

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
POLICY BOARD MEETING MINUTES
PlanRVA James River Boardroom and via Zoom
Thursday, February 5, 2026 - 9:30 a.m.**

MEMBERS and ALTERNATES (A) PRESENT (X), VIRTUAL (V):

VOTING MEMBERS					
Town of Ashland	1	Hanover County	3	City of Richmond	4
Anita Barnhart	X	Sean M. Davis		Andrew Breton	
Drew Molloy (A)		Faye O. Prichard		Cynthia I. Newbille	V
Charles City County	1	Ryan Hudson (A)		CRAC	1
Ryan Patterson		Henrico County	4	John B. Rutledge	
Byron M. Adkins, Sr. (A)	V	Roscoe Cooper	X		
Chesterfield County	4	Jody Rogish, Chair	X	GRTC Transit System	1
Kevin P. Carroll	X	Dan Schmitt (A)		Adrienne Torres	X
Jessica Schneider	X	New Kent County	2	Sheryl Adams (A)	
Mark S. Miller (A)		John Moyer	X		
Vacant		Jordan Stewart (A)		RIC Metropolitan Transp. Authority (RMTA)	1
Goochland County	2	Powhatan County	2	Joi Taylor Dean	X
Jonathan Lyle	X	Mark Kinney			
Charlie Vaughters (A)		Denise Morissette		Secretary of Trans. Des.	1
		Steve McClung (A)		VDOT, Dale Totten	X
		Robert Powers (A)		VDOT, Mark E. Riblett (A)	X
NON-VOTING MEMBERS					
CTAC		Dept. of Rail & Public Transportation (DRPT)		Federal Highway Administration (FHWA)	
Gordon Dixon		Wood Hudson	X	Edward Ofori	
Bill Walton (A)		Tiffany Dubinsky (A)		Ivan Rucker (A)	X
Dept. of Aviation (DOAV)		Federal Transit Administration (FTA)		RideFinders	
Stephen Smiley		Daniel Koenig (Liaison)	V	Cherika Ruffin	X
				John O'Keefe (A)	

The technology used for the RRTPO Policy Board 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

Chair Rogish called the meeting to order at 10:03 a.m. and lead the pledge of allegiance. He then took a moment to acknowledge all the VDOT workers who had been working incredibly hard after the recent ice storm. Sarah-Keel Crews called roll and certified a quorum.

Chair Rogish asked for a motion to allow for remote participation, as a few members of the committee were online. On a motion by Mr. Moyer, seconded by Ms. Schneider, all voted unanimously. There were no amendments to the agenda or public comment, so Chair Rogish moved on to the approval of the meeting minutes from

October, as well as those from the Joint Annual Meeting on December 4th. Rev. Cooper made a motion that was seconded by Ms. Schneider. The Policy Board voted unanimously to approve both sets of minutes.

B. REGIONAL FUNDING

1. FY24 – FY27 Transportation Improvement Program (TIP) Amendment – VDOT Request – I-64 at N. Gayton Road Interchange (UPC 128623)

Will Heller presented a Transportation Improvement Program (TIP) amendment requested by VDOT for the I-64 at Northgate Road interchange project, using VDOT-supported slides. The amendment updated the project's programmed funding within an already authorized phase of the region's transportation planning process.

The project would construct a new diverging diamond interchange at I64 and Northgate Road, along with related improvements (including new medians and auxiliary lanes). T-64 and Northgate Road, along with related improvements (including new medians and auxiliary lanes). He noted the project is part of broader transportation improvements in the Short Pump area and referenced the VDOT TIP funding block during the presentation.

During discussion, staff clarified that the project is not fully federally funded and instead uses a mix of funding sources, while emphasizing the TIP action is still required to advance the project.

On a motion by Rev. Roscoe Copper, seconded by Mr. John Moyer, all voted unanimously to approve the TIP amendment.

2. FY24 – FY27 Transportation Improvement Program (TIP) Amendment – GRTC Projects

Will Heller provided an update on one existing TIP project and presented the addition of two new TIP projects, all within the authorized phase of the region's transportation planning process. GRTC requested TIP amendments to revise funding for an existing project and to add two new projects associated with Pulse BRT expansion and extension efforts.

