FY 2026

Richmond Regional
Transportation
Planning
Organization

Work Program Status Report

First Quarter

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

The RRTPO Work Program Progress Report provides a short summary of each activity for the first quarter of FY26. Please reference the **FY 2026 UPWP** for details concerning the approved budget and work description for each task. At the end of the report, the budget and expenses for the quarter and year to date are summarized for each task.

Program Administration Narrative Summary – 7110

Program administration this quarter focused on strengthening governance, ensuring compliance with federal requirements, and initiating external consultant contracts critical to major planning efforts.

Governance, Stakeholder Engagement, and Policy

Staff executed core administrative duties by preparing for and conducting multiple board and committee meetings, including two CTAC meetings, three TAC meetings, and one Policy Board meeting. A new CTAC member honorarium policy and opt-in form was drafted, reviewed, finalized, and distributed at the July 17th CTAC meeting. To ensure the RRTPO's governance remains current and reflective of the region's partners, staff initiated a legal review for updating the bylaws. Proposed changes include revising the CTAC voting structure, increasing non-voting membership by adding Port of Virginia and CVTA as non-voting members and removing PlanRVA from TAC membership. Staff also maintained active external engagement through continued participation in both AMPO and VAMPO Technical Committee meetings.

Federal Compliance and Inter-Agency Coordination

A major effort was dedicated to coordinating the upcoming federal certification review. Staff conducted an initial informational call with the FTA, FHWA, and the Tri-Cities MPO. A key outcome was the agreement among all parties to submit a single certification report under a single cover, provided that findings and recommendations are directly attributable to the responsible MPO(s). To support this and other joint planning work, staff initiated regular Tri-Cities coordination meetings specifically focused on the LRTP, TIP, and certification review.

Contract Management and Partner Support

Several critical contracts for major planning initiatives were initiated and managed this quarter. A contract was initiated with Michael Baker for travel demand model updates supporting the Long-Range Transportation Plan (LRTP), and contract oversight has begun. Additionally, contracts were initiated with support consultants for the MERIT-funded project to evaluate the opportunities to enhance transit access through fare free and other modal funding opportunities, with oversight and management now active. Finally, staff provided necessary support to state and local partners by participating in or setting dates for several VDOT-led studies not explicitly detailed elsewhere in the work plan, including the Route 627/642, VA 150, SR 106 Corridor Study, and the I-95/Bells Road IAR.

Outreach & Engagement Narrative Summary – 7210

Efforts this quarter focused on expanding public access, strengthening strategic partnerships, and advancing internal capacity to ensure broad regional participation.

Public and Stakeholder Engagement

The team executed a highly active quarter of direct outreach to diverse communities. Staff engaged the public at key regional events (e.g., HenBIKEo, Virginia Pridefest, Richmond Community Day) and local venues (farmers markets) using interactive activities to solicit feedback. This direct engagement was paired with targeted outreach, including hosting the Human Services Transportation Coordinating Entity meeting and developing a community meeting to engage the 55+ community. Internal coordination with partners included meeting with CTAC and Outreach committees to align priorities and preparing a new informational flyer for CTAC members. Staff also advanced inclusivity goals by making updates to the Title VI Plan and attending specialized learning events, such as the Virginia Inclusion Summit and the Sovereign Nations Conference.

Strategic Partnerships and Awards

PlanRVA leveraged its network to enhance planning efforts and share best practices. The agency formally joined the Virginia Housing Alliance to connect housing and transit planning resources. Partnership coordination included serving on the Goochland Community Action Program Board and the regional symposium planning committee. Externally, the agency was recognized for its Rural Transportation Analysis by traveling to, presenting at, and collecting an award from the NADO National Regional Transportation Conference. The team also shared its expertise by presenting on creative engagement practices to external economic development districts upon request.

Capacity Building and Plan Maintenance

The team enhanced digital resources and administrative foundations. Staff maintained the website and engagement portal by adding LRTP goals and tools for public comment, and finalized formatting standards for reports. Internal capacity was boosted by planning for media training and database tools, and outlining a media relations plan with a consultant. Finally, staff prepared all necessary data (numbers, dashboards, tallies) to produce the Annual Update to the Public Engagement Plan and posted the updated annual document on the website.

