	\$389,942.20	\$139,411.71	\$250,492.45

Source	7330	7340	7410
PL - Federal	\$156,703.17	\$27,705.70	\$112,205.65
PL - State Match	\$19,587.90	\$3,463.21	\$14,025.71
PL - Local Match	\$19,587.90	\$3,463.21	\$14,025.71
5303 - Federal	\$0.00	\$9,556.36	\$38,702.43
5303 - State Match	\$0.00	\$1,194.55	\$4,837.80
5303 - Local Match	\$0.00	\$1,194.55	\$4,837.80
5303 CO (Total)	\$0	\$2,437.43	\$9,871.33
Other (MERIT)	\$0	\$0	\$0
Total	\$195,878.96	\$49,015.00	\$198,506.43

Source	7420	7430	Grand Total
PL - Federal	\$61,155.46	\$9,876.32	\$1,731,020.42
PL - State Match	\$7,644.43	\$1,234.54	\$203,970.79
PL - Local Match	\$7,644.43	\$1,234.54	\$203,970.79
5303 - Federal	\$21,094.00	\$3,406.58	\$592,165.41
5303 - State Match	\$2,636.75	\$425.82	\$74,020.68
5303 - Local Match	\$2,636.75	\$425.82	\$74,020.68
5303 CO (Total)	\$5,380.18	\$868.88	\$290,447.76
Other (MERIT)	\$0	\$0	\$125,000.00
Total	\$108,192.00	\$17,472.50	\$3,195,362.43

Changing the Work Program

Amendments

Amendments are the most significant type of UPWP modification. An amendment involves a major change to a work task or the budget. The list below provides examples of amendments:

- Adding or removing a work task
- Significantly revising the concept or scope of a work task
- Changing the budget distribution between activities (7100, 7200, 7300, 7400)
- Changes to the total program budget

All amendments are made available for public review before adoption. Amendments are subject to Federal approval.

Administrative Modifications

Administrative modifications, also known as adjustments, are minor changes to the UPWP. Examples of minor changes include:

- Changing the budget of tasks (e.g. 7410 and 7420) while maintaining the overall activity total
- Revising the concept or scope of a work task in a limited way

Administrative modifications do not undergo public review but do require Federal approval. Administrative modifications are processed by RRTPO staff and submitted to VDOT or DRPT as needed for approval.

Other Regional Planning

Additional planning activities for the Richmond region, beyond those identified in this budget and work program, are undertaken by other agencies. One of the primary roles of the RRTPO is to coordinate these regional planning activities to make good use of limited local, state, and federal resources. The following section summarizes regionally significant transportation planning activities by other agencies in the region expected in FY 2026.

GRTC Studies

ADA Compliance Assessment - GRTC has begun a self-assessment to evaluate current accessibility compliance at its 301 East Belt

Boulevard administration and maintenance facility.

Permanent Transfer Center NEPA - As of March 2025, GRTC is in the process of hiring a consultant to begin the NEPA process for the selected site. GRTC expects the NEPA analysis to take up to 12 months.

GRTC Western Extension NEPA - GRTC expects NEPA analysis for the Pulse Western Extension to be complete by the end of the second quarter of 2025.

GRTC North-South BRT - GRTC is advancing the NEPA review and conceptual design for Phase I of this alignment totaling ±12-miles.

VDOT Studies

STARS Program

- I-95/64 & Exit 75 IAR
- I-95 & Bells Rd IAR
- US 360 from Turner Rd to Elkhardt Rd
- VA 10/Iron Bridge Rd from Burnt Oak Dr to Omo Rd
- E Nine Mile Rd from A.P. Hill to US 60/Williamsburg Rd
- I-95 NB & SB from VA 54 to just south of Sliding Hill Rd
- VA 106 Safety Study (STBG funded, Charles City County)

Project Pipeline

- VA 150/Chippenham from I-95 to Dalebrook Dr
- VA 627/Richmond-Henrico Tpke from Azalea Ave to I-295

- VA 642 Bell Creek Rd from US 360 to Cold Harbor Rd

Other Studies

- I-295 & Meadowville Rd IAR
- I-295 NB & SB from Exit 38 (Pole Green Rd) to Exit 34 (Ceighton Rd)
- I-64 EB & WB from Exit 175 (Route 288) to Exit 159 (US 522)
- I-295 NB & SB at Exit 49 (Staples Mill Rd)
- I-295 NB & SB at Exit 51 (Nuckols Rd)
- I-295 NB & SB at Exit 45 (Woodman Rd)

