

FY 2026



Richmond Regional
**Transportation
Planning
Organization**

Work Program Annual Report

End of Year FY26

Accomplishments

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FY2026 Staff Narrative Summary

During FY2026, staff advanced a comprehensive and highly coordinated body of work in support of PlanRVA, the Richmond Regional Transportation Planning Organization, local governments, state and federal partners, regional committees, and community stakeholders across the Richmond region. Across the year, staff maintained core governance and compliance responsibilities, supported effective board and committee operations, advanced major regional planning products, strengthened public engagement and communications systems, expanded technical data and modeling capacity, and moved forward priority initiatives related to transportation, housing, economic development, resilience, environmental planning, safety, freight, active transportation, transit, and system reliability. The year reflected substantial progress on

both recurring program responsibilities and major one-time planning milestones, including development of Pathways to the Future: Transportation 2050, completion and adoption of key funding and programming documents, advancement of the Regional Safety Action Plan, adoption of the FY27 Unified Planning Work Program, implementation of regional housing and economic development tools, and completion of technical resources such as the Regional Ecological Framework and open access transit study products.

Program administration remained a central function throughout the year, with staff supporting effective governance, maintaining federal compliance, and coordinating across multiple boards, committees, and partner groups. Staff prepared for and facilitated recurring meetings of the Technical Advisory Committee, Community Transportation Advisory Committee, Executive Committee, Policy Board, PlanRVA Commission, PlanRVA Executive Committee, AFFC, CVTA, and related regional bodies. This work included agenda development, meeting materials, presentations, staff reports, policy items, follow-up coordination, and support for member participation. Staff also supported the Joint Annual Meeting in December, helped maintain regular communication between committees and boards, and ensured that decision-making processes remained aligned with federal planning requirements and regional priorities. Throughout the year, staff continued to provide the administrative foundation needed for the region's transportation planning process to function effectively, transparently, and consistently.

A major administrative focus during FY2026 was the modernization and maintenance of governance policies and procedures. Staff advanced updates to CTAC processes, including the member honorarium policy and opt-in process, and later updated the CTAC honorarium and stipend system to support continued stipend eligibility for appropriate recipients. Staff also supported a legal review of proposed RRTPO bylaws updates and coordinated with legal counsel, localities, and partner agencies on revisions related to membership, voting structures, non-voting members, alternates, attendance, CTAC voting procedures, and alignment with current organizational practices. During the third quarter, TPO bylaw revisions advanced through two votes, representing a significant governance milestone. In the fourth quarter, staff supported leadership transitions by preparing orientation materials, coordinating onboarding for incoming TPO and TAC leadership, and updating materials to help reinforce roles, expectations, and continuity across regional decision-making bodies.

Federal compliance and interagency coordination were also key priorities throughout the year. Staff prepared for the RRTPO federal certification review by coordinating with FTA, FHWA, and the Tri-Cities MPO, compiling documentation, and establishing a shared approach for developing a single certification report with findings attributable to the appropriate MPO. Staff participated in the federal certification site visit during the third quarter and continued follow-up coordination as needed. Staff also maintained regular

meetings with Tri-Cities MPO related to the LRTP, TIP, certification review, socioeconomic data, Traffic Analysis Zone boundaries, and model assumptions. In Q4, staff advanced the TPO self-certification process and supported passage of the TPO self-certification resolution. Staff also updated annual guidance documents for the upcoming fiscal year and completed development and adoption of the FY27 Unified Planning Work Program, which was submitted to FHWA, FTA, VDOT, and DRPT. These activities helped ensure that the region remained compliant with federal and state requirements while maintaining strong coordination with transportation planning partners.

Contract management and consultant oversight were another important part of program administration. Early in the year, staff initiated consultant contracts for major planning initiatives, including travel demand modeling support and the MERIT-funded regional zero-fare transit feasibility work. Staff continued to manage contracts throughout the year for LRTP modeling, the regional transit access study, and related consultant-supported planning activities. Staff also supported VDOT-led regional studies, including Route 627, Route 642, VA 150, and SR 106, and continued administration and management of contracts for LRTP modeling support and the regional transit access study. Internally, staff improved administrative coordination by establishing a regular cadence for program meetings, organizing calendar meetings for administrative program needs, and maintaining consistent support for committee and board operations across multiple program areas.

