



Photo: Rt. 288 from River Road,
Goochland County



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NOTES

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

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

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Richmond Regional Transportation Planning Organization

Technical Advisory Committee

Meeting Agenda

Tuesday, April 14 2026- 9:00 a.m.

Teams Meeting (webinar link provided in agenda cover page)

1. Welcome and Introductions

(Chair Adams)

2. Roll Call & Certification of a Quorum

(Sarah-Keel Crews)

3. Consideration of Amendments to the Meeting Agenda

(Chair Adams)

4. Approval of March 10, 2026, TAC Meeting Minutes – page 4

(Chair Adams)

Action requested: approval of minutes as presented (voice vote).

5. Open Public Comment Period

(Chair Adams /5 minutes)

6. TAC Chair's Report

(Chair Adams /10 minutes)

7. FY24 – FY27 Transportation Improvement Program (TIP) Amendment – DRPT Request (PCSS002, GRTC060, LGS001, LGS002, HCS0002, CCSB002, CCH0003, SPAN001, SPAN002) – page 10

(Will Heller/10 minutes)

Action Item (voice vote) - Recommend approval of the TIP amendments as requested by DRPT

8. FY24 – FY27 Transportation Improvement Program (TIP) Amendment – VDOT Request (UPC 50529) – page 14

(Will Heller/5 minutes)

Action Item (voice vote) - Recommend approval of the TIP amendments as requested by VDOT

9. FY27 – FY30 Transportation Improvement Program (TIP) – page 17

(Kerry Wagenhauser/10 minutes)

Action Item (voice vote) - Recommend approval of the draft FY27-FY30 TIP

10. **Regional Conformity Assessment Report** – page 19
(Kerry Wagenhauser/10 minutes)
Action Item (voice vote) - Recommend approval of the draft conformity report
11. **FY27 – FY32 Flexible Regional Funding** – page 21
(Kerry Wagenhauser/15 minutes)
Action Item (voice vote) - Recommend approval of the draft project rankings & the recommended new project awards
12. **FY27 – FY32 Flexible Regional Funding – Additional Request**– page 26
(Kerry Wagenhauser/15 minutes)
Action Item (voice vote) - Recommend approval of the additional project request
13. **RRTPO Self-Certification Resolution** – page 28
(Myles Busching/10 minutes)
Action Item (voice vote) - Recommend approval of a resolution of self-certification for the RRTPO
14. **FY27 Unified Planning Work Program (UPWP)** – page 30
(Myles Busching/10 minutes)
Action Item (voice vote) - Recommend approval of the draft FY27 UPWP
15. **FY27 Regional Public Transportation Plan (GRTC)** - page 33
(GRTC/15 minutes)
Action Item (voice vote) - Recommend approval of a resolution of support for the draft FY27 regional public transportation plan
16. **Regional Safety Plan Update**
(Dan Motta/15 minutes)
Information Item
17. **Transportation Agency Updates**
(10 minutes)
 - a. **DRPT** – Hudson
 - b. **GRTC** – Robinson
 - c. **RideFinders** – O’Keeffe
 - d. **VDOT** – Siodmok
18. **[PlanRVA Newsletter: The Better Together Connector \(linked\)](#)**
Information item.
19. **TAC Member Comments**
(Chair Adams /5 minutes)
20. **Next Meeting:** Tuesday, May 12, 2026, at **9:15 a.m.** (note 15-minute shift in start time for Interagency Consultation Group meeting for 2050 LRTP)
(Chair Adams)
21. **Adjournment**
(Chair Adams)

**Richmond Regional Transportation Planning Organization
Technical Advisory Committee
Meeting Minutes
Tuesday, February 17, 2026 - 9:00 a.m.
Zoom Meeting**

Members and Alternates (Present – X):

16 votes / 9 for quorum

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

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

A. Welcome and Introductions

The meeting was called to order at 9:17 a.m. by Chair Adams, immediately after the ICG meeting had wrapped up. Sarah-Keel Crews completed the roll call and certified there was a quorum.

There were no amendments to the agenda, so Chair Adams moved on to approval of the February 17, 2026, minutes. On a motion by Sharon Smidler, seconded by JJ Banuelos, all voted unanimously to approve the minutes.

There was no public commentary or Chair's report.

B. Active Transportation Program Update

Chair Adams transitioned to the program updates for active transportation and welcomed Kerry Wagenhauser, PlanRVA to present.

1. Draft FY27 – FY30 Transportation Improvement Program & Regional Conformity Assessment

Kerry Wagenhauser introduced herself to the TAC, and presented the opening of the public review period for the TIP project list, the conforming TIP project list, and the draft conformity report. She noted that the conformity report and TIP materials were being advanced on the same timeline and asked TAC to authorize opening a public comment period for both. Chair Adams agreed to open the public comment period, but Myles Busching clarified that a formal motion and vote to authorize the public review was required. On a motion by Naomi Siodmok, seconded by Wood Hudson, the motion carried with no objections

2. Flexible Regional Funding – Existing Project Request - Hull Street Improvement Project Phase III (UPC 115200)

The chair moved the meeting to Item 8, flexible regional funding for the Hull Street Improvement Project, Phase Three. Kerry Wagenhauser presented again, with a presentation regarding the City of Richmond's Hall/Hull Street Phase 3 project (UPC 115200). She explained that the phase focused on preliminary engineering and that the project, supported through the LRTP with RSTP funding, was experiencing significant cost pressures driven primarily by increased right-of-way acquisition costs, escalated utility relocation and water/sewer infrastructure expenses, higher contractor bids compared to Phase 1, and the added requirement to remove and replace overhead private utilities. She also noted that a constrained work area—especially for stormwater, sewer, and water installations—made construction more complex and costly. Ms. Wagenhauser placed Phase 3 within the larger multi-phase corridor program (Phase 1 through Phase 8 and related connections), describing it as part of a transformative investment exceeding \$290 million overall and emphasizing Phase 3's role in advancing safety, mobility, and multimodal access.

