



Photo: Rt. 288 from River Road,  
Goochland County



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## 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, May 12, 2026 - 9:15 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. Open Public Comment Period**

*(Chair Adams /5 minutes)*

**5. Consent Agenda**

a. **Approval of April 14, 2026, TAC Meeting Minutes** – page 4  
**Consent Requested: approval of minutes as presented.**

b. **FY24 – FY27 Transportation Improvement Program (TIP) Amendment -GRTC Request – Existing Projects** – page 13  
**Consent Requested: approval of the amendment as presented.**

**6. TAC Chair's Report**

*(Chair Adams /10 minutes)*

**7. 2050 LRTP & FY27- FY30 TIP Regional Conformity Assessment** – page 18

*(Dorian Allen/5 minutes)*

**Action Item (voice vote) – Approval of the draft conformity assessment for the 2050 LRTP and FY27 – FY30 TIP for public review**

**8. FY24 – FY27 Transportation Improvement Program (TIP) Amendment -VDOT Request – #ITTF23 - 288 NB HARD SHOULDER RUNNING (HSR) – ROADWAY (UPC T31811)** – page 20

*(Will Heller/5 minutes)*

**Action Item (voice vote) – Recommend approval of the TIP amendment to split an existing project as requested by VDOT**

9. **FY27 – FY32 Flexible Regional Funding – Western BRT Extension Project** – page 24  
*(Myles Busching/10 minutes)*  
**Action Item (voice vote) – Review and make a recommendation on the use of surplus funds to partially fund the Western BRT Extension project request**
  
10. **Draft Regional Safety Plan**  
*(Myles Busching/10 minutes)*  
**Information Item**
  
11. **FY28 Regional Public Transportation Plan**  
*(GRTC/25 minutes)*  
**Information Item**
  
12. **Transportation Agency Updates**  
*(10 minutes)*
  - a. **DRPT** – Hudson
  - b. **GRTC** – Robinson
  - c. **RideFinders** – O’Keeffe
  - d. **VDOT** – Siodmok
  
13. **[PlanRVA Newsletter: The Better Together Connector \(linked\)](#)**  
**Information item.**
  
14. **TAC Member Comments**  
*(Chair Adams /5 minutes)*
  
15. **Next Meeting:** Tuesday, June 9, 2026, at **9:00 a.m.**  
*(Chair Adams)*
  
16. **Adjournment**  
*(Chair Adams)*

**Richmond Regional Transportation Planning Organization  
Technical Advisory Committee  
Meeting Minutes  
Tuesday, April 14, 2026 - 9:00 a.m.  
Zoom Meeting**

**Members and Alternates (Present – X):**

**16 votes / 9 for quorum**

<b>Town of Ashland</b>		<b>Henrico County</b>		<b>DRPT</b>	
Beth Mertz-Guinn	X	Sharon Smidler	X	Wood Hudson	X
<b>Charles City County</b>		Ashley Austin	X	Tiffany T. Dubinsky (A)	
Sheri Adams, Chair	X	<b>New Kent County</b>		<b>GRTC</b>	
<b>Chesterfield County</b>		Amy Inman	X	Patricia Robinson	X
J.J. Banuelos	X	<b>Powhatan County</b>		Corey Robinson (A)	X
Barbara K. Smith (A)		Ligon Webb	X	<b>RMTA</b>	
<b>Goochland County</b>		<b>City of Richmond</b>		Theresa Simmons	
Austin Goyne (Vice Chair)		Daniel Wagner	X	<b>RideFinders</b>	
Patrick Longerbeam (A)	X	Andy Boenau (A)		John O’Keeffe	X
<b>Hanover County</b>		<b>CRAC (Capt. Reg. Arprt Co)</b>		<b>VDOT</b>	
Joseph E. Vidunas	X	John B. Rutledge		Naomi Siodmok	X
Randy Hardman (A)		<b>CVTA</b>		Todd Scheid (A)	X
		Chet Parsons	X	<b>Virginia Port Authority</b>	
		Mo Nyamweya	X	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 9:00 a.m. by Chair Adams. 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 March 10, 2026, minutes. On a motion by Joe Vidunas, seconded by Sharon Smidler, all voted unanimously to approve the minutes.

There was no public commentary, but Chair Adams did let the TAC know that there was a bylaws update, which added the Central Virginia Transportation Authority and The Port of Virginia to the TAC.

Chair Adams transitioned to the program updates and welcomed Will Heller, PlanRVA to present.

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

Will Heller presented the FY24 – FY27 Transportation Improvement Program (TIP) Amendment – DRPT Request (PCSS002, GRTC060, LGS001, LGS002, HCS0002, CCSB002, CCH0003, SPAN001, SPAN002) , sharing that the nine proposed transit projects are exempt from air quality conformity requirements because they fall within eligible mass transit categories, including operating assistance, replacement vehicles, and minor expansions. He explained that the projects are funded through a combination of local, state, and federal Section 5310 funds, with the exception of GRTC 060, which also includes some Section 5307 funding. Heller noted that Section 5310 supports local transit agencies, governments, and nonprofit organizations in meeting the transportation needs of seniors and individuals with disabilities, while Section 5307 provides transit capital, operating, and planning assistance in urbanized areas. He said the projects fall into four eligible use categories: operating assistance, vehicle acquisition, mobility management, and capital costs of contracting. He added that Let's Go Services and The SPAN Center received 5310 funding for operating assistance; Chesterfield Community Services Board and Let's Go Services Inc. received funding for new ADA-accessible vehicles for paratransit service; Chesterfield County, Powhatan County Department of Social Services, and Hanover County DASH are using funding for contracted service costs; and GRTC and The SPAN Center are using funding for mobility management activities. Heller also noted that all nine projects are supported by at least 88 percent state and federal funding, with most receiving 90 percent or more, and he concluded by requesting that the TAC recommend approval of the proposed TIP amendments as requested by DRPT. On a motion by Naomi Siodmok, seconded by Wood Hudson, all TAC members voted in favour and the motion carried.

