

Richmond Regional Transportation Planning Organization Executive Committee Meeting Minutes

Thursday, March 5, 2026 – 8:30 a.m.

PlanRVA James River Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224 and
 via Zoom

Members and Alternates Present (X), Virtual (V):

Town of Ashland		Charles City County		Chesterfield County	
Anita Barnhart	X	Byron Adkins (A)	X	Jessica Schneider	
Goochland County		Hanover County		Henrico County	
Jonathan Lyle	X	Sean M. Davis		Jody K. Rogish	X
New Kent County		Powhatan County		City of Richmond	
John P. Moyer	V	Mark Kinney		Cynthia I. Newbille	V

The technology used for the RRTPO Executive 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. CALL TO ORDER AND GENERAL ADMINISTRATION

The Richmond Regional Transportation Planning Organization (RRTPO) Policy Board Chair, Jody Rogish, presided and called the RRTPO Executive Committee meeting to order at 8:31 a.m. Sarah-Keel Crews, PlanRVA, called roll, but there was not a physical quorum. Due to the lack of a physical quorum, the committee was unable to approve the remote participation of Dr. Cynthia Newbille and Mr. John P. Moyer.

Chair Rogish then noted that without a physical quorum, no action before the committee could be taken. Therefore, the approval of minutes was deferred to the next meeting. Members present were able to discuss the remaining agenda items without taking action. There were no considerations for amendments to the agenda and no public comment, so Chair Rogish proceeded to the remaining agenda items.

2026 Federal Recertification Review Report

Chair Rogish gave the floor to Ms. Shickle, PlanRVA, but noted that board members had received handouts of the recertification letter transmitted earlier in the week, and recognized Myles Bushing for leading a successful recertification process. Ms. Shickle shared that Federal partners from FTA and FHWA conducted a two-day site visit last week—spending March 24 with the Tri-Cities MPO and March 25 with the Richmond Area MPO—during which staff provided an overview of key MPO compliance elements and responded to extensive questions; staff indicated they heard early indications that the agencies were pleased with several aspects of performance, with a forthcoming letter expected to include any formal findings, concerns, commendations, or recommendations.

She also explained that the two contiguous MPOs (Tri-Cities and Richmond Area) together form the Transportation Management Area (TMA), and this was the first time the federal agencies combined both MPO recertifications into a single process and

communication, which is why related organizations (including the Crater Planning District Commission, Tri-Cities MPO, and Petersburg Area Transit) were referenced and why coordination responsibilities between the MPOs and state partners may be addressed in recommendations. Members emphasized the strong working relationship with the Crater PDC and noted overlapping jurisdictional participation and leadership connections, and they highlighted the notably improved turnaround time for receiving the certification letter compared to prior reviews.

Ms. Shickle then quoted the key conclusion from the letter—that the MPO “complies with the intent of federal metropolitan transportation planning laws and regulations”—and expressed appreciation to Myles and the full team, noting that not all agencies receive such positive compliance letters.

FY27 Work Program Priorities

Ms. Shickle and Mr. Busching explained that staff had begun developing the next fiscal year’s Unified Planning Work Program (UPWP) and, based on guidance from VDOT and DRPT, had assumed stable funding by carrying forward the same allocation amounts until updated figures were provided (expected within a few weeks). They recommended continuing the MPO’s core compliance priorities—maintaining the UPWP, advancing the Long-Range Transportation Plan for board action in the fall, and continuing ongoing maintenance of the Transportation Improvement Program (TIP), which had been fully renewed in the current fiscal year.

They also stated that programmatic priorities remained focused on transportation safety (including a currently active safety survey and efforts to elevate public awareness around speed and distracted driving) and on transit, including supporting GRTC’s forthcoming regional transit plan and working with GRTC on long-term financial projections and the projected funding shortfall by 2031 to help inform a sustainable funding strategy.

They noted that the next step was to work with the Technical Advisory Committee (TAC) to develop the detailed UPWP, with a TAC recommendation expected to return to the committee at the April 23 meeting. In response to questions, Ms. Shickle and Mr. Busching clarified that PlanRVA’s role in GRTC funding sustainability was primarily a coordination responsibility established in federal MPO regulations and state requirements tied to GRTC’s coordination with the MPO for CBTA-related planning, and they added that PlanRVA had also supported GRTC through a DRPT grant-funded effort to develop a long-term financial sustainability strategy (with the grant ending June 30), while emphasizing that ultimate financial accountability remained with GRTC.

They also addressed questions about the “zero fatalities” safety goal by distinguishing between the long-term 2050 target of zero fatalities and zero serious injuries adopted in the developing 2050 plan and the near-term annual targets that relied on recent data and therefore would not be zero. Finally, they clarified that the work program’s broader transit focus included coordination with multiple transit and microtransit operators in the region, while CVTA-related coordination obligations were specific to GRTC, and they discussed varying levels of engagement with partners such as Hanover DASH and Jaunt.

FY27 Meeting Dates

Chair Rogish then asked Ms. Shickle to review proposed FY27 meeting dates, and she explained that the dates were being shared early so members could hold key times—especially a July meeting—on their calendars, even though the formal approval would occur at the April 23 meeting. She asked members to review their calendars and report any conflicts.

Ms. Shickle then provided two executive updates. First, she and Mr. Busching described a late request from the City of Richmond to swap one Smart Scale candidate project—Richmond/Fulton layover yard, which had recently received CBTA funding—for Hull Street Phase 2, and they noted the swap was still being vetted with VDOT for eligibility and would need to be incorporated as an amendment during the motion because it was not yet reflected in the resolution. In response to questions about whether there was an “11th” project to elevate instead, they clarified that staff had received 18 submissions, narrowed them to 14 eligible/advancing projects, and planned to submit all 14 across the available application slots between the two regional bodies rather than leaving an additional project unaddressed.

Second, Ms. Shickle reported the passing of Herb Richwine, a long-serving member associated with Chesterfield County who had served in leadership roles from 2018–2020 and, according to staff research, had been involved as far back as 1988; she suggested recognizing him with a moment of silence at the start of the next meeting and invited colleagues who knew him to share remarks. She also noted recent media coverage that Richmond International Airport had been pursuing a direct flight to Europe and said the Greater Richmond Partnership—where she served as chair—had been leading a regional and private-sector effort to recruit service from Aer Lingus or British Airways; she indicated she would raise the topic at the full board meeting for awareness and offered to provide more information to interested members. In closing comments, an executive member thanked staff for the Goochland photo in the packet and briefly referenced ongoing interest in a third running lane/shoulder-running initiative, with light discussion about whether the image was intentionally tied to that project.

B. ADJOURNMENT

With no further comments, Chair Rogish adjourned the meeting at 8:58 a.m. The next regular meeting is scheduled for April 23, 2026, at 8:30 a.m. PlanRVA Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224 or via Teams.