She also stated that staff had recommended partial approval—\$3 million of the \$7 million requested—and asked TAC to recommend moving that partial award forward so the project could continue progressing. Naomi Siodmok noted that she had previously requested the item be deferred to allow additional review, and she reported that after follow-up with the project coordinator and attempts to connect with the City, she no longer had concerns; she characterized the deficit as related to the local match and discussed remaining uncertainty about whether earlier environmental work (last completed in 2018 as part of a broader corridor effort) remained valid given the time

elapsed and scope changes. Chair Adams asked whether the concern was tied to regulatory changes and received clarification that it was mainly the age and expanded scope of the prior environmental analysis. With no further questions, the chair called for a motion, Beth Mertz-Guinn moved to approve the action, Naomi Siodmok seconded, but the vote was interrupted by JJ Banuelos, who asked the committee to clarify what action was being recommended for approval. Chair Adams asked Naomi Siodmok to confirm. Siodmok stated that the motion was for a partial award (the \$3 million amount previously discussed), and Beth Mertz-Guinn confirmed that her motion had been for the \$3 million partial award; Chair Adams then called for any other questions and proceeded to a voice “aye” vote.

Immediately after voting, Daniel Wagner sent a message through the Teams platform because he couldn’t use his microphone. Because Daniel Wagner’s commentary was delayed and not heard during the initial action, he made a motion to reconsider the agenda item so the committee could hear additional information. Joseph Vidunas seconded the motion to reconsider, and the committee agreed to reopen discussion.

Once discussion resumed, Mr. Vidunas asked Mr. Wagner to clarify whether the City’s proposed local contribution was through GO bonds (municipal general obligation bonds) and walked through the funding split, noting that an \$11 million shortfall paired with \$4 million in GO bonds represented roughly a one-third local share and two-thirds TPO funding. Mr. Wagner confirmed that the math was correct. Mr. Vidunas stated that he supported the request in part because it included a significant local contribution and noted an expectation that local funds would be spent first and that any unused CMAC funds would be returned if contingencies came in lower. Mr. Wagner agreed and emphasized that the corridor’s safety record drove the urgency, describing it as among the most dangerous corridors in Richmond and the region and noting ongoing coordination with Chesterfield on related improvements and forthcoming Smart Scale requests.

Chair Adams summarized that members generally supported Sharon Smidler’s approach and called for a motion. Ms. Smidler moved to partially fund the request with RSTP at roughly half of the identified shortfall (about \$5.5 million), and Mr. Vidunas seconded, and the committee approved the motion by voice vote with no opposition. Adams closed by thanking members for the negotiation and reiterating the project’s importance due to safety concerns along the corridor.

3. Transportation Alternatives – Project Rankings

Chair Adams then moved the committee to the next item, Transportation Alternatives (TA) project rankings for FY27–28, and Philip Riggan, PlanRVA, presented the staff-developed rankings. Mr. Riggan explained that the TA program primarily funded bicycle and pedestrian projects and that project selection was shared between the TPO and the Commonwealth Transportation Board (CTB). He reported that approximately \$4.7 million was available through the TA program for the region and that the CTB member had roughly \$4 million to allocate.

He also noted that the full project list and rankings had been posted on the PlanRVA website (via a QR code) and that staff had coordinated with VDOT, the Crater MPO, the Tri-Cities MPO, and the CTB member to review the projects. Mr. Riggan stated that staff recommended approving the priority list to provide maximum flexibility for the CTB members to select projects within the region, using the adopted scoring approach

(including modest bonus points for regional spine/corridor connections and similar active transportation factors).

During discussion, Sharon Smidler commented that the regional rankings differed from the state's rankings and observed that some projects (including Henrico projects) ranked lower regionally due to factors such as total cost and regional elements incorporated into scoring (including equity emphasis areas and whether a project functioned as a spine versus a spur). With no further discussion, JJ Banuelos made a motion to approve the TA project rankings as presented, Daniel Wagner seconded, and the committee approved the motion by voice vote with no opposition.

4. Regional Public Transportation Plan (GRTC)

Chair Adams then turned the meeting over to Patricia Robinson, GRTC, for her presentation on the Regional Public Transportation Plan. During the discussion, Chair Adams asked Ms. Robinson about historic completion/onboarding rates for GRTC's CDL training classes, and Ms. Robinson indicated the rate was typically about 60–70% rather than 80%. Daniel Wagner added context in the chat with workforce recovery figures drawn from a recent GRTC board update, and Ms. Robinson acknowledged the additional detail.

Amy Inman questioned what action the TAC was being asked to take and whether the coordination item implied any approval authority over CBTA funding for FY27 service. Myles Busching clarified that the RTPO/TAC action only documented and supported that coordination had occurred and did not confer approval authority over the funds, and he noted he could not speak to what information would be included on the CVTA TAC agenda. Naomi Siodmok asked whether deferring action to obtain more information would affect the schedule, and Ms. Robinson initially stated she needed action that day to move the item to GRTC's Board of Directors; Mr. Busching then noted the TPO had schedule flexibility because another TAC meeting would occur before the April 23 policy board meeting, allowing the item to return in April if GRTC's schedule permitted. Chair Adams asked Ms. Robinson whether GRTC's board timeline could accommodate a deferral, and she indicated it likely could. Wood Hudson also requested clearer framing on whether the item was informational or required a vote, and Chair Adams agreed that expectations should be clearer when the item returned.

The committee then agreed to defer the action: Amy Inman made a motion to delay the item to the April TPO TAC meeting with the expectation that GRTC would return with a fuller level of information (including current service maintenance, the driver shortage, and related operational details discussed). Naomi Siodmok seconded the motion, and all voted in favor.

C. Transportation Agency Updates

DRPT: Wood Hudson provided DRPT updates for the committee. He reminded the committee that DRPT's Section 5303 application was open in the Web Grants portal and was scheduled to close on May 1, and he noted that DRPT was still awaiting FTA's apportionment table information before MPO funding amounts could be distributed, with timing dependent on FTA approval (potentially later than expected). He also reported that DRPT's Coordinated Human Service Mobility Plan had been posted on DRPT's website along with additional resources, including an

interactive story map with plan information and maps. Finally, he shared that DRPT's rail team had kicked off the statewide rail plan effort and that a stakeholder survey was expected to be circulated later in the month to a compiled list (including MPOs, PDCs, and localities); he offered to connect interested members with the rail planning team.