Ashley Austin joined the meeting at approximately 9:08 a.m.

### **FY24 – FY27 Transportation Improvement Program (TIP) Amendment – VDOT Request (UPC 50529)**

Will then presented on the FY24 – FY27 Transportation Improvement Program (TIP) Amendment – VDOT Request (UPC 50529). He stated that VDOT is requesting a TIP amendment to update funding for the existing Three Chopt Road widening project. He explained that the project, UPC 50529, is part of a larger series of improvements along Three Chopt Road and that this segment will widen the roadway between Cox Road and

Gaskins Road to a four-lane divided road. He noted that the project also includes pedestrian improvements through the addition of new sidewalks, intersection improvements at Gaskins Road and Three Chopt Road, and set-asides for curb, gutter, and drainage improvements. Mr. Heller added that because the project has already been approved and is included in the regional conformity assessment, no new conformity assessment is required. He concluded by stating that staff is requesting the TAC to recommend approval of the proposed TIP amendment as requested by VDOT. On a motion by Sharon Smidler, seconded by Joe Vidunas, all voted in favour to approve the TIP Amendment.

Corey Robinson joined the meeting at approximately 9:11 a.m.

### **FY27 – FY30 Transportation Improvement Program (TIP)**

Chair Adams then moved on to the next agenda item, the FY27 – FY30 Transportation Improvement Program (TIP). Kerry Wagenhauser presented, and she explained that the FY 2027–FY 2030 Transportation Improvement Program (TIP) is a federally required four-year document listing transportation projects seeking federal funding in the region. She said the TIP is coordinated with the long-range transportation plan and the statewide TIP and was developed in partnership with state, regional, and local agencies, including VDOT, DRPT, GRTC, and regional human service providers. Wagenhauser noted that the draft TIP was released for public comment on March 12, 2026, and that the comment period ran through April 13, 2026, with outreach including regional newspaper notices, online access through a searchable engagement website, and in-person opportunities at Pathways to the Future Regional Symposium events. She stated that the TIP includes both grouped and ungrouped projects and uses UPC and STIP codes to track projects from planning through implementation. She also summarized public feedback, noting strong support for transit and active transportation investments such as GRTC projects, Pulse expansions, and rail, trail, and sidewalk improvements, particularly where they improve safety, expand mobility options, and reduce dependence on single-occupancy vehicles. At the same time, she said commenters expressed significant concern about continued highway expansions, especially in growth areas like Short Pump, citing induced demand, sprawl, high costs, and long-term maintenance burdens. Ms. Wagenhauser concluded by stating that staff is asking the TAC to review the draft FY 2027–FY 2030 TIP and recommend its approval to the RRTPO Policy Board. Sharon Smidler made a motion that was seconded by Patrick Longerbeam, and all voted in favor to approve the TIP.

### **Regional Conformity Assessment Report**

Kerry Wagenhauser then presented on the Regional Conformity Assessment Report. She stated that the projects included in the analysis make up the RTP project set used for the air quality conformity review and noted that the Policy Board formally approved that project list on March 5, 2026. She explained that, while many public comments agreed with the air quality findings, commenters expressed frustration that the report emphasizes minimum regulatory compliance rather than more meaningful emissions reductions. She added that commenters called for stronger regional leadership, clearer project-level accountability, and greater consideration of equity and community health impacts. Wagenhauser concluded by saying that staff is asking the TAC to review the analysis and recommend its approval to the Policy Board.

Naomi Siodmok of VDOT acknowledged the public comments on both the air quality analysis and the TIP, stating that they raise important considerations for future planning. She noted that many of the projects currently in the TIP are already underway and ready to proceed, leaving limited opportunity for changes at this stage. However, she said VDOT would take the feedback into account moving forward, particularly in considering more transit, alternative transportation, and other mobility options in future planning efforts. She then made a motion to approve, and it was seconded by JJ Banuelos. All voted in favour and the motion carried.

### **FY27 – FY32 Flexible Regional Funding**

Kerry presented her third presentation on FY27 – FY32 Flexible Regional Funding. She stated that it covered the draft FY 2027–FY 2030 allocations plan. Ms. Wagenhauser said the plan begins with previously approved RSTP and CMAQ commitments for projects in Chesterfield, Henrico, Richmond, and RideFinders that must be carried forward into the new allocation period, totaling just over \$10.7 million in RSTP commitments and about \$8.3 million in CMAQ commitments. She noted that these prior obligations reduce the amount available for new projects. After accounting for those commitments, she said approximately \$34.7 million in STBG funds, \$9.8 million in CMAQ funds, and just under \$6 million in CRP funds remain available for new allocations. Ms. Wagenhauser then stated that the draft list of new projects for FY 2027 through FY 2032 includes a mix of roadway improvements, transit investments, pedestrian connections, and system management projects across the region, with some projects leveraging local or partner funding and others relying fully on federal funds. She highlighted major proposed investments such as the GRTC North-South BRT and regional signal infrastructure upgrades. She concluded by noting that about \$70 million is available overall, roughly \$42.2 million is programmed for new projects, the plan remains fiscally constrained, and unallocated STBG funds are retained as a buffer, before requesting TAC approval of the draft FY 2027–FY 2030 allocations plan.

Following Kerry's presentation, TAC members discussed whether to move forward with the allocation plan as presented or defer part of it until additional information could be provided. Sharon Smidler said she supported the projects currently listed and was enthusiastic about them, but suggested deferring action on the portion still raising questions so members could make a more informed decision once more information was available, provided that doing so would still align with the SMART SCALE schedule. Naomi Siodmok of VDOT then confirmed that the relevant application deadline was in early August, and Chair Adams asked whether the schedule would allow the matter to come back in May. Myles Busching clarified that TAC could still keep the overall process on track by acting now on the projects currently before them so they could move into the Six-Year Improvement Program, while deferring only the additional funding component for the Western extension until May or June, which would still preserve flexibility for later Board action in July if needed. Based on that clarification, Naomi Siodmok moved to recommend approval of the FY 2027–2032 allocation plan as presented, with the Western extension to return to TAC in a future month for separate funding consideration. Sharon Smidler seconded the motion, and Chair Adams then called for the vote. All voted in favor on this motion.