Public outreach and stakeholder engagement were major areas of emphasis across FY2026. Staff worked to broaden public participation in regional planning processes by engaging residents, community organizations, localities, committees, advocacy groups, and partner agencies through both in-person and digital channels. Outreach occurred at regional events, farmers markets, community gatherings, festivals, locality meetings, stakeholder meetings, organizational events, and public information sessions. Staff used interactive tools to gather public input, supported engagement opportunities for the 55+ community, coordinated with CTAC and outreach committees, and developed informational materials for committee members and the broader public. Across the year, staff supported engagement for major regional efforts including the LRTP, TIP, Safety Plan, resilience hubs planning, Market Value Analysis, agency plans, and other initiatives. This work helped make regional planning processes more accessible, understandable, and responsive to community needs.

Staff also strengthened digital engagement and communications systems throughout the year. The public engagement website and portal were maintained and updated, LRTP goals and comment tools were added online, scenario maps were incorporated into Social Pinpoint, and engagement pages were created or updated for initiatives such as the Safety Plan and regional transit access work. Staff developed and distributed accessible, multilingual, and plain-language content across the engagement portal,

PlanRVA website, social media, newsletters, press materials, dashboards, and other public-facing tools. Staff translated technical planning concepts into common language, responded to public inquiries, supported media response needs, and compiled engagement results to share outcomes back with the public. Staff also revised the Public Engagement Plan, completed the Annual Update, finalized updates to the Title VI Plan, and supported public notice processes and engagement planning for major planning documents. These efforts strengthened PlanRVA's ability to communicate complex regional planning information clearly and equitably.

Strategic partnerships and external communications also advanced significantly during FY2026. Staff built and sustained relationships with media outlets, localities, regional committees, nonprofits, civic organizations, academic institutions, economic development partners, arts and culture stakeholders, and cross-sector initiatives. PlanRVA joined the Virginia Housing Alliance, participated in regional committee work, collaborated on RVA Rising communications and marketing, coordinated with Virginia Energy Sense, engaged with University of Richmond programs, and supported arts and culture outreach. Staff also participated in initiatives such as TAP into Transit, the Fall Line Placemaking Collaborative, ChamberRVA activities, the RVA Weaver Awards program, and the development of a regional partners advisory committee structure. Public information sessions were offered to increase awareness of the region-wide micro-grant opportunity connected to the RVA Weaver Awards. Staff also presented on creative engagement practices to external partners and received national recognition from NADO for the Rural Transportation Analysis.

Internal engagement capacity also improved during the year. Staff finalized a brand guide, explored CRM and database tools, planned for media training, coordinated media relations strategy with consultant support, and prepared internal teams for potential media inquiries. Staff participated in inclusion-focused professional development and stakeholder learning opportunities, including CultureWorks Arts, Women in GIS, the Lincoln Vibrant Communities Fellowship, and citizen assembly training in Richmond. Staff supported CTAC leadership, developed meeting materials, cultivated youth and community partnerships, and submitted a national AMPO conference proposal. The Pathways Symposium, held during the third quarter, represented a major outreach and communications accomplishment. The sold-out public event focused on housing and transportation and required extensive planning around logistics, sponsorships, vendors, marketing, presentations, staffing, materials, and partner coordination. Collectively, these activities strengthened PlanRVA's communications infrastructure and improved the organization's readiness to support long-term public engagement.

Data, modeling, and technical analysis formed a major foundation for staff work across FY2026. Staff developed and maintained interactive dashboards for demographic, inclusive neighborhood, economic, labor force, transportation, workforce, occupation, and other regional indicators. Work included database maintenance, dashboard

wireframing, development of standardized indicators, preparation of dashboard datasets, supporting documentation, and interactive visualization tools. Staff engaged the Regional Data Collaborative and community data experts to refine economic and labor force indicators, including candidate metrics for the Rewarding Work pillar. During the second and third quarters, staff convened three workshops with approximately 24 stakeholders from local government, academia, economic development, and nonprofit organizations to identify, test, and refine regional metrics. By Q4, staff updated key workforce and occupation indicators, completed additional analysis on skills gaps and ALICE wage job share using JobsEQ, and prepared datasets and documentation for dashboard updates. This work strengthened the data foundation used to inform regional planning, policy, investment, and public communication.