For the existing project (GRTC 056), the TIP amendment would update funding for renovation of pavement and parking surfaces at GRTC's Maintenance and Administrative Facility on East Elk Boulevard. The parking surface is approximately 15 years old; a 2024 condition assessment found more than 200,000 square feet of pavement in fair or poor condition. The project is using full-depth reclamation to reduce discarded materials and improving paved areas used by buses and passenger vehicles, including upgrading paratransit vehicle storage to accommodate full-size buses.

The first new TIP project, the North–South Pulse BRT expansion, is the next step following completion of the North–South Phase 1 NEPA work and focused on preliminary design. The proposed corridor is approximately 12 miles long with 16 proposed station locations, running from the Brook Hill Azalea Shopping Center (north of Richmond) to just over the Chesterfield County line near Stonebridge.

The second new TIP project, the Western Pulse BRT extension, also described as the next stage following the NEPA process and intended for preliminary design. The extension would add approximately 4 miles to the existing Pulse line, extending from Willow Lawn to just beyond Parham Road, and would include eight station locations, a new westbound station platform, additional dedicated BRT lanes, and a dedicated park-and-ride location. On a motion by Ms. Jessica Schneider, seconded by Mr. Kevin Carroll, all voted unanimously to accept the TIP Amendment.

C. Performance Measurement

1. 2026 Roadway Safety Targets - Transportation Overview

Dan Motta presented the proposed 2026 roadway safety targets as the required Highway Safety Improvement Program (HSIP) performance measures, with the Policy Board asking to adopt them as recommended by the Technical Advisory Committee (TAC). Virginia sets statewide targets first, and MPOs then have 180 days to either adopt the state targets or establish regional targets using five-year rolling averages for fatalities, fatality rate per 100 million VMT, serious injuries, serious injury rate per 100 million VMT, and combined non-motorized fatalities and serious injuries; while this approach reduces short-term volatility, it can lag current conditions.

PlanRVA continued its 2025 “hybrid” approach—holding targets steady when trends worsened and allowing modest declines when data improved—to avoid “planning for failure,” even when the rolling-average logic can feel counterintuitive. Under this method, staff proposed a 2026 fatalities target of 107 (below the statewide 115), reaffirming the benchmark used in the prior two years based on the 2018–2022 average rather than increasing it to match more recent rises (preliminary 2024 data showed 134 fatalities); staff also presented a 2026 serious injuries target of 833 and a combined non-motorized fatalities and serious injuries target of 108 (both matching the statewide targets), using the state’s assumed 2.51% annual VMT growth, and noted that adopted targets would be submitted to VDOT for FHWA reporting alongside ongoing work to build a regional safety messaging campaign and update the 2022 Regional Safety Plan into a more proactive safety action plan. During discussion, Ms. Schneider noted the item’s relevance following the recent traffic-fatality loss of Bill Martin (with his memorial service scheduled for the upcoming weekend), members asked about the 2013–2015 increase (staff attributed it largely to pedestrian fatalities and noted totals do not reflect population growth), Mr. Lyle flagged a slide correction and supported holding the fatalities target at 107 while acknowledging a “zero” target may be viewed as unrealistic by state/federal reviewers, and members raised data-consistency questions about “serious injury” measures (staff cited DMV crash data and Mr. Carroll noted FR300 reports are electronically submitted and typically reviewed) before the Chair commended the methodology and reiterated the shared goal of zero deaths. On a motion by Mr. Carroll, seconded by Mr. Moyer, the TPO Policy Board voted unanimously to adopt the 2026 safety targets.

D. MPO ADMINISTRATIVE RESPONSIBILITIES & RRTPO SECRETARY'S REPORT

1. Proposed Amendment to Bylaws - Richmond Area Metropolitan Planning Organization

Martha Shickle presented proposed bylaw amendments, discussed by the Policy Board over several months, aimed at clarifying expectations for absence notifications and strengthening procedures for transferring votes to alternates or other designees when members are not present. She reminded the Board that bylaw amendments require approval at two consecutive meetings and would take effect after the second vote anticipated in March.

Daniel Koenig entered the meeting virtually at approximately 10:38am.