Ashley Austin re-entered the meeting at 9:27 a.m.

### **FY27 – FY32 Flexible Regional Funding – Additional Request**

Sheri Adams noted that there was no opposition to the previous motion and stated that additional information would be prepared for the May meeting before moving the agenda to the next item, FY27 – FY32 Flexible Regional Funding – Additional Request. This was Ms. Wagenhauser's fourth presentation, regarding an off-cycle construction bid and additional project request from Chesterfield related to the FY 2027–FY 2032 allocation plan. She explained that the presentation updated the draft allocation plan to include an additional existing project from Chesterfield. She said the plan carries forward previously approved RSTP and CMAQ commitments across Chesterfield, Henrico, Richmond, and RideFinders, totaling just over \$11.7 million in RSTP commitments and about \$8.3 million in CMAQ commitments, with the Chesterfield addition bringing total existing project allocations to just under \$20 million. She noted that after accounting for these prior commitments, approximately \$35 million in STBG funds, about \$10 million in CMAQ funds, and just under \$6 million in CRP funds remain available. Ms. Wagenhauser emphasized that the added Chesterfield project would not affect funding for new projects but would instead reduce the amount of unallocated funding. She concluded by stating that staff was requesting TAC approval of the additional existing project within the draft FY 2027–FY 2032 allocations plan. On a motion by Daniel Wagner, seconded by Sharon Smidler, all voted to approve the recommendation.

### **RRTPO Self-Certification Resolution**

Chair Adams then gave the floor to Myles Busching, who presented on the recent RRTPO Self-Certification Resolution. Mr. Busching explained that each time the TIP is adopted, federal law also requires adoption of a self-certification resolution. He said this resolution allows the RRTPO to formally certify that it is meeting federal requirements related to metropolitan transportation planning, the Clean Air Act, and nondiscrimination authorities, including ADA and Older Americans Act-related obligations. He noted that, because the region is a large MPO serving more than 200,000 people, it is also subject to a federal compliance review every four years by the Federal Transit Administration and Federal Highway Administration. Busching stated that the MPO had recently completed that review, with the federal site visit occurring in February and the certification letter being received in early March. He explained that the agenda packet included a questionnaire outlining how the organization meets the applicable requirements, along with the federal certification letter, to demonstrate compliance. He concluded by stating that staff was asking TAC to support Policy Board approval of the self-certification resolution as the third and final component needed to adopt the TIP. Naomi Siodmok made the motion to approve, and it was seconded by Sharon Smidler. All voted in favour.

### **FY27 Unified Planning Work Program (UPWP)**

Myles Busching then presented on the FY27 Unified Planning Work Program (UPWP). He explained that the next portion of the work program focused on traditional transportation planning activities for the upcoming year. He said long-range planning efforts would center on completing the current LRTP, including finalizing the project set, completing air quality conformity, and moving the plan through adoption, while also beginning preliminary scoping and scheduling for the next five-year update. For transit and passenger rail, he noted that the main priority would be coordination with GRTC and TAC to improve regional public transportation planning and the CVTA funding process. Under active transportation, he said work would continue on the Three Notch'd/Western Spine Study and on updating the last-mile-to-transit sidewalk gap analysis using new VDOT data.

In freight and intermodal planning, Busching stated that staff would begin scoping an update to the regional intermodal study and continue data work to better understand freight generation and classifications in the region. He added that short-range planning would be a relatively light year for financial programming, focused mainly on existing project requests, TIP rollover amendments, and the annual obligation report, while safety work would include updating roadway safety targets and potentially conducting a road safety assessment on a high-injury network corridor in partnership with VDOT, localities, and advocates. He said system reliability work would involve updating four-year targets related to transportation demand management, maintenance, and congestion management. Busching also highlighted a separate but significant effort to substantially complete a prioritization process pilot funded through an outside grant, which is intended to improve project selection by incorporating life-cycle cost accounting, return on investment, and uncertainty and scenario planning.

He concluded by summarizing the overall budget as approximately \$3.9 million, with about one-third coming from that separate grant and about \$2.58 million coming from traditional MPO funding sources, and stated that staff was requesting TAC recommend approval of the work program so it could be advanced to the Policy Board and submitted to DRPT by the May 1 deadline.

Following the presentation, Naomi Siodmok of VDOT said the work program looked strong and thanked staff for incorporating feedback received so far from FHWA, particularly by adding more specificity on funding and timing. She suggested that, if time allowed before the deadline, staff should add target dates for the major accomplishments listed on pages 14 and 15 and also include any anticipated conference travel or similar expenses if known. Naomi also noted that additional details on costs by task or deliverable could be helpful, though she acknowledged it might be best to wait for more specific FHWA guidance on that point. After her comments, Chair Adams clarified with Mr. Busching that the requested action would include the separate grant-funded prioritization process pilot as part of the overall work program. He confirmed that the grant is under a separate agreement but is incorporated into the agency's overall MPO work. Chair Adams then summarized that the motion should be to approve the work program with comments to add dates to pages 14 and 15 and include any anticipated conferences, if applicable. Naomi Siodmok made the motion, and it was seconded by JJ Banuelos. All voted in favor and the motion carried.

Mo Nyamweya left the meeting at 10:05 a.m.

### **FY27 Regional Public Transportation Plan (GRTC)**

The next item on the agenda was the FY27 Regional Public Transportation Plan (GRTC). Patricia Robinson presented GRTC's request for FY 2027 CVTA transit funding, describing how the funding would support ongoing transit operations as well as major capital and organizational investments. She tied the request to GRTC's broader service delivery and long-range planning goals and highlighted a significant investment in an enterprise resource planning (ERP) system intended to modernize internal systems and strengthen operational and planning capacity.