The regional Travel Demand Model update was one of the year's most significant technical efforts. Staff began the year by selecting Michael Baker as the consultant for 2050 LRTP modeling support, updating the Existing and Committed project inventory, procuring GRTC GTFS and ridership data, and coordinating with VDOT and Tri-Cities MPO on model timelines, responsibilities, TAZ boundaries, and socioeconomic data needs. A second task order was released to evaluate the Universe of Projects, including approximately 165 highway, transit, and park-and-ride improvements. During the third quarter, staff completed model runs and GIS-based scoring for the project universe, developed reporting scorecards, prepared system-level summaries for four investment scenarios, and conducted five model runs of the preferred investment package under different land use futures. In Q4, staff continued coordinating with consultants, VDOT, Tri-Cities, localities, DRPT, Crater PDC, and internal data teams on scenario evaluation, performance measures, future land use analysis, project scorecards, and technical appendices.

Staff also made substantial progress developing the technical foundation for future model updates. Work included drafting an internal scope and timeline for TAZ and socioeconomic data updates; establishing the methodology and data framework for the 2025 base-year socioeconomic dataset; convening the Socioeconomic Data Workgroup; and coordinating with PlanRVA, Crater PDC, localities, VDOT, DRPT, and other partners. Staff developed workflows for population allocation, processed and verified employment data, developed methods for school enrollment and vehicle ownership allocation, coordinated DMV data requests, and updated the regional Existing Land Use dataset with 2025 data. That work included cleanup, classification, spatial processing, documentation, and integration with other technical planning resources. Staff also worked with the Data Team to integrate safety data and walking and biking accessibility scores into consensus future land use scoring and coordinated with consultants to adjust performance measures to MPO-level resolution in response to VDOT discussions and Tri-Cities data limitations. These efforts improved the region's long-term capacity to evaluate transportation investments, growth patterns, and multimodal accessibility.

Pathways to the Future: Transportation 2050 was a defining planning initiative throughout FY2026. During the first quarter, staff supported monthly LRTP Advisory Workgroup meetings, public comment on the plan's goals and strategies, adoption of key plan elements by the RRTPO Policy Board, and completion of technical reports related to socioeconomic conditions, structural inventory, the state of transportation, and congestion management. During the second quarter, staff coordinated Advisory Workgroup meetings on October 22 and December 3, prepared agendas and presentations, briefed the TPO Policy Board, and supported approval of the LRTP Multimodal Issues Inventory Spreadsheet and Story Map. Staff also developed the Project Prioritization Methodology, updated the Universe of Projects with cost estimates and new project submissions, created a project shapefile with the Data Team, and continued developing analytical tools for modeling and public communication.

During the third quarter, staff advanced the LRTP from technical development into scenario planning and constrained plan preparation. Staff coordinated with the 24-member LRTP Advisory Workgroup, localities, partner agencies, and consultants; refined project submissions and cost estimates; completed project scoring; and developed four fiscally constrained scenarios: Transformative, Cost Effective, Traditional/Current Split, and Mode Shift. Staff also created story maps, added scenario maps to Social Pinpoint, drafted technical content, and developed a real-time trade-off tool to support Advisory Workgroup discussions. In Q4, staff moved the LRTP from project refinement and prioritization toward constrained plan development, modeling, and preparation for public review and adoption. A key milestone occurred during the April 8 Advisory Workgroup workshop, where members developed a consensus constrained plan by starting with the most-supported investment strategies, adding priority local projects, removing projects that were already funded or not locally supported, and making additional adjustments to achieve fiscal constraint. The RRTPO approved the constrained project set at its April 23 meeting, allowing the plan to proceed into additional modeling and analysis.

Staff also continued preparing the LRTP document itself for public review and adoption. Throughout the year, staff refined the Universe of Projects, incorporated revised cost estimates and project feedback, created and maintained GIS shapefiles, prepared maps and tables, developed chapter covers and technical report covers, and compiled draft chapters into a cohesive package. Staff reviewed and edited chapters for context, grammar, clarity, consistency, and transparency. Accessibility was also a priority, with staff adding screen-reader alt text to relevant maps and photos, identifying decorative images, and beginning ADA-compliant revisions to maps and tables. Staff also drafted self-certification materials and coordinated with the Community Engagement team to prepare public-facing content. By the end of the year, the LRTP had advanced significantly through governance review, technical analysis, public engagement preparation, and constrained plan modeling.

Housing, economic development, and community development work continued to connect regional growth, infrastructure, housing access, and transportation investment. Staff supported implementation and adoption of the regional Comprehensive Economic Development Strategy throughout the year. During the first quarter, the CEDS update progressed through Steering Committee approval of the draft document, preparation for public comment, and coordination with economic development, education, workforce, and transportation partners. During the second quarter, the CEDS was open for public comment from October 10 through November 8, revised following that process, and adopted by the PlanRVA Board on November 13. Staff supported localities and partners with data and regional context for development decisions, continued convening smaller-jurisdiction economic developers and locality planning directors, and participated in the Region 4 Growth & Diversification Plan review process for GoVirginia.