GRTC: Corey Robinson shared brief GRTC updates, reporting that GRTC operators and maintenance staff had recently competed in the Virginia Statewide Bus and Maintenance Rodeo, where the competition tested safety skills, technical knowledge, and vehicle handling through timed driving and diagnostic challenges. He said four GRTC operators and one maintenance team represented the agency, with operator Kenyon Brown placing second and GRTC's maintenance team placing third. He also highlighted upcoming community events to support and celebrate Open Access transit, including a March 11 fundraiser at the Chipotle at 7106 Midlothian Turnpike (4:00–8:00 p.m., with 25% of sales supporting Open Access) and a March 27 event at Benchtop Craft Brewing Company on Hull Street (4:00–8:00 p.m.) recognizing six years of Open Access service and its regional impact.

Ride Finders: John O'Keeffe reported that RideFinders had been busy the prior month, including outreach at Southside Plaza with GRTC to engage riders about temporary service adjustments and potential community impacts. He said RideFinders had registered for multiple April outreach events, including an Earth Day event at Riverfront Plaza and several wellness/benefits fairs and expos (such as state wellness expos, the Better Housing Coalition Transportation Fair, and benefits fairs with the State Corporation Commission and the Virginia Department of Human Resource Management).

He also noted that RideFinders had continued its behavior-change campaign promoting sustainable travel choices through a cost calculator and a "RideFinders heroes" challenge encouraging residents to track travel decisions. He added that staff had tabled at the VCU Health Safety Fair at the MCV campus, attended several additional events (including VT Advocacy Day, a Richmond Career Fair, Henrico Business Council Coffee Conversations, and a Better Housing Coalition "Table Talk"), and met with Live! Casino HR to discuss RideFinders services and development of a density plot map with GRTC support, as RideFinders continued work on vanpooling and carpooling initiatives.

VDOT: Naomi Siodmok thanked John O'Keeffe for the RideFinders outreach update and then provided Commonwealth Transportation Board (CTB) updates from the CTB's February 17 meeting. She reported that the CTB had discussed potential Smart Scale changes, including whether to add "innovative intersections" as an eligible project type for the statewide High Priority Projects (HPP) funding pot (separate from the District Grant Program pot), and she noted that no decision had been made but that the topic was expected to return for discussion and possible action at the next CTB meeting. She also reported that three Six-Year Improvement Program (SYIP) transfers in the Richmond District had been approved unanimously.

Ms. Siodmok shared the upcoming CTB schedule (a workshop on March 17 at 8:30 a.m. and an action meeting on March 18), while noting the board had been combining meetings at times and the final agenda would confirm timing. She stated that Transportation Alternatives recommendations would appear in the draft SYIP in the spring and that revenue sharing recommendations were expected to be presented on the CTB agenda in March in a format similar to prior scorecard-style discussions.

She also reminded members that Smart Scale Round 7 applications had opened on March 2 and were due April 1 at 5:00 p.m., and she said she had been sending follow-up emails to applicants and remained the district contact for application questions. Finally, she flagged public engagement and training items, including a Goochland County public comment period on a through-truck traffic restriction (February 10–March 14), an in-person meeting that had occurred on March 9 regarding hard-surfacing 1.4 miles of Clarke Road in New Kent, and an upcoming March 12 training at the Richmond District office on right-of-way/utility phase authorization (1:00–3:00 p.m.), with Amy Ettinger as the contact for training notifications.

D. Adjournment

Chair Adams then directed members to review the PlanRVA newsletter item (“Better Together”) on the agenda and asked if the committee wanted an update on the interagency consultation/conformity process.

Myles Busching confirmed it was appropriate to provide an update and noted that the committee had just voted to open the public comment period on the draft conformity report. He explained that an interagency consultation meeting held at 9:00 a.m. had contributed to the start-time delay for the TAC meeting. Busching added that another conformity process was anticipated in May or June and that staff planned to revisit scheduling to make coordination between meetings smoother next time.

With no further comments from TAC members, Chair Adams adjourned at 10:25 a.m., noting that the next meeting is April 14th at 9 a.m.

**ACTION ITEM**

April 14, 2026

TO Technical Advisory Committee**SUBJECT** FY24 – FY27 Transportation Improvement Program (TIP) - FTA 5310 Projects**BRIEF:**

The Department of Rail and Public Transportation (DRPT) submitted a request to amend the Transportation Improvement Program (TIP) to add one new project, **PCSS002**, and to update Federal Transit Administration (FTA) 5310 funding for eight existing projects, **GRTC060**, **LGS001**, **LGS002**, **HCS0002**, **CCSB002**, **CCH0003**, **SPAN001**, and **SPAN002**. These projects provide various transit improvements in the Richmond region including operating assistance, mobility management, and the purchase of ADA accessible vehicles.

RECOMMENDED ACTION:

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

DISCUSSION:

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

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

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



Project Overview:

DRPT is requesting nine amendments to the TIP for the following FTA 5310 funded projects:

- **GRTC060** - GRTC060 will provide updated funding support for mobility management provided to eligible users in the Greater Richmond Transit Company's (GRTC) service area. The total cost of the project is \$1,673,000, with 96% covered through State and Federal funding.
- **LGS001** – LGS001 will provide updated funding for Let's Go Services to acquire two ADA accessible vehicles for their paratransit service. The total cost of the project is \$231,000, with 90% covered through State and Federal funding.
- **LGS002** – LGS002 will provide updated funding for operating assistance for Let's Go Services to assist them in providing transportation services to eligible users within their service area. The total cost of the project is \$500,000, with 90% covered through State and Federal funding.
- **CCH0003** – CCH0003 will update funding for the capital cost of contracting for Chesterfield County's contracted transportation services. The total cost of the project is \$1,050,000, with 96% covered through State and Federal funding.
- **HCS0002** – HCS0002 will provide updated funding for the capital cost of contracting for Hanover DASH and to assist their continued service providing on demand, door-to-door, countywide transportation for eligible riders within Hanover County. The total cost of the project is \$1,821,000, with 95% covered through State and Federal funding.
- **CCSB002** – CCSB002 will provide updated funding for the Chesterfield Community Services Board to acquire one ADA accessible vehicle for their paratransit service. The total cost of the project is \$248,000, with 88% covered through State and Federal funding.
- **PCSS002** – PCSS002 will update funding for the capital cost of contracting for Ride Assist Services through the Powhatan County Department of Social Services. This service provides free transportation for individuals aged 65+ who are unable to drive. The total cost of the project is \$9,000, with 89% covered through State and Federal funding.