During the discussion, Amy Inman thanked GRTC for its collaborative approach and said localities—especially rural jurisdictions—should stay closely engaged in GRTC's FY 2027–2032 long-range planning process as they consider the most effective transit service models for their communities. She noted that her locality plans to remain involved from a

regional standpoint while continuing to operate its own transit provider and newly launched microtransit service.

Chair Adams asked for clarification about the approximately \$11 million ERP item, specifically whether it was a one-time purchase or an ongoing expense. Adrienne Torres, GRTC, explained that the cost includes the cloud-based software, implementation support, and related services, making it a broader systems investment rather than simply a hardware purchase. Adams observed that the investment should support GRTC's future planning and operations. Following the discussion, Amy Inman moved to approve the FY 2027 CVTA transit funding for GRTC, Sharon Smidler seconded the motion. All voted in favor and the motion carried.

### **Regional Safety Plan Update**

The final presentation of the meeting was led by Dan Motta, who spoke about the Regional Safety Plan Update. He explained that the proposed street design manual is intended to complement—not replace—VDOT's road design manual by helping localities and designers apply proven safety treatments within existing state and local standards. He then outlined a series of implementation actions in the regional safety plan. These included a repeatable road safety assessment program that combines crash analysis with community-identified concerns; a regional quick-build library of proven, low-cost safety treatments such as high-visibility crosswalks, refuge islands, and flexible delineators; and quick-build implementation projects that would install those treatments on real corridors to generate before-and-after safety data and build support for larger capital improvements. He also described an effort to connect the plan to related work such as speed management, lighting, ADA transition planning, and post-crash care, as well as a publicly accessible safety dashboard to track fatal and serious injury trends, quick-build outcomes, and equity indicators so that progress remains visible and tied to regional programming.

Mr. Motta emphasized that these actions were directly shaped by public input. He said speed was the top concern raised by the community, so speed management should be central to both the design manual and quick-build toolbox. Concerns about unsafe walking and biking conditions reinforced the need to prioritize pedestrian and bicycle infrastructure in both safety assessments and quick-build projects. Feedback that even newly built infrastructure sometimes falls short supported the development of clearer design standards, while public demand for visible near-term changes informed the focus on quick-build implementation. He added that skepticism about whether anything would actually change led to the inclusion of the safety dashboard as a tool for public accountability. Looking ahead, Mr. Motta said the draft plan would go to TAC for review by the end of April, with staff specifically seeking input on the proposed safety actions and on the list of priority corridors so that the final plan reflects local context and practical implementation opportunities. He said the plan is expected to be completed in May, followed by Policy Board adoption.

Daniel Wager left the meeting at approximately 10:45 a.m.

There was no discussion following Dan Motta's presentation, so Chair Adams moved on to agency updates.

## **B. Transportation Agency Updates**

**DRPT:** Wood Hudson gave a brief update on several deadlines and program announcements. He reminded MPOs that 5303 applications are due to DRPT by May 1. He also announced the launch of a new Virginia Breeze route, the Tidewater Current, which is scheduled to begin service on May 20 and will connect Virginia Beach and Harrisonburg, with tickets available through DRPT and partner websites. Finally, he alerted members to a recently released USDOT Safe Streets and Roads for All (SS4A) notice of funding opportunity, noting that applications are due by May 26 and encouraging interested jurisdictions, especially those with prior or potential grant interest, to review the program information on USDOT's website.

**GRTC:** Corey Robinson gave a brief GRTC update on rider engagement and Transit Access Partnership outreach. He said GRTC has launched rider feedback surveys, including the American Bus Benchmarking Group customer satisfaction survey, which runs through May 10 and will help inform service planning and system improvements. He also said GRTC is continuing TAP-related community engagement through a six-year open-access celebration, Earth Day micro-fundraising efforts, and planning for Tap into Transit Day on July 14, which will feature artwork by local artist Silly Genius using archived system maps and posters. Robinson added that GRTC is also working with regional partners on long-term sustainable funding strategies for open-access transit.

**Ride Finders:** John O'Keeffe reported that RideFinders has remained active in community outreach and regional coordination. He said staff participated in several events, including the Radio One Family Expo at Chesterfield Town Center, GRTC's Bench Top Brewery TAP event, and the inaugural Richmond Tri-Cities socio-economic data development process meeting on March 23. He also noted that RideFinders is continuing to coordinate with GRTC's procurement department on the vanpool RFQ process.

O'Keeffe also provided an update on the Tri-Cities carpool and vanpool incentive program, which encourages commuters in the Tri-Cities area to shift from driving alone to shared rides. He explained that eligible commuters can earn up to \$150 by registering and logging trips through the ConnectingVA platform. Since the program launched on December 1, 59 participants have enrolled. In March, the program recorded 90 vanpool trips and 60 carpool trips, reduced vehicle miles traveled by roughly 1,209 miles through vanpooling and 7,900 miles through carpooling, and generated estimated commuter savings of more than \$5,700 for vanpooling and \$877 for carpooling. He added that two participants have already completed the program requirement of 30 round trips within 90 days.

Finally, O'Keeffe shared that RideFinders has three finalist entries in an upcoming Richmond Public Relations Society of America awards event and that staff recently participated in GRTC's volunteer time off program by partnering with Fit4Kids during Fruit and Veggie Week on March 26 to distribute produce to students at Miles Jones Elementary.

**VDOT:** Naomi Siodmok shared several agency updates for the committee. She noted that the Commonwealth Transportation Board discussed a number of important topics at its

March meeting, including VDOT's emergency response budget, which is projected to be overspent by about \$160 million due to snow operations, prompting the agency to look for cost-saving measures. She also highlighted the Board's discussion of SMART SCALE, including both its intended purpose and current concerns about how the program is operating, and suggested members review those materials.

Ms. Siodmok thanked local partners for their work on the latest SMART SCALE cycle and noted that the Richmond District received 82 of the 335 applications submitted statewide, about 24 percent of the total. She said VDOT had shared one-page updates with Myles Busching on SMART SCALE, the Fall Line Trail, and the Six-Year Improvement Program, encouraged members to participate in upcoming SYIP engagement sessions, and announced a local assistance training at the Richmond District Office on April 22 from 9:00 a.m. to noon on project management milestones and 60 percent plan review.