Data & Modeling Narrative Summary – 7220

This quarter's efforts in Data and Modeling were centered on two critical areas: establishing key regional indicators via data dashboards and advancing the regional Travel Demand Model (TDM) update for the 2050 Long-Range Transportation Plan (LRTP).

Key Regional Indicators and Dashboard Development

Staff successfully developed and maintained a series of interactive data dashboards designed to inform both the RRTPO and broader regional planning efforts. These dashboards provide a comprehensive, geographically distributed view of the region at the Census Tract level. Specifically, dashboards are now complete for Demographic Indicators, presenting population data broken down by race and age groups, including recent historical trends. Additionally, dashboards for Inclusive Neighborhood Indicators are operational, covering housing tenure, affordability, cost burden, vacancy rates, and subsidy programs. The team also completed dashboards for Transportation Indicators, which track cost burden and accessibility. Work is currently underway to develop the final set of Economic and Labor Force indicators.

Advancing the Travel Demand Model

Significant progress was made in preparing for the update of the regional TDM, which is essential for evaluating and prioritizing long-range plan candidate projects. The RRTPO initiated the process by releasing a Task Order and subsequently selected Michael Baker as the consultant to support the 2050 LRTP modeling efforts. To provide the necessary data foundation for the model runs, staff updated the Existing and Committed (E+C) project inventory and procured GTFS and ridership data for GRTC. Coordination with the consultant has since begun to move forward with the necessary updates to the TDM. Concurrently, staff held an initial scoping meeting with VDOT's modeling team to establish clear timelines and responsibilities for the overall model update. Following this, the RRTPO will soon begin the development of updated Traffic Analysis Zone (TAZ) boundaries and Socio-Economic (SE) data. This TDM effort also involved coordination with the Tri-Cities area MPO, which included an initial scoping and discussion on the TAZ boundary update. To ensure compliance and best practices, staff reviewed VDOT's best practices and requirements for TAZ delineation prior to beginning the new zone development.

Housing & Economy Narrative Summary – 7230

This quarter, efforts were concentrated on advancing major regional planning documents related to economic growth and housing, as well as coordinating critical development initiatives with local and state partners.

Economic Development Strategy and Funding Support

The primary focus was the update to the regional Comprehensive Economic Development Strategy (CEDS), ensuring transportation infrastructure requirements align with economic growth objectives. The CEDS Steering Committee, which includes local economic development, education, and workforce partners, approved the draft CEDS on September 23rd. This approval authorized staff to open a public comment period from October 10th to November 8th. The final draft CEDS is now slated for consideration and adoption by the PlanRVA Board at its November 13 meeting. Separately, staff served on the review committee for the annual update of the Region 4 Growth & Diversification plan for GoVirginia. Furthermore, staff provided direct support to the region by assisting three applicants with economic development project funding requests submitted to the Southeastern Crescent Regional Commission (SCRC) on July 18th. Funding awards for these projects are currently forthcoming.

Housing Coordination and Development Initiatives

Significant progress was made in both regional housing data analysis and the funding of housing projects. Staff continued to support the update of the regional Housing Market Value Analysis (MVA), which will better align housing and transportation investments. This included hosting the Reinvestment Fund consultant team in July for a full stakeholder meeting and validation field trip. A follow-up virtual update was held on September 24th, and staff are now preparing for a second validation trip in October.

On the development side, PlanRVA was awarded a $1.2 million grant from Virginia Housing to continue the Regional Housing Development program in partnership with the Partnership for Housing Affordability (PHA). This program saw funding applications received in August, culminating in the selection of 8 projects for funding in September. Beyond this, staff serve on the PHA policy advisory committee, working with local partners on legislative issues to promote the provision of greater housing options. The team is also working with a consultant, utilizing Virginia Housing funds under a separate award, to develop an overall strategy for the PlanRVA Community Development program.

Transit-Oriented Development (TOD) Planning

The team coordinated with GRTC and the City of Richmond on the Transit-Oriented Development plan for the North-South Bus Rapid Transit (NS BRT) corridor. Staff serves as a key stakeholder for the NS BRT project and was interviewed by the consultant team in August as they developed recommendations for six of the 14 station locations. Staff have provided ongoing support by connecting the consultant team with related plans and partners for local perspectives and assisting with public notice for the October workshops.

System Readiness Narrative Summary – 7240

This quarter's work in System Readiness focused on updating and maintaining digital tools for flood awareness and initiating planning efforts for regional resilience to better prepare the transportation system for natural and manmade disasters.