- **SPAN001** – SPAN002 will update funding for Operating Assistance for The Span Center’s Ride Assist Service. This service provides volunteer transportation to residents aged 65 and older who are unable to drive. The total cost of the project is \$296,000, with 89% covered through State and Federal funding.
- **SPAN002** – SPAN002 will update funding for The Span Center for mobility management and contracted transportation of their Ride Assist Service providing volunteer transportation to residents aged 65 and older who are unable to drive. The total cost of the project is \$526,000, with 95% covered through State and Federal funding.

ConnectRVA 2045 Consistency:

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

Figure 1 below graphically shows the consistency review process.

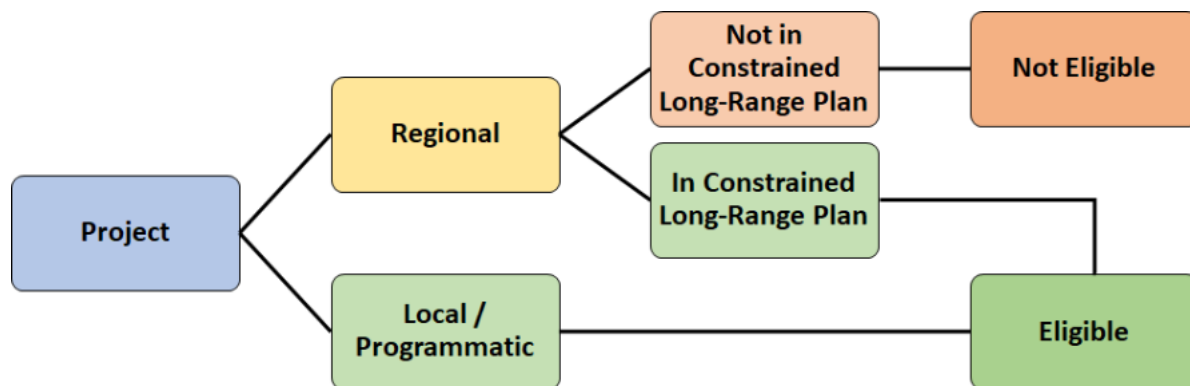


Figure 1: ConnectRVA 2045 Consistency Workflow

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. These projects



have been determined to be exempt from air quality conformity according to 40 CFR § 93.126. The exemptions are as follows:

- **SPAN001, SPAN002, GRTC060, & LGS002**
 - *Mass Transit - Operating assistance to transit agencies.*
- **LGS001, CCSB002, CCH0003, HCS0002, & PCS002**
 - *Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions.*

Fiscal Constraint:

These projects have most of their funding through the FTA 5310 program and state funding. Each project also has a match component represented by the Local funds on the TIP blocks below. In addition to FTA 5310 funding, **GRTC060**, also has a small amount of FTA 5307 funding.

Federal Fund Source Description:

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

5310 – Section 5310 funding, managed by the Federal Transit Administration, provides funding to local transit agencies, governments, and nonprofit groups to meet the transportation needs of seniors and people with disabilities.

For more information, please contact Will Heller at wheller@planrva.org or 804-924-961

Attachment

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



**ACTION ITEM**

April 14, 2026

TO Technical Advisory Committee**SUBJECT** FY24 – FY27 Transportation Improvement Program (TIP) - VDOT Project**BRIEF:**

The Virginia Department of Transportation (VDOT) submitted a request to amend the Transportation Improvement Program (TIP) to amend the funding for an existing project (UPC 50529). The project will widen Three Chopt Road to four lanes and will include drainage improvements, curb and gutter, sidewalks, and intersection improvements at Three Chopt Rd and Gaskins Rd.

RECOMMENDED ACTION:

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

DISCUSSION:

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

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

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

Project Overview:



UPC 50529 project is part of a larger Three Chopt Rd Improvements project in Henrico County. The Three Chopt Rd Widening will expand the existing stretch of Three Chopt Rd between Cox Rd and Gaskins Rd. The project will widen this section of Three Chopt Rd to a four lane divided roadway and will add pedestrian improvements in the form of new sidewalks, intersection improvements at the intersection of Gaskins Rd and Three Chopt Rd, and curb and gutter, and drainage improvements.

ConnectRVA 2045 Consistency:

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

Figure 1 below graphically shows the consistency review process.

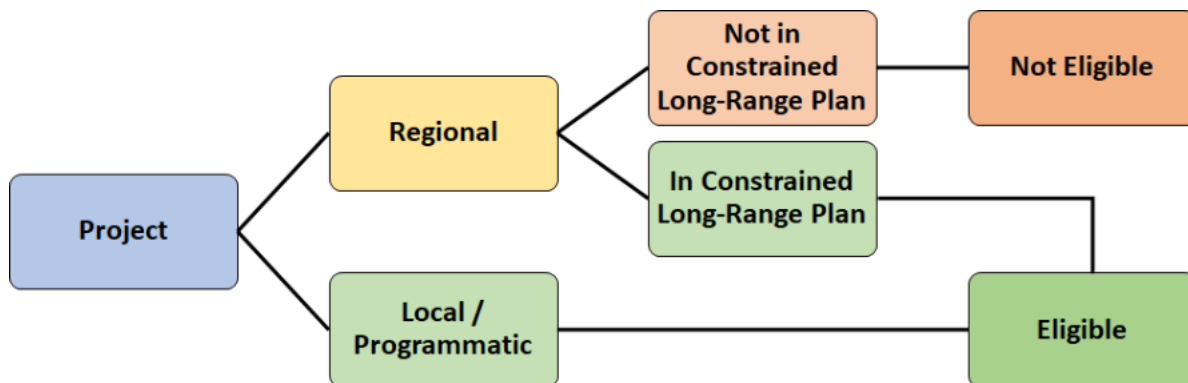


Figure 1: ConnectRVA 2045 Consistency Workflow

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

Fiscal Constraint:

VDOT is requesting the following funding changes: move \$2,914,796 (RSTP) from FFY24 to FFY26 & add an additional \$5,999,024 RW phase; move \$10,801,994 (RSTP)



from FFY25 to FY26 & add an additional \$1,788,135, move \$9,903,733 (AC-Other) from FFY25 to FFY26 & add an additional \$29,964,030 CN phase.

Federal Fund Source Description:

RSTP – Provides funding for a broad range of capacity, operational, and congestion mitigation related improvements. These projects are selected directly by the RRTPO consistent with the regional funding framework.

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

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

Attachment

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



**ACTION ITEM**

April 14, 2026

TO Technical Advisory Committee**SUBJECT** FY27 – FY30 Transportation Improvement Program (TIP)**BRIEF:**

The draft FY27–FY30 Transportation Improvement Program (TIP) is a federally required, four-year planning document that identifies all transportation projects seeking federal funding within the metropolitan planning area. The TIP is coordinated with the long-range transportation plan and the Statewide Transportation Improvement Program. Developed in collaboration with state, regional, and local partners, the TIP is organized by jurisdiction and project code and emphasizes a web-based, searchable project database to simplify the paper document and improve public access and review. The draft FY27-FY30 TIP was made available for public comment on March 12th 2026. The draft TIP is supported by outreach activities and an online engagement platform. The draft document includes a staff recommendation for approval and adoption by the RRTPO, as well as the required self-certification of compliance with federal planning regulations.

RECOMMENDED ACTION: Review the draft FY27 – FY30 Transportation Improvement Program (TIP) and provide an approval recommendation to the RRTPO policy board.

DISCUSSION:

The Transportation Improvement Program (TIP) is a federally mandated requirement (49 U.S.C. § 5303(j)) for all metropolitan planning organizations (MPOs). The TIP, also known as a short-range plan, lists all transportation projects in an MPO's metropolitan planning area that seeks federal transportation funding within a four-year planning horizon. The TIP is complementary to the long-range transportation plan (LRTP), that plans on at least a twenty-year horizon. The TIP is required to be updated to coincide with the update of the Statewide Transportation Improvement Program (STIP). Staff have worked with VDOT, DRPT, GRTC, and human services providers to develop the project list and planned obligations for the TIP.

The draft TIP largely follows the organization of the current FY24 – FY27 TIP. Projects are assigned a Universal Project Code (UPC) from VDOT to track a project from start to finish, if a project is a non-federal highway project or transit project a STIP code is developed to be used in place of the UPC. Projects in the TIP are either listed



individually in the “Ungrouped Projects” section or they remain grouped together in the “Grouped Projects” section. Within the “Ungrouped Projects” category the projects are organized by their project road systems, *‘Interstate’, ‘Primary’, ‘Secondary’, ‘Urban’, ‘Miscellaneous’,* or *‘Public Transportation.’* Projects in the “Grouped Projects” section are organized by project group categories including, *‘Bridge Rehabilitation, Replacement, and Reconstruction,’ ‘Rail,’ ‘Recreational Trails,’ ‘Transportation Enhancement, Byway, and Other Non-Traditional Projects,’ ‘Preventative Maintenance and System Preservation,’ ‘Preventative Maintenance for Bridges,’ ‘Traffic and Safety Operations,’ ‘Transit Access,’ ‘Transit Ridesharing,’* and *‘Transit Vehicles.’*

In addition to the existing [FY 24-FY27 TIP website](#) a [TIP engagement website](#) has been developed for the FY27-FY30 TIP update. The website provides a dedicated place where the public can interact with and react to the TIP. This approach was chosen to increase ease-of-use for partner agencies and members of the public, and to better facilitate public review of any subsequent amendments.

PUBLIC PARTICIPATION: The RRTPO conducted a public comment period for the FY27-30 TIP from March 12 through April 13, 2026. The comment period was advertised in the Richmond Free Press and Richmond Times Dispatch during the weeks of 3/12 and 4/13.

PlanRVA’s Pathways to the Future Regional Symposium: Housing and Transportation Futures was held on March 13th, 2026, at the Richmond Times Dispatch office in Hanover and provided opportunity for the public to view and ask questions of the updated TIP. The draft TIP was also posted on the new [TIP Engagement website](#) as were additional web-based resources for viewing and searching projects.

As of March 23rd, 2026, there were a total of 50 unique visitors with three (3) comments received. Comments will be discussed on 4/14/2026 at the TAC meeting.

For more information, please contact Kerry Wagenhauser at KWagenhaser@planrva.org or +1 804-924-9616

Attachment

- A. [FY27-30 Finalized TIP Draft](#)
- B. [Copy of comments](#)



**ACTION ITEM**

April 14, 2026

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

As part of developing the FY27–30 TIP, the Richmond-Petersburg area must demonstrate conformity with the Clean Air Act. Although the region currently meets all emissions standards, it was previously classified as a nonattainment and later maintenance area for the 1997 8-hour ozone standard. A 2018 court decision requires continued conformity determinations for such areas, even if they meet newer standards. The analysis includes projects within the former maintenance area from the ConnectRVA 2045 plan and the draft FY27-30 TIP, as approved by the policy board on March 5th, 2026. Following interagency consultation, a draft report was reviewed and advanced, with a public comment period initiated on March 10th, 2026 after TAC approval.