### **C. 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.

With no further comments from TAC members, Chair Adams adjourned at 11:02 a.m., noting that the next meeting is May 12<sup>th</sup>, but there will be an ICG meeting at 9am, so our meeting will begin at 9:15 a.m.

**ACTION ITEM**

May 12, 2026

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

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

**RECOMMENDED ACTION:**

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

**DISCUSSION:**

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

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

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

Project Overview:



The existing GRTC008 project provides for paratransit vehicles for GRTC’s CARE Paratransit service. GRTC CARE provides origin to destination services for eligible customers and operates within GRTC’s fixed route coverage area, extending up to ¾ mile from GRTC’s fixed route bus lines. The purchase and replacement of ADA accessible vehicles is crucial for maintaining consistent service throughout the GRTC CARE’s service area.

ConnectRVA 2045 Consistency:

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

Figure 1 below graphically shows the consistency review process.

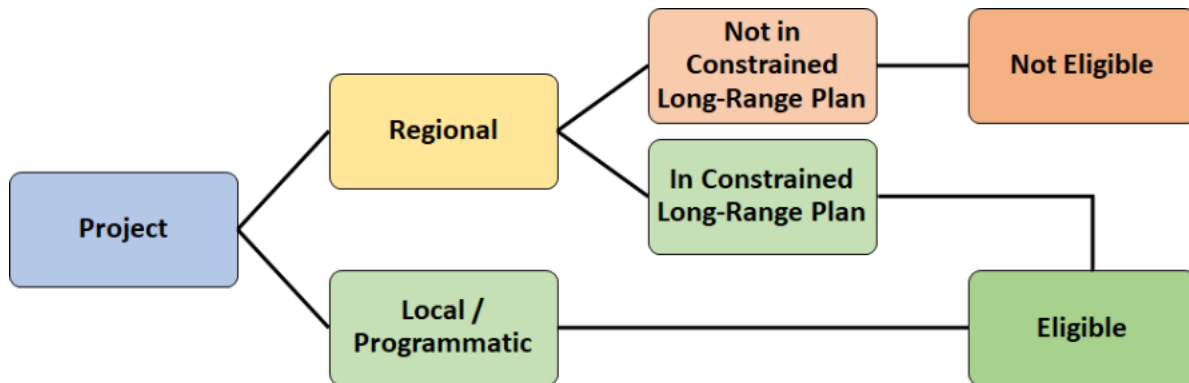


Figure 1: ConnectRVA 2045 Consistency Workflow

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity analysis under federal regulations prior to being added to the TIP. This project has been determined to be exempt from air quality conformity according to 40 CFR § 93.126, *Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions.*

Fiscal Constraint:



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

Federal Fund Source Description:

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

For more information, please contact Will Heller at [wheller@planrva.org](mailto:wheller@planrva.org) or 804-924-9618 Ext. 153

**Attachment**

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

**Attachment A – Draft TIP Block**

**GRTC008 – Paratransit Vehicle**

STIP ID	GRTC008	SCOPE	Transit	
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company	
PROJECT	Paratransit Vehicles		ADMIN BY	GRTC
MPO NOTES	<p>TIP AMD: Remove \$740,600 in FTA 5307, Add \$1,766,984 in FTA 5339, \$2,492,645 State, \$146,625 local in FY24. Update total from \$11.5M to \$15,165,654. Approved 11/2/23.</p> <p>TIP AMD: In FY25 the changes are as follows; in 5307 the funding increases from 998,200 to 2,128,000, the state funding increases from \$2,42,200 to \$5,168,000, to Local \$142,600 to \$304,000. In FY26 the changes are as follows; 5307 increased from \$483,200 to \$840,000, State increased from \$1,173,200 to \$2,040,000 and local increased from \$69,000 to \$120,000. In FY27 the changes are as follows; 5307 increased \$998,200 to \$ 717,000, State decreased \$2,424,200 to \$1,741,000 and local decreased to \$142,600 to \$102,000. The total increased from \$15,165,654 to \$19,470,000. Approved 10/31/24.</p> <p>TIP ADJ: Change federal funding source in FY 25 to \$786,000 in FTA 5307 and \$1,342,000 in FTA 5339. Approved 11/15/24.</p> <p>TIP ADJ: Add \$56 to FY25 FTA 5339 funding to reflect full funding amount. Approved 1/17/2025.</p> <p>TIP AMD: In FFY26 add \$1,490,000 to FTA 5339, add \$3,617,000 to State, and add \$212,000 to Local. In FFY27 add \$1,183,000 to FTA 5339, add \$2,873,000 to State, and add \$169,000 to Local. Pending Approval 6/11/26.</p>		TOTAL	\$28,698,000

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

**ACTION ITEM**

May 12, 2026

**TO** Technical Advisory Committee**SUBJECT** 2050 LRTP & FY27- FY30 TIP Regional Conformity Assessment**BRIEF:**

The Policy Board approved a consensus scenario for the 2050 LRTP at the April 23<sup>rd</sup> meeting. To demonstrate compliance with the Clean Air Act, VDOT is hosting an interagency coordination group meeting immediately before the TAC meeting. The TAC has been authorized to review the draft conformity report and approve it for public review. The public review will be held from May 15<sup>th</sup> to June 14<sup>th</sup>. This schedule will allow adequate time for federal review and approval prior to the adoption of the new LRTP in September.

**RECOMMENDED ACTION:**

The Technical Advisory Committee (TAC) should review the draft regional conformity assessment and authorize staff to open a 30-day public comment period from May 15, 2026, to June 14, 2026.

**DISCUSSION:**

As part of the FY27 – FY30 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 approved constrained list of projects in the Pathways to the Future: Transportation 2050 plan along with the ungrouped projects in the adopted FY27-30 TIP that are located within the former 8-hour ozone maintenance area will constitute the RRTPO set of projects for this analysis. The Policy Board acted at the April 23, 2026 meeting to approve this project list.