Flood Awareness and Digital Tool Maintenance

Staff ensured that the region has access to current flood impact information by completing an annual review and update of the flood awareness page on the PlanRVA website. A crucial technical update involved migrating the flood data mapping application on the website from an older, unsupported format to a new one. This update included refining data and interaction details for accuracy and ease of use.

Resilience Planning and Local Coordination

The team began the groundwork for larger resilience initiatives. Staff initiated coordination for a regional resilience hubs plan by meeting with officials and staff from all localities within the plan's footprint. These initial discussions focused on building a common understanding of gaps and needs that the plan must address. Transportation concerns were a recurring theme in these meetings, particularly regarding support and service delivery in rural counties during extreme weather and the need for accessibility across the region. To support the future analysis of transit stops for heat mitigation measures, PlanRVA staff also began a literature review to identify suitable analysis models.

Environmental Linkages Narrative Summary – 7250

This quarter's work in Environmental Linkages focused on two core areas: advancing foundational tools for environmental screening in transportation planning and supporting key regional greenway and infrastructure projects.

Developing the Regional Ecological Framework (REF)

Significant progress was made in the development of the Regional Ecological Framework (REF), a critical tool intended to consistently incorporate natural resource considerations into transportation planning. The team wrote the raster and vector code necessary for creating hexbins, and the creation of these hexbin data layers is currently underway. To ensure the new framework integrates smoothly with existing processes, staff reviewed state and federal guidance on ecological and environmental screening tools, such as FHWA's Eco-Logical and Virginia's NEPA screening procedures. This review guarantees that the REF procedures align with established regulatory frameworks. Following this, the first draft of documentation summarizing the recommended workflow for utilizing the REF layers was prepared.

Greenway Implementation and Project Support

Staff actively worked to support the implementation of regional greenways in alignment with the "spines and spurs" outlined in *BikePedRVA 2045*. This included engaging external partners for feedback and project refinement. Specifically, staff met with Tribal staff as well as LCWC partners to receive feedback on the Natural Resources Plan and the proposed regional greenway network. Based on planning documents from the CCC, a new greenway was added to the regional plan. Additionally, the team fulfilled its role in supporting the National Environmental Policy Act (NEPA) studies for regional priority projects by completing a review of the I-64 Exit 211 Interchange Improvements (New Kent) to identify any potential environmental impacts or conflicts.

Long-Range Plan Narrative Summary – 7310

Work this quarter was intensely focused on the development of Pathways to the Future: Transportation 2050, the region's new Long-Range Transportation Plan (LRTP). Efforts spanned committee coordination, public engagement, technical document drafting, and modeling advancements.

Governance, Coordination, and Public Adoption

The LRTP Advisory Workgroup (LRTP-AWG), a 24-member body of localities and regional, state, and federal partners, served as the central coordination body. Monthly LRTP-AWG meetings were held virtually on July 23rd and August 27th, with staff responsible for preparing all agendas, presentations, and supporting documents. To ensure all staff activities aligned with the scope of work, bi-weekly internal staff meetings were held to track progress.

Following the LRTP-AWG's recommendation of the plan's 'Goals, Objectives, and Strategies,' a 15-day Public Comment period was held from July 1st to 15th, during which 31 comments were received. The policy board subsequently adopted key elements of the plan: Technical Report A: Socioeconomic Data Report was adopted by the RRTPO Policy Board on July 6th, and the plan's overall 'Vision, Guiding Principles, Goals, Objectives and Strategies' was formally adopted by the RRTPO Policy Board at their August 7th meeting. Additionally, staff read and scored proposals for RFR 24-01 Task Order #2 (related to modeling support), and staff observed and documented the special called August 13th meetings of the Tri-Cities MPO TAC and Policy Committee.

Technical Development and Inventory Creation

Staff completed and finalized several critical technical components essential for the new LRTP. The development of the draft Multimodal Issues and Needs Inventory spreadsheet and online maps, the Universe of Projects, and the Project Prioritization Methodology were a focus of regular staff meetings. Virtual one-on-one meetings were conducted with locality and agency representatives to discuss the draft Needs Inventory. This work led to the acceptance of the Issues spreadsheet and story map during the August 27th LRTP-AWG meeting.