RECOMMENDED ACTION: Review the draft Regional Conformity Assessment and provide a recommendation of approval to the RRTPO policy board.

DISCUSSION: As part of the FY27-30 TIP development, the Richmond-Petersburg Area is required to demonstrate conformity under the Clean Air Act (CAA). While in attainment for all current emissions standards, the region was a nonattainment area, and later a maintenance area, for the 1997 8-hour ozone standard. In 2018, the D.C. Circuit Court issued a decision in South Coast Air Quality Management District v. EPA which requires all nonattainment or maintenance areas under the 1997 standards to demonstrate conformity for the LRTP and the TIP, even when in attainment under the more stringent 2015 standards. The constrained list of projects in the ConnectRVA 2045 plan along with the ungrouped projects in the draft FY27-30 TIP that are located within the former 8-hour ozone maintenance area constitute the RRTPO set of projects for this analysis. The policy board acted at the March 5th, 2026, meeting to approve this project list.

The interagency consultation meeting took place before the March 10, 2026, TAC meeting. At this meeting, a draft conformity report was reviewed and advanced to the TAC. TAC approved opening a public comment period on the draft report as detailed below.

PUBLIC PARTICIPATION: The RRTPO conducted a public comment period for the FY27-30 TIP from March 12 through April 13, 2026. PlanRVA's Pathways to the Future Regional Symposium: Housing and Transportation Futures was held on March



13th, 2026, at the Richmond Times Dispatch office in Hanover and provided opportunity for the public to view and ask questions of the updated TIP. The draft TIP was also posted on the new [TIP Engagement website](#) as were additional web-based resources for viewing and searching projects.

As of March 23rd, 2026, there were a total of 57 unique visitors with three (3) comments received. Comments will be addressed at the 4/14/2026 TAC meeting.

For more information, please contact Kerry Wagenhauser at KWagenhaser@planrva.org or +1 804-924-9616

Attachment

- A. [Draft Regional Conformity Assessment](#)



**ACTION ITEM**

April 14, 2026

TO Technical Advisory Committee**SUBJECT** FY27 – FY32 Flexible Regional Funding**BRIEF:**

The committee is asked to endorse the results of RRTPO's FY27 funding solicitation and scoring process for regional transportation projects and studies using federal RSTP, CMAQ, and CRP funds. For this cycle, RRTPO received 22 new project applications and 6 existing project applications, all evaluated under the updated project selection and allocation guidelines adopted by the Policy Board in August 2025. Projects were scored and ranked using a transparent, performance-based framework that prioritizes safety, equity, accessibility, mobility, economic development, environmental outcomes, alignment with the Long-Range Transportation Plan, cost-effectiveness, and project readiness. Projects recommended for funding will be incorporated into the Six-Year Improvement Program (SYIP) for adoption by the Commonwealth Transportation Board and included in the Transportation Improvement Program (TIP), enabling obligation of federal funds. Detailed project scores and rankings are documented in Appendix A (New Projects).

RECOMMENDED ACTION:

Staff recommends that TAC approves the draft scorecard rankings that will determine and influence the allocation plan. TAC should review and recommend the approval of funding for the following projects.

Project Name	Funding Source	Request	Locality	Leverage	UPC
E. Parham Road Improvements - I-95 to Cleveland St	RSTP	\$ 1,435,000.00	Henrico	No	128638
W Broad St and Parham Rd Improvements	RSTP	\$ 1,428,000.00	Henrico	Yes	70721



Williamsburg Rd Improvements - Randall Ave to Charles City Rd	RSTP/CRP	\$ 1,488,000.00	Henrico	Yes	70721/T27907
288 NB Auxiliary Lane North-South BRT	RSTP	\$ 2,853,900.00	Goochland	Yes	70721
Pedestrian Connection - Carnation Street	CMAQ	\$ 1,497,493.00	Richmond	No	70719
GRTC North-South Bus Rapid Transit	RSTP	\$ 14,652,000.00	GRTC	No	70721
Nine Mile Rd Improvements - Gordon Ln to Dabbs House Rd	RSTP	\$ 2,258,750.00	Henrico	Yes	70721
North-South BRT Pedestrian Connection - Giant Drive	CMAQ	\$ 2,851,991.00	Richmond	Yes	70719
1C Traffic Signal Optimization with Transit Signal Priority and Emergency Vehicle Preemption	CRP	\$ 4,473,000.00	Richmond	No	T27907
Expansion 2B Richmond Smart City Communication Network Upgrades	RSTP	\$ 9,236,500.00	Richmond	No	70721



DISCUSSION:

The Richmond Regional Transportation Planning Organization (RRTPO) is responsible for selecting and prioritizing transportation projects that advance regional mobility, safety, equity, and environmental goals. During the current funding cycle, RRTPO received 22 new project applications requesting federal funding through the Regional Surface Transportation Program (RSTP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and the Carbon Reduction Program (CRP). RSTP projects are evaluated based on regional needs, safety, mobility, and cost-effectiveness and do not require documented emissions or air-quality benefits. In addition to these requirements, CMAQ projects must clearly demonstrate emission or congestion reductions, while CRP projects must quantify long-term carbon-reduction benefits targeting greenhouse gas emissions rather than criteria pollutants.

In August 2025, the Policy Board adopted [updated project selection and allocation guidelines](#), which were applied to this evaluation cycle to ensure consistency, transparency, and alignment with regional priorities. Projects were scored and ranked using these guidelines, and those recommended for funding will be incorporated into the Six-Year Improvement Program (SYIP) for consideration by the Commonwealth Transportation Board and included in the Transportation Improvement Program (TIP), enabling the obligation of federal funds. Detailed project scores and rankings are provided in Appendix A (New Projects). RRTPO evaluates project applications using a weighted scoring framework across five policy goals: Safety, Equity & Accessibility, Mobility, Economic Development, and Environment & Land Use.

BUDGET SUMMARY: Prior to this meeting, the RRTPO received updated program budgets including information. The table below shows the available funding by program for the next six (6) years.