Following adoption of the CEDS, staff worked to advance implementation. During the third quarter, staff continued preparing PlanRVA's application for designation as an Economic Development District through the U.S. Economic Development Administration, using the adopted CEDS as the foundation for the request. Staff consulted with other planning district commissions, confirmed that the proposed district would include all nine jurisdictions, and coordinated with Crater PDC to support complementary regional coverage. In Q4, staff published the CEDS story map to improve public understanding, advanced materials for the EDD application, coordinated with localities and state and federal partners on the Opportunity Zone update process, and explored funding-related groundwork through Southeast Crescent Regional Commission resources and other potential infrastructure opportunities. Earlier in the year, staff also supported SCRC funding requests, including a \$500,000 award to Charles City County for the wastewater treatment plant in Ruthville. These efforts helped align infrastructure, site readiness, workforce, economic growth, and regional investment strategies.

Housing work also advanced across the fiscal year. Staff continued work on the regional Housing Market Value Analysis in partnership with the Reinvestment Fund, including stakeholder coordination, validation field trips, follow-up with smaller jurisdictions, public release of the analysis, and development of the MVA Data Hub. The MVA was presented at the March 13 PlanRVA Symposium, and staff worked with the Partnership for Housing Affordability to host the Reinvestment Fund board visit to Richmond. Staff began helping localities use the dashboard to inform housing policy, programs, and investment decisions. In Q4, staff continued applying the MVA as a key tool for aligning housing and transportation investments, developed and submitted the MVA Playbook concept for funding, prepared and delivered MVA-related materials and presentations, and shared dashboard data and technical assistance with localities. Staff also participated in the PHA policy advisory committee, supported legislative and technical housing coordination, advanced affordable housing toolkit work, and developed a matrix of local housing efforts.

The Regional Housing Development program was another major accomplishment. PlanRVA was awarded a \$1.2 million Virginia Housing grant to continue the program with the Partnership for Housing Affordability. During the year, staff helped allocate funding to eight projects expected to create 269 affordable units in six jurisdictions over two years. Staff also administered the Virginia Housing Regional Housing Development Fund and supported regional housing strategy development. This work strengthened the region's ability to align housing policy, technical assistance, funding, and local implementation.

Transit-oriented development planning continued in connection with the North-South Bus Rapid Transit corridor and related land use work. Staff coordinated with GRTC, the City of Richmond, consultants, and community stakeholders throughout the year. Early activities included coordination around the North-South BRT TOD plan and public workshops. In the third quarter, staff participated in community discussions with Chamberlayne Avenue residents, reviewed draft GRTC policy goals, and shared MVA data to inform anti-displacement planning. In Q4, staff participated in recurring project meetings, assessed PlanRVA's potential role in additional TOD study efforts, and coordinated internally and externally to define staff capacity and appropriate project scope. Related discussions on growth patterns, development form, technology overlay zoning, and transportation access helped strengthen the regional context for future TOD decision-making.

System readiness and resilience planning advanced across the year through hazard mitigation coordination, flood awareness, extreme heat data, digital tool maintenance, and resilience hubs planning. Early in the year, staff updated flood awareness resources and mapping tools, initiated locality coordination for a regional resilience hubs plan, and began research on heat mitigation at transit stops. During the second quarter, staff updated the flood awareness page and flood data mapping application on the PlanRVA website, improving data accuracy, usability, and functionality by migrating the tool from an outdated format. PlanRVA also secured Community Flood Preparedness Fund support to partially fund development of a regional flood resilience plan and coordinated with the Emergency Management Alliance of Central Virginia to support data sharing and stakeholder alignment. Staff met with local officials in the resilience hub plan footprint to discuss gaps, transportation accessibility, rural service delivery, and extreme weather needs.

During the third and fourth quarters, resilience work continued to move toward implementation. Staff initiated updates to the 2027 Regional Hazard Mitigation Plan and the 2026 Annual Review by reviewing stakeholder contacts and coordinating with Crater PDC and VDEM. Staff maintained coordination with the Emergency Management Alliance of Central Virginia to support flood risk awareness, project coordination, emergency management alignment, and maintenance of related digital tools. Staff improved public access to regional extreme heat data, provided data layers to localities

for local resilience efforts, and continued planning for a transit stop walkshed analysis focused on heat mitigation, with completion dependent on updated sidewalk data from VDOT anticipated in FY27. Staff also released a task order for a technical contractor and an RFP for an engagement consultant for the regional resilience hubs plan. By Q4, both a technical contractor and engagement consultant had been secured, and staff coordinated next steps for re-engagement meetings to launch the technical planning process in July 2026, following earlier delays related to the DHS shutdown.