The interagency consultation meeting is scheduled to take place the morning of May 12, 2026, prior to the TAC meeting. At this meeting, a draft conformity report will be reviewed and advanced to the TAC.

For more information, please contact Dorian Allen at [dallen@planrva.org](mailto:dallen@planrva.org) or 804-924-9614.

### **Attachments**

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



**ACTION ITEM**

May 12, 2026

**TO** Technical Advisory Committee**SUBJECT** FY24 – FY27 Transportation Improvement Program (TIP) -  
TIP Amendment Virginia Dept. Of Transportation (T31811)**BRIEF:**

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

**RECOMMENDED ACTION:**

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

**DISCUSSION:**

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

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

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



Project Overview:

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

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

ConnectRVA 2045 Consistency:

ConnectRVA 2045 establishes categories of projects which are regional in nature and must be included in the constrained long-range plan (CLRP) prior to the inclusion in the TIP. Conversely, other project types are considered either local or programmatic in nature and can advance without being specifically listed. The project types under each category can be reviewed in Chapter 5 of ConnectRVA 2045. This project is considered regional in nature and is included in the constrained long-range plan under project ID FH-160.

Figure 1 below graphically shows the consistency review process.

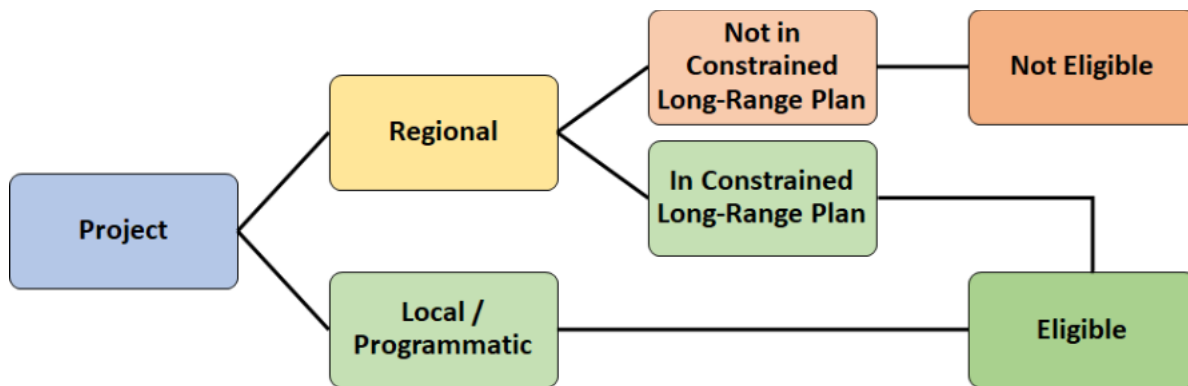


Figure 1: ConnectRVA 2045 Consistency Workflow

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity



analysis under federal regulations prior to being added to the TIP. This project falls outside of the Air Quality Conformity Demonstration area.

Fiscal Constraint:

The funding changes are as follows: Move funding from parent UPC 122147 to child UPC T31811 adding \$14,011,121 (AC-Other) to FFY26 CN-AC Phase.

Federal Fund Source Description:

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

For more information, please contact Will Heller at [wheller@planrva.org](mailto:wheller@planrva.org) or 804-924-9618 Ext. 153.

**Attachment**

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

**Attachment A – Draft TIP Block**

**T31811 – #ITTF23 – 288 NB Hard Shoulder Running**

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

**ACTION ITEM**

May 12, 2026

**TO**

Technical Advisory Committee

**SUBJECT**

Flexible Regional Funding – Western BRT Extension

**BRIEF:**

At the April meeting of the Technical Advisory Committee (TAC), the committee requested to revisit the Western Pulse Extension project at the next meeting as a potential project to receive partial funding. Staff have identified a path to funding approximately \$13M of the \$16.9M request.

**RECOMMENDED ACTION:**

The Technical Advisory Committee (TAC) should review and provide a recommendation on partial funding (\$13M / \$16.9M) for the Western Pulse Extension project as an addition to the FY27 – FY32 funding program.

**DISCUSSION:**

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

The RRTPO adopted the latest revisions to the [Regional Project Selection and Allocation Framework](#) in August of 2025. This framework, as amended, establishes a single prioritization process for flexible regional funding for projects requesting RRTPO administered funds. This process establishes a four-step process for project submission, screening, scoring, and funding. As discussed at the April meeting, the funding is awarded to existing projects with requests to cover cost increases or deficits first and then to new projects. The Western Pulse Extension project was the next highest scoring project which was not funded as the requests (~\$16M) exceeded the estimate of funding available (~\$9M).

