

**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

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

B. Active Transportation Program Update

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

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.

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.

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.

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.

Kerry presented her fourth 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.

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.

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.

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.

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.

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.

C. 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.

D. Adjournment

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

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