In terms of formal documentation, staff completed drafts of four foundational technical reports for the plan:

- **Technical Report A:** Socioeconomic Data Report for the 2017 Base Year and 2050 Forecast Year (Approved)
- **Technical Report B:** Richmond Regional Structural Inventory & Assessment Report
- **Technical Report C:** State of Transportation Report
- **Technical Report D:** Congestion Management Process Report.

Modeling and Analytical Tools

Work on the finalization of the Vision Eval model for the Richmond Region continued. Staff completed the data development process and are now actively in the phase of testing the model. This effort involved periodic coordination and communication with FHWA, VOLPE, and VDOT staff.

Transit & Passenger Rail Narrative Summary – 7320

This quarter's work in Transit and Passenger Rail centered on direct support for major GRTC projects, advancing regional mobility and coordinated human services transportation, and foundational research into the future of transportation technology.

GRTC Project and Strategic Plan Coordination

Staff provided continuous support for key GRTC capital projects by attending bi-weekly project meetings for both the GRTC Pulse North-South BRT and the GRTC Western Extension. This engagement ensures alignment between the projects and regional planning efforts. For the upcoming FY27 Regional Public Transportation Plan and the investment of Central Virginia Transportation Authority (CVTA) funding, staff began the coordination process by observing and documenting the GRTC Board of Directors meetings held on July 15th and September 30th. Additionally, staff participated in an internal meeting on August 26th to discuss the study of zero transit fares, a potential component of the future regional plan.

Coordinated Human Services and Rural Transportation

Efforts to implement the Coordinated Human Services Mobility Plan and the Rural Transportation Analysis were a significant focus. Staff participated in multiple meetings of the Human Services Transportation Coordination Entity Steering Committee (August 12th and 20th), as well as preparatory planning meetings (August 8th). The team also updated the Regional Transportation Update in preparation for stakeholder meetings with entities such as the SPAN Center Advisory Council, the Hanover Human Services Network, and Goochland Community Partners throughout July, August, and September. To advance rural analysis, staff participated in the July 15th meeting of the Charles City County Community Health Improvement Plan Steering Committee and undertook a review of documents and contacted the Goochland Assistant County Manager in response to an internal inquiry about extending transit service from the Thomas Jefferson and Crater Planning District Commissions into the Richmond region.

Mobility as a Service (MaaS) and Forward-Looking Research

A new initiative this quarter involved beginning foundational work on Mobility as a Service (MaaS). Staff commenced the development of an outline for a MaaS whitepaper and initiated a review of related literature. The team also reviewed the RideFinders website and prepared questions to clarify their role in MaaS provision, which was followed by preparing clarifying questions in anticipation of an October 1st meeting with the agency. Concurrently, staff sought to integrate new data tools by participating in an August 18th demonstration of the Blue Systems software, a smart mobility platform capable of aggregating and tracking various mobility data types. Further efforts to stay informed on emerging trends included participating in the September 25th America Walks webinar, “Community Design and Nondrivers-

Connecting All of Us," and attending the September 26th VAMPO Board of Directors meeting.

Regional Transit Access Plan Narrative Summary – 7325

Work on the Regional Transit Access Plan this quarter focused on data acquisition and initial analysis of GRTC's existing zero-fare program, alongside foundational research and coordination to assess the feasibility of building and maintaining transit access region wide.

Data Analysis and Program Impact Review

The core activity this quarter involved obtaining the necessary data to analyze the impacts of GRTC’s current zero-fare initiative on ridership, accessibility, and economic activity. Staff collaborated directly with GRTC to obtain comprehensive zero-fare data as well as overall system and service operating cost projections and revenue for the next five fiscal years. Additional ridership data was separately obtained from Hanover Dash. Once the data was secured, staff began the analytical work, which included a review and comparison of ridership figures before and after the zero-fare implementation with GRTC and overall analysis of funding for the two providers. To provide context for the local analysis and inform future phases, a limited literature review on Zero Fare in the United States was also initiated along with identification of other programs that mitigate the cost of fares for certain riders while not compromising the funding model of the entire system.