Environmental linkage work advanced the region's ability to integrate natural resource, ecological, air quality, and greenway considerations into transportation planning. Staff advanced the Regional Ecological Framework throughout the year, completing the updated REF, finalizing the technical report, and developing procedures to incorporate the framework into transportation planning and project ranking. The completed REF provides a stronger foundation for aligning regional greenways with ecological priorities and the spines and spurs network identified in BikePedRVA 2045. During Q4, the REF was incorporated into transportation project ranking, marking a significant step toward embedding ecological considerations into regional decision-making. Staff also presented the methodology to regional and state partner agencies, including Coastal Virginia PDC environmental staff and Virginia Coastal Zone Management Program staff, generating interest from other Planning District Commissions in adopting similar approaches.

Greenway implementation and natural resource coordination were also important components of environmental planning. Staff supported greenway alignment with BikePedRVA 2045, revised the regional greenways GIS layer and related plan language, and coordinated with partners to ensure that trail- and greenway-related goals and implementation actions were reflected in the Natural Resources Plan. Staff continued coordination connected to the Natural Resources Plan, which is expected to be finalized in October 2026, and helped ensure that both local and regional priorities for greenway connections were more accurately represented. Staff also supported project development through involvement in the Powhite Parkway NEPA process and, during the third quarter, participated in Powhite Parkway and Mayo Bridge NEPA-related meetings and reviews. These efforts helped connect environmental planning, active transportation, conservation priorities, and transportation project development.

Air quality planning also advanced during the year. Staff completed the Climate Action Plan submitted to the U.S. EPA, initiated next-phase Mini-Action Plans, and updated regional criteria pollutant emissions mapping. During the third quarter, PlanRVA adopted the Pathways to the Future: Air Quality Plan into the agency's Strategic Vision and began seeking additional implementation funding for metric tracking, evaluation of impacts on priority communities, and Mini-Action Plan development. In Q4, staff further explored methodologies for evaluating criteria air pollutants at a finer regional scale. However, challenges emerged due to the removal of certain federal databases and tools

previously used for greenhouse gas inventory development, as well as the loss of the free Google Earth Engine option that had supported efficient satellite data analysis. Because of these limitations, staff recommended carrying the finer-scale pollutant mapping task into FY27.

Transit and passenger rail work supported major GRTC initiatives, regional transit planning, rural mobility, human services transportation, and emerging mobility research. Throughout the year, staff coordinated closely with GRTC on the Pulse North-South BRT, Western Pulse Extension, and Permanent Downtown Transfer Hub. Staff attended monthly Pulse North-South BRT meetings and bi-weekly Western Pulse Extension meetings, reviewed board materials, and observed GRTC Board meetings. Staff also supported development of the FY27 Regional Public Transportation Plan for CVTA funding, including monitoring key discussions and decisions at the GRTC Board and CVTA. In June, staff observed and summarized meetings where the GRTC Regional Public Transportation Plan was approved, helping connect regional funding decisions with transit planning priorities.

Staff also supported future transit service planning and strategic investment decisions. During the year, staff participated in bi-weekly coordination meetings with Jarrett Walker & Associates and GRTC for the FY28 Regional Transit Plan Update and helped coordinate with localities on the Regional Transit Design Retreat. In June, staff hosted and participated in the GRTC 2028 Core Design Retreat at PlanRVA, where GRTC staff and local government representatives evaluated service scenarios based on ridership, coverage, and anticipated budget constraints. Staff also coordinated with GRTC on a grocery delivery pilot for qualifying paratransit users and discussed future collaboration for a transit-oriented development study at Southside Plaza along the North-South BRT corridor.

Coordinated human services transportation and rural mobility were recurring priorities throughout the year. Staff supported the Human Services Transportation Coordinating Entity, developed engagement opportunities for the 55+ community, and continued implementation of the Rural Transportation Analysis. Staff provided regional transportation updates to community networks and advisory bodies, including Goochland Community Partners, New Kent Community Resources Council, Hanover Human Services Network, the Span Center Advisory Council, the Span Center Board of Directors, and the Human Services Transportation Coordination Entity Steering Committee. Staff also participated in the New Kent Community Health Improvement Plan Steering Committee meeting, where transportation access was identified alongside housing, food security, health, and education as a major community need. These activities helped ensure that regional transportation planning remained connected to the needs of older adults, rural residents, human service providers, and populations facing mobility barriers.