Locality Studies

- Genito Rd & Woolridge Rd study (Chesterfield)
- Qualla Rd Roundabout study (Chesterfield)
- Ashlake & Ashbrook Roundabout study (Chesterfield)
- Hicks Rd & Mt Gilead Roundabout study (Chesterfield)
- Grove Hill & Woolridge Rd Roundabout study (Chesterfield)
- US 33/Staples Mill & Dickens Rd (Henrico)
- US 60 Corridor improvement study (Chesterfield)
- US 60 - Pocoshock Creek to VA 150 (Chesterfield)
- New Osbourne Tpke (Henrico)
- Pemberton Rd study (Henrico)
- Pouncy Tract Rd study (Henrico)
- US 60/Williamsburg Rd (Henrico)
- Magellan Pkwy study (Henrico)
- Buford & Rockaway RSA (Chesterfield)
- Powhite Parkway Extension Ph 1 (to Woolridge Rd) (Chesterfield)
- I-295 & Woodman Rd (Henrico)
- VA 288 & Genito Rd Interchange study (Chesterfield)

POLICY BOARD AGENDA 5/29/2025; ITEM C.-1.

FY26 Unified Planning Work Program

Richmond Regional Transportation Planning Organization

On motion by _____, seconded by _____I, the members of the RRTPO Policy Board voted to adopt the following resolution (voice vote):

WHEREAS, the purpose of the Unified Planning Work Program (UPWP) is to promote a unified regional approach to transportation planning to achieve regional goals and objectives.; and

WHEREAS, the FY26 UPWP has been developed in consultation with the Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, and member agencies; and

WHEREAS, the Technical Advisory Committee (TAC) has reviewed and recommends approval of the proposed work and focus areas for FY26 UPWP;

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves the FY26 Unified Planning Work Program.

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held May 29, 2025.

WITNESS:

BY:

Janice Scott
Board Relations Manager
PlanRVA

Martha Shickle
Secretary
Richmond Regional Transportation
Planning Organization

CVTA AGENCY UPDATE May 2025

This report provides a summary of recent and upcoming activity of the Authority, Finance Committee, TAC and Fall Line Working Groups. Detailed information, including agendas for upcoming meetings can be found on the [CVTA meeting webpage](#).

The CVTA met on April 25th and heard/took action on the following:

- **Public hearing for the FY2026 CVTA Administrative & Operating Budget**
 - Following a public review period from April 10th through April 24th, the Authority held a public hearing on the proposed budget, then voted to approve the budget.
- **Wayfinding Standard Project Agreements (SPAS)**
 - The Authority voted to approve SPAs for Hanover and Henrico counties for the segments of the Fall Line Trail through their respective localities.
- **GRTC FY26 Regional Public Transportation Plan**
 - Following a presentation by GRTC, the Authority voted to approve the regional public transportation plan. The plan is an annual requirement, identifying how GRTC plans to spend CVTA funds in the upcoming fiscal year. The FY2026 plan addresses the following priorities:
 - Ensure the stability and maintenance of transit operations.
 - Prioritize capital requirements to maintain assets in good repair and 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.

Upcoming Meetings:

- TAC – May 12, 2025, 1:00 p.m.
- Finance Committee – May 14, 2025, 9:00 a.m.
- Authority – June 6, 2025, 9:00 a.m.

PlanRVA AGENCY UPDATE May 2025

This report provides a summary of recent and upcoming activity of the Commission and its committees. Detailed information, including meeting videos and agendas for upcoming meetings can be found on the [PlanRVA meeting webpage](#).

The PlanRVA Commission and Executive Committee met on April 10th. Agenda topics included:

Special Program - Housing in the Richmond Region - Jovan Burton, Executive Director for the Partnership for Housing Affordability (PHA), gave a presentation and provided members with an overview of housing in the Richmond Region. The presentation can be viewed [here](#) and is also posted on the [meeting webpage](#).

Mr. Burton highlighted several housing related bills:

HB2245 - Real property tax; assessment of affordable rental housing

SB1263 - Water and sewer connection fees; new residential development

HB2153 - Comprehensive plan; housing development by nonprofit organizations

FY26 Key Imperatives and Work Program Priorities

Following review and recommendations from the Executive Committee, the following FY26 Key Imperatives and Work Program Priorities were introduced:

- Ensure compliance and agency sustainability
- Drive data, research and analysis
- Update and implement regional strategic vision and core plans
- Offer local planning assistance
- Convene the region

The Executive Committee presentation and discussion can be viewed on the meeting video [here](#). The full Commission video can be viewed [here](#).

Regional Strategic Plan Update

An update on the status of the regional strategic plan was provided by REME Planning Director, Sarah Stewart. Ms. Stewart's presentation can be viewed [here](#).

Upcoming Meetings

- Commission – June 12, 2025, 9:30 a.m.
 - Expected topics include:
 - Approval of the FY26 meeting schedule.
 - Election of FY26 officers.

**[Don't forget to check out our newsletter:
The Better Together Connector \(linked\)](#)**