Regional Feasibility and Strategic Development

Staff began building a case study of transit access, focusing on the impact of transit access on employment and income in other regions. Insights and materials gathered from the limited literature review were shared with consultant partners to leverage external expertise. Furthermore, planning for the promotion and coordination of a zero-fare strategy for GRTC was initiated with a kick-off meeting held with partner agencies on July 24th. Staff also participated in an Mpact Innovators Peer Exchange focused on transit funding, providing insight into potential financing strategies for a regional model. Throughout the quarter, coordination and implementation efforts were maintained through bi-weekly check-ins with consultant partners and GRTC.

Active Transportation Narrative Summary – 7330

This quarter's activities in Active Transportation focused heavily on advancing major regional trail and planning initiatives while also managing the Transportation Alternatives Program (TAP) prioritization process.

Project Prioritization and Funding

Staff successfully initiated and managed the FY27-FY28 Transportation Alternatives Program (TAP) prioritization process. Projects were initially screened for consistency with the current Long Range Transportation Plan. Following this screening, a presentation on the pre-application TAP projects was delivered to the RRTPO Technical Advisory Committee on July 8th, and subsequently to the RRTPO Policy Board on August 7th. The prioritization process review culminated in the distribution of signed resolutions of support to all TAP applicants. Full applications and state scores are expected in January.

Major Regional Trail Implementation

Significant progress was made in supporting the implementation of major regional trails. Staff collaborated directly with the City of Richmond Department of Public Works to update the mapped alignment of two Fall Line segments in the city, with this revised mapping frequently referenced in PlanRVA documents. Furthermore, staff continued working with localities along the corridor to develop a plan to interpret the history of the Ashland Trolley Line along the Fall Line.

Looking toward the western spine of the regional network, staff developed a scope of work and framework for the Three Notched Trail Study. Data collection for this study is ongoing, and staff have begun meeting with localities that will potentially be included. The formation of a formal stakeholder group for this process is anticipated to begin in October, with the entire study expected to be completed by December 2026.

Complete Streets and Planning Frameworks

Staff continued to champion complete streets projects and Vision Zero initiatives. The team remains an active participant in a Vision Zero work group with regional partners, which is expected to raise safety guidance in the City of Richmond. Staff also represents PlanRVA at the Safe & Healthy Streets Commission meetings and is scheduled to present an update to the *BikePedRVA 2045* plan at the October 15th commission meeting.

In terms of regional planning, the RRTPO Policy Board approved updates to the *BikePedRVA 2045* plan in August. These updates included a formal definition for "spurs," the designation of proposed spurs, and a list of proposed active transportation projects for each locality. To support future planning, staff initiated the development of a framework for a regional bike count and data collection program, including the development of a scope of work and conducting research for a white paper, with an expected completion date of December 2025.

Freight & Intermodal Narrative Summary – 7340

This quarter's work in Freight and Intermodal focused on building foundational data resources, advancing the update of the Intermodal Strategy, and providing freight expertise to key regional planning documents and partner agencies.

Foundational Data and Strategy Development

Staff initiated the development of a robust regional freight database by actively compiling critical freight data. This included gathering infrastructure shapefiles, commodity flow data, land use shapefiles, and contact information for major freight-generating entities in the region. This data compilation directly supports the literature review being conducted to inform the update of the Intermodal Strategy, with a special focus on best practices for last-mile delivery and grade crossings. This research phase involved staff scheduling and conducting regular meetings with peer MPOs to discuss strategies for facility advisory committees, state plan formulation, and stakeholder engagement. The team is also currently conducting a literature review of regional freight plans from peer organizations.

Regional Planning and Outreach

The team actively supported regional planning efforts by providing specialized freight analysis. Staff continues to coordinate and provide commodity flow information—broken down by mode, volume, and cost—to the Comprehensive Economic Development Strategy (CEDS). Staff also provided in-person and virtual support for CEDS Steering Committee meetings. To facilitate data sharing and awareness, staff presented a freight program overview and state of freight presentation at the August 12th Technical Advisory Committee (TAC) meeting. The team also continues to revise corridor profiles to integrate marine highway and rail commodity flow data, and is actively leading the Freight Academy Capstone 2 Group in preparation for their capstone defense.

Interagency Coordination

Staff maintained strong coordination with state partners to leverage resources and advance priority projects. This included continued coordination with VDOT regarding the statewide commodity flow data collection program license. Staff also coordinated with the Department of Rail and Public Transportation (DRPT) to identify priority rail corridors and capital improvement projects. An effort was made to coordinate with RMT/POV for a September 4th Port Tour, though the tour was ultimately cancelled.

