

Richmond Regional Transportation Planning Organization Executive Committee Meeting Minutes

Thursday, April 23, 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		Ryan Patterson	X	Jessica Schneider	X
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	X	Mark Kinney		Cynthia I. Newbille	X

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 and certified a quorum. There were no members online, and no considerations of any amendments to the agenda.

Chair Rogish then asked about public comment, but seeing there was none, moved on to the approval of the meeting minutes from October and March. On a motion by Mr. John Moyer, seconded by Dr. Cynthia Newbille, all voted in favor to approve the meeting minutes.

He then transitioned to the FY27 Work Program Priorities, and gave the floor to Ms. Shickle and Myles Busching, both PlanRVA staff.

Mr. Eric Gregory entered the meeting at 8:41 a.m.

Ms. Shickle and Mr. Busching explained that the Unified Planning Work Program (UPWP), included in the policy board packet as Item D2, outlines the schedule of activities and use of federal planning funds available through the Federal Highway Administration and Federal Transit Administration, with this year’s program also incorporating the special prioritization pilot grant. Ms. Shickle said she would highlight key elements of the document and invited Mr. Busching to add details as needed. She noted that the work program covers several major priorities, including multimodal planning and transit-related work, particularly efforts to engage more actively with transit operators to better understand post-COVID service delivery costs, changes in the federal transit funding landscape, and the projected gap in future transit operating support.

They also updated the board on the region's recent federal certification review, which took place in February. Although the MPO has already received its certification letter confirming recertification, the staff is still awaiting a more detailed follow-up communication expected around May 1 that may include observations about program performance and compliance over the past three years. Ms. Shickle explained that, depending on that feedback, the UPWP could need minor amendments, though staff has already worked closely with VDOT and DRPT to anticipate likely federal comments and incorporate those expectations into the draft. Examples include adding more specific timing for major planning milestones, such as adoption of the long-range transportation plan, and identifying anticipated professional development conferences at the start of the year rather than on an ad hoc basis. She emphasized that these changes are not substantial and concluded by noting that the Technical Advisory Committee had reviewed the UPWP and recommended it for approval by the policy board.

Sean Davis entered the meeting at 8:48 a.m.

During the discussion, executive board members asked several follow-up questions about the work program and related priorities. One member noted the length of the document and staff confirmed that it includes both accomplishments from the current year and priorities for the coming year, with the goal of keeping the planning effort unified across funding sources and activities. Discussion then focused on safety, particularly pedestrian safety. A board member observed that pedestrian issues are less prominent in Goochland than in more urban jurisdictions and asked whether safety data could be broken down between pedestrian and vehicular incidents. Staff explained that total fatalities are still primarily vehicle-related in absolute numbers, but pedestrian-involved fatal crashes are making up a growing share of the total and represented about one-third of all fatal crashes in the most recent year. While overall regional fatalities have trended downward over the past decade, pedestrian fatalities have increased, which is why pedestrian safety has become a more prominent area of focus.

The board also discussed changes in federal funding for metropolitan planning organizations. Staff explained that although overall national funding levels have remained stable, the formula-based distribution changes as more MPOs become eligible following census updates, which can reduce the amount received by existing regions. As a result, Virginia MPOs, including PlanRVA's region, experienced funding reductions, though the exact effect varies by area. Ms. Shickle noted that there is still significant uncertainty around future federal transportation funding because reauthorization is unlikely to advance before the congressional midterm elections, but national partner organizations are monitoring developments closely. In response to another question, staff clarified that the list of training and conferences included in the work program is not merely informational; approval is required before federal funds can be used for staff attendance. However, the process is described as straightforward, with requests typically submitted by form and approved within a few days through regular coordination with VDOT and DRPT.

Ms. Shickle then reviewed the proposed meeting schedule for the next fiscal year and confirmed that the revised dates, reflecting recent Planning District Commission action, would be presented for approval by both the executive committee and the full Policy Board.

During the conversation, members also briefly discussed regional transportation news and project updates, including transit-related media coverage and the Long Bridge construction impacts, with staff noting that agencies are relying on bus connections, VRE, and Amtrak to help manage disruptions. Ms. Shickle then pointed members to the remaining action items on the agenda, including the required self-certification of compliance with air quality conformity, nondiscrimination, and other federal requirements, which accompanies adoption of the TIP, as well as the Unified Planning Work Program and election of officers.

She also explained that the agenda was unusually large because the board was effectively combining three meetings' worth of business into one, after adjusting earlier meetings to avoid conflicts with spring break and the intercity visit and because the board would not meet again until July. To help manage time, staff had asked partner agencies to keep verbal updates brief and instead provide written updates where possible. Near the end of the discussion, Sean Davis advised that he might need to leave early for a Special Olympics event in Hanover, and the chair acknowledged the need to remain mindful of quorum while asking members to raise comments or concerns early in the meeting if they expected to depart before adjournment.

B. ADJOURNMENT

With no further comments, Chair Rogish adjourned the meeting at 9:14 a.m. The next regular meeting is scheduled for July 2, 2026, at 8:30 a.m. PlanRVA Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224 or via Teams.