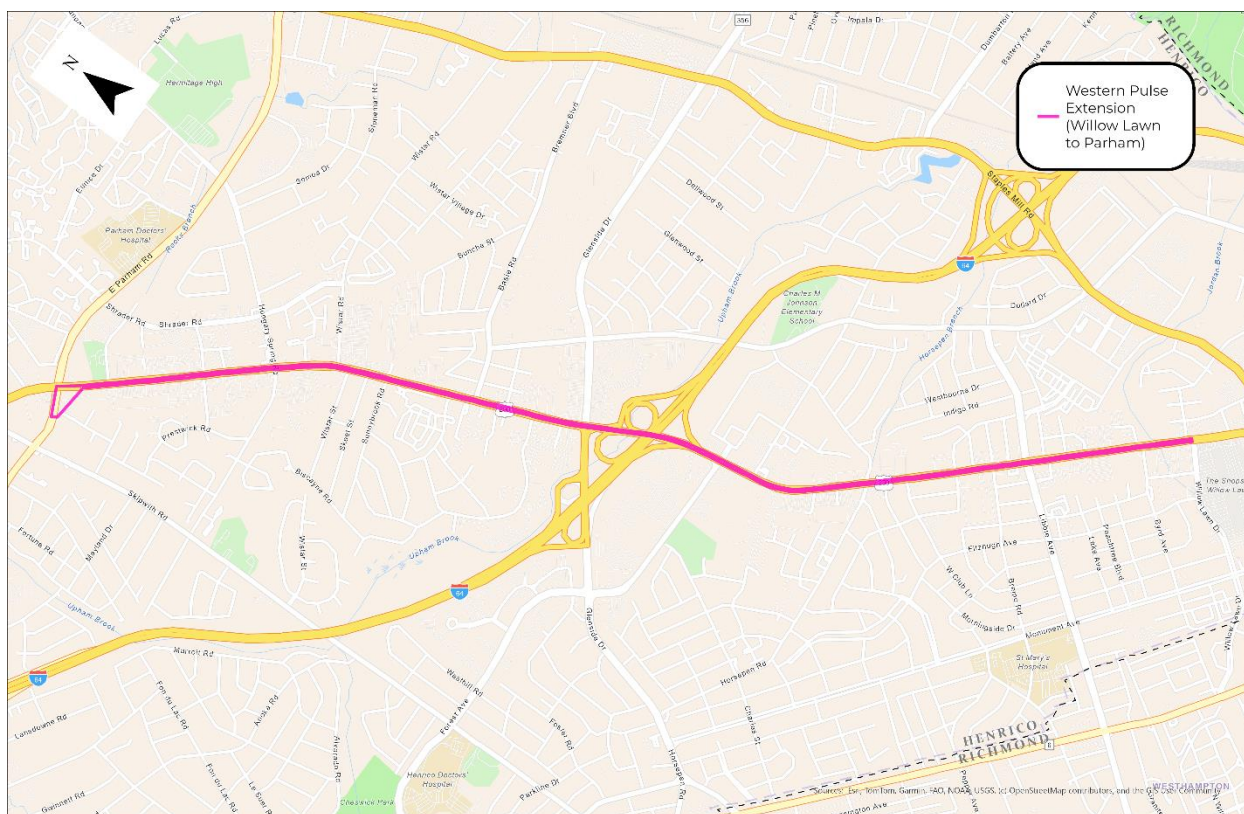
Project Overview:

The Western Extension of the GRTC Pulse BRT involves extending the existing Pulse BRT corridor an additional 4 miles west on Broad Street from Willow Lawn to



Parham Road in Henrico County. This project will integrate Transit Signal Priority (TSP) at 15 signalized intersections, at an estimated cost of \$16.9M, with a total estimated project cost of \$67M.

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



Available Funding:

As discussed at the last meeting, the project selection recommendations that were previously approved were developed after factoring in existing commitments, balance entry policy, and existing project requests as recommended by the TAC. The table below summarizes the available funding:



	STBG	CMAQ	CRP	Total
FY27 - FY32 Funds	\$156,887,845	\$56,248,530	\$14,966,887	\$228,103,262
Previous Funds	\$12,673,141	\$4,877,164	\$470,062	\$18,020,367
<b>Total Funding</b>	<b>\$169,560,986</b>	<b>\$61,125,694</b>	<b>\$15,436,949</b>	<b>\$246,123,629</b>
Existing Projects	\$90,825,089	\$31,552,006	\$6,406,006	\$128,783,101
Balance Entry Target	\$31,946,980	\$11,452,167	\$3,047,400	\$46,446,547
Deficit Requests	\$11,362,569	\$8,295,851	\$ -	\$19,658,420
New Projects	\$32,598,065	\$4,349,484	\$5,227,085	\$42,174,634
<b>Available to Use</b>	<b>\$2,828,284</b>	<b>\$5,476,186</b>	<b>\$756,458</b>	<b>\$9,060,928</b>

Table 1: Available Funding FY27 - FY32

Potential Additional Funding:

In discussions with RideFinders, GRTC, and DRPT, the scope of work for the Regional Transit Trip Reduction Program has been determined to be potentially ineligible for federal funding as original structured. The program was intended to promote and incentivize transit usage and represented the addition of a dedicated transit focus to the RideFinders program.

This program currently has \$2M in previous funding and \$2M in future year funding programmed. RideFinders has requested cancelling the proposed expansion program and returning the funds to the Balance Entry in accordance with adopted RRTPO policy. This additional funding bring the total available to just over \$13M as shown below.

	STBG	CMAQ	CRP	Total
<b>Available to Use</b>	\$2,828,284	\$5,476,186	\$756,458	\$9,060,928
<b>Potential Cancellation</b>	\$ -	\$4,000,000	\$ -	\$4,000,000
<b>New Available to Use</b>	<b>\$2,828,284</b>	<b>\$9,476,186</b>	<b>\$756,458</b>	<b>\$13,060,928</b>

Table 2: Available Funding with Cancellation

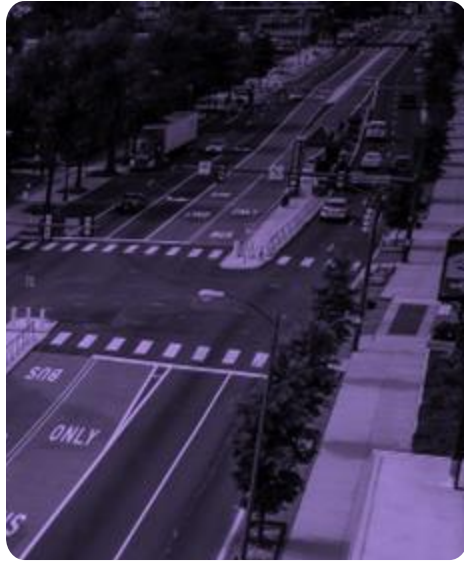
This balance can cover more than 77% of the original request. When added to the recently announced \$23M major capital assistance grant from DRPT, this would leave less than a \$10M gap to complete funding for the Western Pulse Extension.

For more information, please contact Myles Busching at [mbusching@planrva.org](mailto:mbusching@planrva.org) 804-924-7035.