Emerging mobility and Mobility as a Service research also advanced during FY2026. Staff met with RideFinders and Minnesota DOT staff, developed a MaaS whitepaper, coordinated with VDRPT on MaaS initiatives, and participated in learning opportunities related to shared mobility, connected vehicles, paratransit innovation, same-day service, AI in planning practice, and statewide transit issues. Staff participated in the RideFinders Advisory Board and the Virginia Transit Association 2026 Conference to stay informed on transportation demand management, mobility trends, and transit innovation. This work helped position PlanRVA to better understand emerging transportation delivery models and their potential relevance to regional mobility needs.

The Regional Transit Access Plan and open access transit work advanced significantly during the year. Staff supported analysis of GRTC's zero-fare initiative, coordinated with GRTC and InfraStrategies on cash flow analysis, reviewed peer research, and developed a business case for a regional fare-free model. Staff coordinated with funding, messaging, and engagement partners, including InfraStrategies, Monument Group, Hodges, Avid Core, GRTC, CVTA partners, Jarrett Walker & Associates, HanoverDASH, and Bay Transit. During the third quarter, staff met with GRTC on ridership trends, rider perspectives, funding patterns, and future needs; reviewed consultant funding options; and developed materials for stakeholder interviews on Open Access Transit. In Q4, staff received and reviewed final study products including the Open Access Study Report, Feasibility Executive Summary infographic, Open Access Transit Funding Sustainability Plan, and PlanRVA Strategic Roadmap: Advancing Open Access. Staff also developed a Transit Access Engage page, reviewed promotional materials, coordinated continuing FY27 actions, and helped build the strategic, financial, and communications foundation for future fare-free and open access transit discussions.

Active transportation work advanced bicycle, pedestrian, trail, sidewalk, and complete streets priorities across the region. Early in the year, staff managed the FY27–FY28 Transportation Alternatives Program prioritization process, supported Fall Line Trail implementation, developed the scope for the Three Notched Trail Study, advanced Vision Zero and complete streets coordination, and secured Policy Board approval of BikePedRVA 2045 updates. During the second quarter, staff screened Transportation Alternatives projects for Long-Range Transportation Plan consistency, supported remaining Fall Line Trail segments, worked with locality partners on CVTA wayfinding to expedite sign fabrication, participated in East Coast Greenway Alliance activities, and continued efforts to interpret the history of the Ashland Trolley Line.

The Three Notched Trail Study became a major focus of active transportation work during the second half of the year. Staff worked with VDOT, localities, advocates, the Charlottesville region, and TJPDC to identify potential western spine alignments, develop the study scope, identify stakeholders for the steering committee, conduct data collection, and complete field visits to potential trail corridors. Staff held the second stakeholder meeting at PlanRVA, coordinated with transportation planners in the

Charlottesville region, and scheduled the third stakeholder meeting for August. This work helped build the technical and stakeholder foundation needed to complete the study by December 2026.

Staff also supported Fall Line implementation and broader trail leadership throughout the year. Activities included participation in East Coast Greenway Council meetings, Garden City Trail meetings for Henrico County, Friends of the Fall Line coordination, East Coast Greenway designation of the Fall Line Design Build 1 section, wayfinding signage tracking, and regional coordination on remaining trail segments. In June, staff agreed to join the board of the Virginia Trails Alliance as the Virginia Chair of the East Coast Greenway Alliance, strengthening regional trail leadership and statewide coordination. Staff also supported potential funding amendments for Gillies Creek Greenway in response to requested corridor changes involving the trail alignment along Jennie Scher Road and a crossing of Gillies Creek.

Complete streets and pedestrian planning remained active throughout the year. Staff participated in the Safe & Healthy Streets Commission, VDOT Bicycle and Pedestrian Advisory Committee, bicycle and pedestrian design workshops, Vision Zero work groups, and Road Safety Assessments. Staff developed a draft white paper on a regional bicycle and pedestrian count program, tracked regional projects, collaborated with VDOT, advanced regional bikeway spurs, and worked on last-mile-to-transit sidewalk improvement concepts. Staff also prepared to incorporate newly released VDOT data into the PlanRVA Sidewalk Analysis prioritization map, which will strengthen the region's ability to identify sidewalk gaps and prioritize future last-mile and network completion projects.