Fund	Previous	FY27	FY28	FY29	FY30	FY31	FY32	FY27-FY32
CMAQ	\$ 4,877,164	\$ -	\$ 991,968	\$ 1,746,569	\$ 3,032,147	\$ 9,085,651	\$ 9,840,189	\$ 24,696,524
CRP	\$ 470,062	\$ 229,959	\$ 234,558	\$ 548,294	\$ 2,440,341	\$ 2,489,148	\$ 2,618,581	\$ 8,560,881
STBG	\$ 12,673,141	\$ 2,154,056	\$ 459,187	\$ 2,114,049	\$ 8,710,510	\$ 25,170,843	\$ 26,097,086	\$ 64,705,731

NEW PROJECT PRIORITIZATION: All the new project applications were screened by staff for eligibility and consistency with regional planning. The performance



measures and weights are summarized below:

Goal	Goal Weight	Measure	Measure Weight
Safety	25%	Crash Frequency	17.5%
		Crash Rate	7.5%
Mobility	15%	Person Throughput	7.5%
		Person Hours of Delay	7.5%
Equity & Accessibility	25%	Access to Jobs	7.5%
		Access to Jobs (EJ)	5%
		Access to Destinations	7.5%
		Access to Destination (EJ)	5%
Economic Development	15%	Job Growth	7.5%
		Truck Intensive Areas	3.75%
		Truck Throughput	3.75%
Environment & Land Use	20%	Sensitive Features (Environment & Cultural)	5%
		Air Pollution (NOx, VOC)	5%
		VMT/capita Reduction	5%
		Activity Centers	5%

Studies are scored separately in the STBG program as the purpose is to define and refine the projects for development and/or submission for competitive funding. Study scoring is summarized below:

Criteria	L RTP Goal	Possible Points
Is the study necessary to advance a project, recommendation, or policy in the Long-Range Transportation Plan?	--	40
Do the Study Goals Address the Following?	--	--
Safety and Crash Reduction	Safety	15
Multimodal Transportation and Mode Choice	Accessibility	7.5
Access for Communities of Concern	Accessibility	7.5
Connections to and within Regional Activity Centers	Environment /Land Use	6
Resiliency and Protection of the Natural Environment	Environment /Land Use	6
Regional Economic Growth and Development	Economic Development	9



Congestion Management and Mobility	Mobility	9
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ALLOCATION APPROACH: Consistent with the Regional Funding Framework, allocations were prioritized in the following order:

1. Unallocated balance to balance entry (UPC 70721/70719/-27907)
2. RideFinders FY27 award (\$500,000)
3. Additional funding for existing projects in FY27 – FY32
4. Next phase/balance of existing projects in FY32
5. New projects in order of priority by cost/benefit ranking with bonus points included

In cases where funding needs in a specific year exceeded the available funding, staff prioritized projects later in the development process (e.g., CN > RW > PE). Alternately, the draft allocations also generally frontload project funding to ensure federal reimbursement will be available when required by the project schedule.

For more information, please contact Kerry Wagenhauser at KWagenhaser@planrva.org or +1 804-924-9616

Attachments:

- A. [New Project Ranking Summary](#)



**ACTION ITEM**

April 14, 2026

TO Technical Advisory Committee**SUBJECT** Additional Project Request**BRIEF:**

Bids for UPC 113846 (Early Settlers SW – Robious Road to Hospital/Park) exceeded expectations due primarily to rising market costs for pedestrian signal retrofits, enhanced maintenance of traffic requirements on a high-speed, high-volume corridor, and longer lead times for traffic signal and lighting poles. After a contractor error required the project to be readvertised, the second solicitation resulted in a low bid of approximately \$1.2 million (about \$825 per linear foot), which is 21% above the engineer's estimate and 17% higher than the original low bid. The project area is identified in VDOT's Pedestrian and Bicycle Safety Action Plan as a statewide top 5% corridor for vulnerable users, and a hit-and-run pedestrian crash occurred there in 2020 following TPO funding. To move forward with awarding the project, Chesterfield County is requesting an additional \$583,801 in RRTPO funding.

RECOMMENDED ACTION:

Staff recommends that TAC approve the addition of UPC 113846 Early Settlers SW (Robious Rd - Hospital/Park) to the Existing Projects list for the Flexible Regional Funding Allocation.

Discussion:

Bids for UPC 113846 (Early Settlers SW – Robious Road to Hospital/Park) came in higher than anticipated, reflecting broader market conditions affecting construction costs. The primary driver of the increase is the rising cost of pedestrian signal retrofits, which have been trending well above engineer estimates for smaller pedestrian-focused projects due to current market forces. These increases have made it challenging for bids to align with earlier cost assumptions.

Additional cost pressures are tied to project-specific conditions along Robious Road. Enhanced maintenance of traffic (MOT) requirements are necessary given the corridor's high speeds and traffic volumes, adding complexity and expense to construction. Longer lead times and increased costs for traffic signal and lighting poles have further contributed to higher bids.

Complicating the process, the project was readvertised after an error was identified in the original low bid submission. As a result, the second solicitation produced a low



bid of approximately \$1.2 million, or about \$825 per linear foot. This amount is 21 percent higher than the engineer's estimate and 17 percent higher than the original low bid, which itself was only seven percent above the estimate at the time of the first advertisement.

Despite these challenges, the project remains a critical safety investment. This segment of Robious Road is identified in VDOT's Pedestrian and Bicycle Safety Action Plan as a statewide top five percent corridor for vulnerable users, and a hit-and-run pedestrian crash occurred in the project area in 2020 following TPO funding. To move forward with awarding the project and addressing these safety needs, Chesterfield County is requesting an additional \$583,801 in funding from the RRTPO.

113846	Total	MPO	MPO Percent
Current	\$ 1,270,000.00	\$ 1,020,000.00	80%
Request	\$ 1,753,801.00	\$ 1,603,801.00	91%
Change	\$ 483,801.00	\$ 583,801.00	11%

Please note that a waiver is not required as the funding does not require one.