Financial Programming Narrative Summary – 7410

This quarter's work in Financial Programming focused primarily on managing the flow of transportation funds through both the allocation of flexible regional funding and the development and maintenance of the region's Transportation Improvement Programs (TIP).

Flexible Regional Funding and Project Call

Staff initiated the process for the FY27-FY32 flexible regional funding call for projects and allocation process. The application window for these funds was officially announced. Following the announcement, staff coordinated closely with localities and GRTC on project submissions and then proceeded to screen all submitted projects for eligibility. The quarter concluded with staff preparing all screened-in projects for the formal scoring phase.

Transportation Improvement Program (TIP) Management

Significant time was dedicated to both the development of the *next* TIP and the ongoing maintenance of the *current* TIP.

For the FY27-FY30 Transportation Improvement Program (TIP) development, staff updated the Development Schedule to align with the latest information from DRPT and VDOT. The High Level Milestones Documentation was also updated, and staff began the work of drafting multiple sections of the new TIP. Staff conducted a preliminary project review for VDOT/highway projects in consultation with locality staff.

For the FY24-FY27 TIP monitoring and updates, staff completed several amendments and adjustments. Staff finished processing six TIP Amendments and three TIP Adjustments as requested by DRPT (including SPAN001, LGOS001, and GRTC100). These six DRPT TIP Amendments were also formally presented to the RRTPO Policy Board on August 7th. Additionally, staff began processing four new TIP Amendments as requested by VDOT (including UPCs 123919 and 127838).

Strategic Funding and Future Planning

Looking ahead, staff began preliminary discussions of candidate projects for SMART SCALE Round 7 pre-applications, initiating the process to develop funding strategies for regional priority projects. Staff has initiated a map showing VTRANS priority 1 and 2 needs, unfunded CLRP projects, and available leverage.

Safe Streets & Roads Narrative Summary – 7420

Work in Safe Streets & Roads this quarter was heavily focused on the foundational planning and scope development necessary to update the Regional Transportation Safety Plan and upgrade it into a comprehensive Safety Action Plan.

Safety Action Plan Scope and Development

The primary accomplishment was the finalization of the Regional Safety Plan Update Scope. This scope provides the foundational framework for the project and details the Objectives and Goals, Stakeholders and Roles, Project Timeline, and specific Tasks and Deliverables. Concurrent with scope finalization, staff engaged in ongoing stakeholder engagement and began the initial phases of technical preparation, which included an assessment of needed resources, a comprehensive literature review, and the commencement of data collection. This initial planning phase was presented to the RRTPO through a TAC presentation on the Safety Plan update. Furthermore, staff attended the AMPO Annual Conference, specifically following the session track focused on safety to gather best practices and contemporary strategies.

Safety Campaign and Implementation Roadmap

Initial steps were taken to establish a roadmap for a regional safety campaign and messaging as part of the eventual Safety Plan implementation. Similar to the plan update itself, this phase involved ongoing stakeholder engagement to ensure campaign relevance. Staff conducted a literature review and collection of safety materials, programming, and data to inform the content and structure of a future regional campaign. This effort is tied directly to the finalized Regional Safety Plan Update Scope, leveraging the defined objectives and deliverables. Staff also began planning for the integration of a Road Safety Assessment (RSA) framework within the updated Regional Transportation Safety Plan, thereby supporting future locality and VDOT safety studies.

Safety Targets Monitoring and Reporting

In preparation for future monitoring and reporting requirements, staff focused on setting up the necessary tools for tracking annual safety targets. This involved dedicated efforts toward safety data collection and the development of performance measurement tools. To ensure transparency and public accountability, staff commenced the creation of a public-facing website designed to track and report on the regional safety targets.

System Reliability Narrative Summary – 7430

Work on System Reliability this quarter concentrated on integrating key reliability data into planning tools and supporting external management efforts. Efforts to monitor and update pavement and bridge condition data are noted for future work.

Congestion Management and Data Integration

Significant effort was directed toward monitoring roadway reliability and integrating this data into public-facing planning tools. Staff created a draft of an updated Congestion Management Process (CMP) StoryMap and added related maps to the overall Congestion StoryMap. To ensure accuracy and clarity, this new material underwent an internal review by PlanRVA employees, and all suggested changes were subsequently implemented.