Freight and intermodal planning advanced through foundational data work, best practices research, and partner coordination. Staff developed a regional freight database using freight shapefiles and VTRANS resources, coordinated commodity flow information for the CEDS, and worked with VDOT and DRPT on freight and rail priorities. During the second quarter, freight work was more limited as lead staff shifted into full-time management of the 2050 LRTP, but staff continued foundational data and strategy work and completed the Freight Academy certification program through their capstone defense. During the third quarter, staff participated in Eastern Transportation Coalition Freight Planning Workshops, prepared for the FHWA/VDOT Freight Peer Exchange, presented the PlanRVA Freight Program during the RRTPO Certification Review, and continued freight program literature review.

By Q4, staff advanced the Intermodal Strategy update through a literature review on freight best practices, with attention to last-mile delivery, grade crossings, freight data and technology, modeling methodologies, regulatory frameworks, and freight planning approaches. Staff also explored truck stop analytics through coordination with GeoTab, developed whitepapers, consulted on a future freight webpage or dashboard, and

coordinated with FHWA, OIPI, VDOT, and the Eastern Transportation Coalition on freight corridor designations and related freight planning initiatives. This work strengthened the technical foundation for future freight planning and improved PlanRVA's ability to integrate freight considerations into broader regional transportation and economic development strategies.

Financial programming staff played a critical role in managing the region's transportation funding pipeline, TIP development, TIP maintenance, and strategic funding coordination. Early in the year, staff initiated the FY27–FY32 flexible regional funding call for projects, screened submissions for eligibility, advanced development of the FY27–FY30 TIP, processed FY24–FY27 TIP amendments and adjustments, and began early work on SMART SCALE Round 7 candidate projects. During the second quarter, staff prepared screened projects for scoring, mapped submissions, drafted presentations, coordinated with localities, hosted virtual project presentations, and issued a task order for modeling support, with Corradino selected for the work. Staff also advanced the FY27–FY30 TIP in coordination with VDOT, DRPT, GRTC, and member localities; drafted TIP sections; assembled project information; processed amendments for the FY24–FY27 TIP; secured approvals through RRTPO committees and boards; and published the federal fiscal year 2025 annual obligations report.

During the third quarter, staff finalized scoring for the FY27–FY32 Flexible Regional Funding process, prepared draft rankings, corrected a scorecard error, and prepared revised materials for April consideration. Staff continued development of the FY27–FY30 TIP, finalized the draft TIP, prepared public engagement materials, and processed a substantial number of FY24–FY27 TIP amendments and adjustments. Strategic funding work included screening 16 SMART SCALE Round 7 candidate projects and helping submit pre-applications for 10 RRTPO-approved projects, with four additional projects recommended for PDC consideration.

In Q4, financial programming work moved from project review to approval and implementation. Staff processed funding requests and allocations, developed recommendations, and presented project selections to the TPO for approval. Staff coordinated with VDOT to develop the allocation plan and supported additional TAC review of the Pulse Western Extension funding recommendation, including options for awarding the remaining balance of available funds. Staff secured additional funding for the Western Pulse Extension and a sidewalk project on Midlothian Turnpike, coordinated with VDOT to begin transfers, and initiated creation of a new UPC for the North/South BRT Sidewalk Connections project after it was incorrectly identified as leverage funding. Staff also presented the Western Pulse Extension request to TAC and the Policy Board, ensuring that member jurisdictions and partner agencies had opportunities to review and weigh in on a significant regional investment decision.

Transportation Improvement Program work remained substantial throughout the fourth quarter. Staff presented the FY27–FY30 TIP to TAC and the Policy Board, finalized the draft TIP, prepared staff reports, reviewed updated project information with localities, and coordinated with VDOT, DRPT, GRTC, and local jurisdictions to prepare the document for adoption. For the current FY24–FY27 TIP, staff maintained an active amendment and adjustment schedule, including processing eight TIP adjustments and presenting 10 TIP amendments to the April 23 Policy Board. Staff also processed amendments related to GRTC008 and T31811 and began the conformity process required to add the Upper Magnolia West Area Arterial Collector project, UPC 129759, to the TIP. In June, staff reviewed regional SMART SCALE applications with TAC in preparation for Policy Board endorsement at the July meeting. Collectively, this work strengthened the region's project pipeline, advanced priority funding decisions, and positioned PlanRVA and its partners for upcoming funding cycles.