**Attachments:**

- A. [GRTC Western Extension Overview](#)



# Pulse Western Extension

Project Status, Timeline and Funding



# Western Extension

- 5 miles extension to Parham Road
- 13 new stations
- NEPA/30% Design – Complete
- 0-100% Design - Start Summer 2026
- Project Cost - \$67M
- Operation - FY2029

# Timeline

## Western Extension BRT Project

Apr-2024

Aug-2025

Dec-2026

May-2028

Sep-2029

<b>NEPA and 30% Design</b>	Apr-2024 / April-2026				
<b>30%-100% Design</b>			Jul-2026 / Jul-2027		
<b>Right of Way Acquisition (ROW)</b>			Aug-2026 / Sep-2027		
<b>Construction</b>				Jan-2028 / Oct-2029	
<b>Testing, Commissioning, and Start of Service</b>					Oct-2029 / Feb-2030

# Funding

Description	Total Cost	Secured Funding	Funding Gap
NEPA and 30% Design	\$ 1,400,000.0	\$ 1,400,000.0	\$ -
30-100% Design	\$ 6,200,000.0	\$ 6,200,000.0	\$ -
Construction	\$ 59,712,772.0	\$ 37,028,144.4	\$ 22,684,627.6
<b>Total</b>	<b>\$ 67,312,772.0</b>	<b>\$ 44,628,144.4</b>	<b>\$ 22,684,627.6</b>

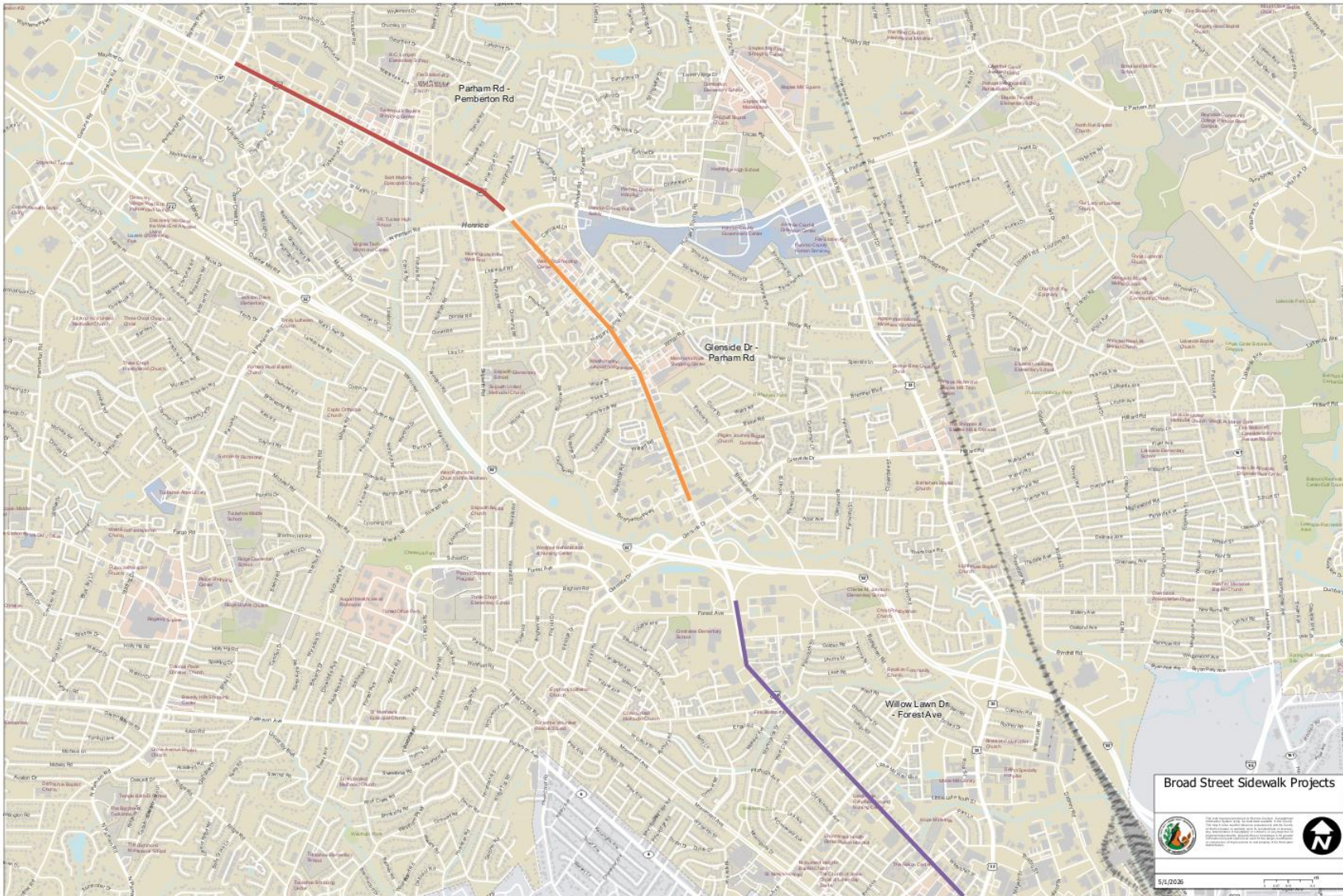
- Secured funding
  - DRPT MERIT
  - CVTA Regional
- Current/Future Applications
  - CMAQ/STBG/CRP
  - Smart Scale
  - Bus/Bus Facilities
  - MERIT/TRIP

# Current Funding Request

- Project Summary: Construction of the Western BRT
  - Original CMAQ/STBG/CRP funding request: \$16.9M
  - Support construction of 5-mile extension on Broad Street to include Transit Signal Prioritization
  - Revised request: request the remainder of unallocated funds within the CMAQ/STBG/CRP to fund the construction of the Western BRT

# Project Alignment/Coordination

- Coordination with Henrico County
- Aligned with W. Broad Street Pedestrian and Transit Improvements Projects
  - [Willow Lawn Dr to Forest Ave](#)
  - [Glenside Dr to Parham Rd](#)
  - [Parham Rd to Pemberton Rd](#)



# THANK YOU

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