Travel Demand and Investment Strategy Support

Staff provided support for regional Travel Demand Management (TDM) and key investment strategies. This included communication with RideFinders regarding their website to support their TDM efforts. Furthermore, staff supported the implementation of the Park & Ride Investment Strategy by using GIS to add Park & Ride locations to the StoryMap of Issues in the region, visually integrating this infrastructure into the regional planning discussion.

Table 1 identifies all the tasks in the UPWP and the associated budget and summarizes overall federal and local revenues budgeted by PlanRVA in FY 2026 to support the work of RRTPO. Federal funds budgeted constitute 80 percent of the total; State and local matching funds constitute 20 percent, unless otherwise noted. Table 2 summarizes expenditures (both quarterly and cumulatively for the fiscal year) by work task.

TABLE 1. SUMMARY OF FY 2026 RRTPO UPWP BUDGET

Work Task	RRTPO Budget				
	PL	5303	CO 5303	Other*	GRAND TOTAL
Program Administration (7110)	$407,573.34	$140,581.88	$28,685.26	$-	$576,840.48
Outreach & Engagement (7210)	$213,924.29	$73,787.65	$15,056.04	$-	$302,767.98
Data & Modeling (7220)	$505,739.98	$174,441.93	$35,594.10	$-	$715,776.00
Housing & Economy (7230)	$31,677.46	$10,926.33	$2,229.46	$-	$44,833.25
System Readiness (7240)	$54,778.88	$18,894.56	$3,855.35	$-	$77,528.79
Environmental Linkages (7250)	$90,937.83	$31,366.65	$6,400.20	$-	$128,704.68
Long-Range Plan (7310)	$275,518.26	$95,032.90	$19,391.04	$-	$389,942.20
Transit & Passenger Rail (7320)	$-	$-	$139,411.71	$-	$139,411.71
Regional Transit Access Plan (7325)	$-	$104,225.66	$21,266.79	$125,000.00	$250,492.45
Active Transportation (7330)	$195,878.96	$-	$-	$-	$195,878.96
Freight & Intermodal (7340)	$34,632.13	$11,945.45	$2,437.43	$-	$49,015.00
Financial Programming (7410)	$140,257.06	$48,378.04	$9,871.33	$-	$198,506.43
Safe Streets & Roads (7420)	$76,444.33	$26,367.50	$5,380.18	$-	$108,192.00
System Reliability (7430)	$12,345.40	$4,258.23	$868.88	$-	$17,472.50
TOTAL ($)	$2,039,707.90	$740,206.77	$290,447.76	$125,000.00	$3,195,362.43

* FY26 MERIT Grant

TABLE 2. SUMMARY OF FY 2026 RRTPO UPWP EXPENDITURES

Work Task	UPWP Page	Budget	Quarterly Expenditures	Total Expenditures	% of Total Funds Expended
Program Administration (7110)	23	$576,840.48	$164,413.85	$164,413.85	29%
Outreach & Engagement (7210)	25	$302,767.98	$113,550.45	$113,550.45	38%
Data & Modeling (7220)	26	$715,776.00	$97,150.16	$97,150.16	14%
Housing & Economy (7230)	27	$44,833.25	$10,484.02	$10,484.02	23%
System Readiness (7240)	28	$77,528.79	$13,316.04	$13,316.04	17%
Environmental Linkages (7250)	29	$128,704.68	$35,208.43	$35,208.43	27%
Long-Range Plan (7310)	31	$389,942.20	$86,218.52	$86,218.52	22%
Transit & Passenger Rail (7320)	32	$139,411.71	$27,731.42	$27,731.42	20%
Regional Transit Access Plan (7325)	33	$250,492.45	$18,574.62	$18,574.62	7%
Active Transportation (7330)	34	$195,878.96	$28,628.43	$28,628.43	15%
Freight & Intermodal (7340)	35	$49,015.00	$8,165.13	$8,165.13	17%
Financial Programming (7410)	37	$198,506.43	$55,577.37	$55,577.37	28%
Safe Streets & Roads (7420)	38	$108,192.00	$30,377.98	$30,377.98	28%
System Reliability (7430)	39	$17,472.50	$1,569.10	$1,569.10	9%
TOTAL ($)		$3,195,362.43	$690,965.52	$690,965.52	22%