For more information, please contact Kerry Wagenhauser at Kwagenhauser@planrva.org or 804-924-9616 /151

**ACTION ITEM**

April 14, 2026

TO Technical Advisory Committee**SUBJECT** RRTPO Self-Certification

BRIEF: As part of the FY27 – FY30 TIP development, the Richmond Regional Transportation Planning Organization (RRTPO) is required to prepare and submit certification that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements around metropolitan planning, air quality conformity, and non-discrimination. This self-certification is signed by the state and RRTPO and submitted along with the TIP to FHWA and FTA as part of the overall Statewide Transportation Improvement Program submittal

RECOMMENDED ACTION: TAC should review the self-certification analysis and recommend approval of a resolution of self-certification

DISCUSSION: When adopting a new TIP, the RRTPO is required to certify that it is conducting planning activities in accordance with the requirements for metropolitan planning as well as various non-discrimination authorities. This self-certification is in addition to the review by FHWA and FTA every four (4) years to certify the planning program. In particular, the MPO is required under 23 CFR § 450.336 to certify that the program meets the following laws and regulations:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450.336;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;



6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

ANALYSIS: Following the example of Hampton Roads, staff have prepared a questionnaire to demonstrate compliance with the above-listed requirements. This analysis can be found in Attachment A to this staff report. The link to the most [federal certification review completed in 2022](#) is also available. The report for 2026 is still pending at the time of this report, however the MPO has received notice that the program has been recertified.

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

Attachment

- A. [Self-Certification Analysis](#)



**ACTION ITEM**

April 14, 2026

TO Technical Advisory Committee**SUBJECT** FY27 Unified Planning Work Program (UPWP)

BRIEF: Staff have developed a draft Unified Planning Work Program (UPWP) for Fiscal Year 2027. Based on the direction of the Executive Committee, the draft UPWP continues many of the region's work efforts to broaden public involvement in planning for a multimodal future. The attached draft includes a breakdown of ongoing activities and discrete deliverables with expected completion dates by task as well as a budget which summarizes the federal, state, and local contributions to each task.

RECOMMENDED ACTION: The Technical Advisory Committee (TAC) should review and recommend approval of the draft FY27 Unified Planning Work Program (UPWP).

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 upcoming 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% from local (member dues and other non-federal PlanRVA revenues) 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. At the time of this report, the available 5303 funding for FY27 has not been provided; the draft UPWP includes a conservative assumption of level 5303 funding from FY26 and no carryover funds at this time.



Major priorities for this UPWP were discussed with the Executive Committee at the March meeting. The following regional priority areas were identified and have shaped the development of the FY27 UPWP:

- **Core Plans** – Fiscal year 2027 will see the completion and culmination of the core plan convergence from FY26. Pathways to the Future: Transportation 2050 will undergo final write up, conformity analysis, and public review with adoption targeted for September 2026. The FY27 – FY30 TIP, planned to be adopted in April 2026, will go into effect in October with rollover amendments from the current TIP processed soon after.
- **Prioritizing Safety** - This effort will continue efforts to identify the regional role in reducing the fatalities and serious injuries on our roadways. The updated regional transportation safety plan will inform selection and study of priority high-injury network corridors in the region. In addition, PlanRVA continues to seek funding to implement a coordinated regional messaging campaign, building on existing locality and statewide efforts.
- **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 completion of the proposed alignment for the western spine of the regional bike network (Three Notched Trail). The intermodal strategy (freight plan) will also be revisited with an update scoped and some additional data collection and analysis completed this fiscal year. Finally, the RRTPO will coordinate with GRTC in a major update to the Regional Public Transportation Plan (RPTP) over the course of this fiscal year to support the mandated CVTA process.
- **2026 Federal Certification** – Large MPOs like the RRTPO are reviewed every four (4) years by FHWA and FTA to ensure compliance with federal planning requirements. As of early March, the RRTPO has been certified with the report summarizing the findings, recommendations, and commendations pending. The RRTPO will prioritize addressing the findings of the certification report in this upcoming fiscal year to ensure any federal concerns are addressed before the next review in 2030.

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



Attachment

- A. Draft FY27 Unified Planning Work Program (UPWP)



**ACTION ITEM**

April 14, 2026

TO Technical Advisory Committee

SUBJECT FY27 Regional Public Transportation Plan

BRIEF:

The enabling legislation for the Central Virginia Transportation Authority (CVTA) 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. The legislation further requires GRTC to develop a strategic plan for public transportation within the PlanRVA footprint in coordination with the Richmond Regional Transportation Planning Organization (RRTPO). Annually, GRTC submits a proposed list of investments to CVTA consistent with this strategic plan. RRTPO is requested to endorse the annual investments as being consistent with the strategic plan and regional planning.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should review and recommend approval of a resolution to endorse the proposed GRTC annual CVTA investment plan. The draft language for the resolution is included in Attachment A for reference.

DISCUSSION:

Code of Virginia § 33.2-3701. establishes the Central Virginia Transportation Fund and lays out the following requirements for GRTC to make use of the funds:

“The GRTC shall create a separate, special fund in which all revenues received pursuant to subdivision D 2 shall be deposited. **The GRTC shall develop a plan for regional public transportation within Planning District 15 in collaboration with the Richmond Regional Transportation Planning Organization in conformance with the guidelines required by § 33.2-286.** The GRTC shall annually provide to the Authority sufficient documentation, as required by the Authority, showing that the revenues distributed under subdivision D 2 were applied in accordance with Authority approval and the guidelines required by § 33.2-286.” [emphasis added]



In developing this annual plan for using CVTA funds, GRTC consults with the RRTPO technical advisory committee (TAC) to ensure consistency across regional planning efforts. The RRTPO policy board is then requested to endorse GRTC's planned CVTA investments as consistent with regional planning efforts.

In addition to the current fiscal year, GRTC has kicked off a more comprehensive review of the regional public transportation plan for FY28. Additional workshops and coordination with the RRTPO, CVTA, and local governments are planned over the coming months.

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

Attachment

- A. [Draft Resolution of Endorsement](#)
- B. [GRTC Summary of Proposed Investments \[to be provided when available\]](#)