Safety work advanced from planning and scoping to draft plan completion and implementation readiness. Early in the year, staff finalized the scope for the Regional Safety Plan update, began stakeholder engagement, data collection, and literature review, and initiated development of tools for tracking and reporting annual safety targets. During the second quarter, staff continued development of the Regional Transportation Safety Plan as a comprehensive Safety Action Plan, finalized the draft High Injury Network, advanced stakeholder engagement, completed a regional safety messaging framework, supported locality and VDOT safety initiatives, developed 2026 safety target recommendations, and began creating a public-facing safety target website.

During the third quarter, staff launched the safety perceptions survey, finalized the draft High Injury Network, conducted stakeholder interviews, developed performance measurement tools, created a public-facing safety website, and supported outreach at the Regional Symposium and Teen Summit RVA. Staff also finalized the Regional Safety Messaging Framework, prepared and presented a DMV safety grant application, participated in Road Safety Assessments for Broad Street and Riverway Road, and secured adoption of the 2026 safety targets before submitting them to VDOT. In Q4, staff finalized the draft Safe by Design Regional Safety Action Plan, presented it to TAC for recommendation to the Policy Board, and prepared materials for board consideration. Staff also assessed priority corridors in the High Injury Network, scoped and synthesized public engagement, analyzed survey results, interviewed stakeholders, and continued collecting safety-related materials and data to support implementation.

Safety implementation planning also began to take shape by the end of the year. Staff laid the foundation for a regional safety campaign and messaging framework, supported development of a Safety Program page, an engagement page, and a regional crash dashboard, and continued discussions related to Safe Streets and Roads for All funding opportunities. Staff participated as a regional stakeholder in the Broad Street and

Branders Bridge Road Safety Assessments and in the Virginia Pedestrian and Bicyclist Assessment, helping connect regional planning with on-the-ground safety study efforts. This work positioned the region to move from safety plan development into implementation, communication, performance monitoring, and future funding pursuit.

System reliability and congestion management work supported regional performance monitoring, travel demand management, asset management, and investment planning. Early in the year, staff updated congestion management materials, incorporated reliability and Park & Ride information into StoryMaps, and supported travel demand management coordination with RideFinders. During the second quarter, staff continued GIS-based StoryMap updates, roadway reliability data and target work, RideFinders coordination, and integration of Park & Ride locations into regional planning tools. During the third quarter, staff reviewed VDOT pavement and bridge condition dashboards, continued updates to the CMP StoryMap, and prepared congestion management materials for internal review and website posting.

In Q4, staff supported congestion management and regional data integration by coordinating with RideFinders on website-related needs and continuing support for regional Travel Demand Management efforts. Staff also advanced performance monitoring by reviewing 2025 pavement condition data from Richmond and VDOT and preparing locality-specific pavement reports that included mileage tables, maps, charts, and narrative summaries. These materials were designed to help track condition changes over time, strengthen regional understanding of pavement performance, and support bridge condition and roadway reliability target monitoring. This work contributed to the broader technical foundation needed for regional transportation planning, asset management, and investment prioritization.

Overall, FY2026 was a year of significant progress across PlanRVA's regional planning responsibilities. Staff maintained effective governance and compliance structures, supported federal certification and self-certification processes, coordinated major committee and board activities, and completed the FY27 Unified Planning Work Program. Public engagement expanded through community events, digital tools, multilingual and plain-language content, strategic partnerships, media coordination, and major public events such as the Pathways Symposium. Technical capacity increased through dashboard development, socioeconomic data preparation, travel demand modeling, project scoring, future land use analysis, and performance monitoring. Major planning efforts advanced across the LRTP, TIP, Safety Action Plan, Regional Ecological Framework, Comprehensive Economic Development Strategy, Market Value Analysis, Regional Transit Access Plan, resilience hubs planning, active transportation studies, freight planning, and system reliability reporting.

By the close of the fiscal year, staff had helped move many initiatives from concept or early planning into adoption, implementation readiness, or the next phase of technical

development. The year's work strengthened regional decision-making, improved coordination among local, regional, state, and federal partners, and positioned PlanRVA and the RRTPO to continue advancing mobility, safety, housing access, resilience, economic competitiveness, environmental stewardship, public engagement, and long-range transportation outcomes across the Richmond region.

 For more details on the progress over each quarter, please see the quarterly status reports linked below:

[Quarter 1](#)

[Quarter 2](#)

[Quarter 3](#)

[Quarter 4](#)