Key edits included stating that vacancies do not count against quorum, creating a more flexible process for alternates to vote for absent members (including early-morning logistics), and requiring absence notifications before roll call; she also noted a scrivener's error and additional clean-up items (CTAC proportional vote assignments and moving packet publication to eight days in advance). After discussion— including counsel Eric Gregory's recommendation to allow "members or their representatives" to notify the MPO Secretary— the Board then approved edits on a motion by Mr. Carroll, seconded by Mr. Johnathan Lyle, to (1) correct "no" to "not" and (2) revise the notification provision to allow "members or their representatives" to notify the MPO Secretary. The motion carried unanimously. Mr. Gregory confirmed the revised bylaws could still proceed to the second reading in March and advised that while clerical changes could be made at the second reading, any later substantive changes would likely require restarting the two-meeting amendment process.

2. Work Status Report Second Quarter Update

Ms. Shickle provided a brief update on the second-quarter work status report, noting that the report had been included in the meeting materials and had already been submitted to state and federal partners.

E. COMMITTEE & PARTNER AGENCY REPORTS

1. Committee Updates

a. Community Transportation Advisory Committee

Ms. Crews provided the CTAC update to the Policy Board and relayed CTAC's notice of an upcoming symposium scheduled for Friday, March 13. CTAC planned to bring a delegation and requested Policy Board support by attending if possible and sharing registration information through members' networks, noting that registration emails had been sent, flyers were available at the meeting, and event details were posted on PlanRVA's website (including the Engage page).

The symposium will be held at the Richmond Times-Dispatch headquarters in Mechanicsville from approximately 9:00 a.m. to around 4:00 p.m., with lunch provided. The event is expected to focus on regional housing needs and transportation opportunities, with the agenda still being finalized.

2. Agency Updates

- a. **FHWA** - Ivan Rucker thanked PlanRVA staff for accommodating a statutorily required MPO certification/compliance review on short notice and said the federal team would conduct compressed site visits because the Richmond urbanized area is served by two MPOs—Tri-Cities/Crater on February 24 and Richmond on February 25—with FTA leading and FHWA co-leading. The review would still include required public engagement and advisory-body meetings and would assess 3C coordination with transit agencies and the Commonwealth, including financial inputs to the long-range plan.

The MPO appeared to be performing well but findings or recommendations may still be possible. Dan Koenig added that results would likely be shared later than early March, targeting April 9 for Tri-Cities and April 23 (at the Policy Board meeting) for Richmond due to the hybrid format and condensed schedule.

- b. **VDOT** - VDOT reported the FY27–FY28 TAP cycle is in final scoring (89 applications statewide; 20 in the Richmond District) with about \$4.7M available for the MPO area (plus roughly \$4M associated with CTB member Mr. Davis). VDOT and MPO staff are finalizing a recommended list for the Local Assistance Division, with selected projects expected to enter the Six-Year Plan this spring and return to the Policy Board for concurrence.

VDOT also highlighted Smart Scale Round 7 milestones (pre-apps open March 2, due April 1; full applications begin June 1) and summarized January CTB actions, including items supporting the I-64/Route 623 interchange in Goochland, the Powhite Parkway Extension Phase 2 NEPA location in Chesterfield, a \$35M TPOF award for Chesterfield’s West Area Arterial Collector, and a pilot next-generation traffic operations data service using sensors and predictive analytics.

- c. **DRPT** - DRPT reported six items: FY27 Section 5303 MPO applications are due May 1, with apportionment tables expected in March–April; MPOs should use prior-year allocations as placeholders for UPWP development until final amounts are issued. DRPT state grant programs closed February 1 and drew unusually high application volume, with follow-up information requests to applicants expected during review.

DRPT said the 2026 Coordinated Human Service Mobility Plan (supporting FTA Section 5310) was scheduled for release February 17 after extensive outreach and includes region-specific actions. DRPT also noted Virginia is in a “bridge year” for FFY 2027–2030 TIPs/STIP, has

shared preliminary transit TIP figures, and requested any FFY 2026 TIP/STIP changes by March ahead of federal submittal of the draft STIP.

Finally, DRPT plans to begin engagement on the statewide rail plan this spring and shared staffing updates, including Director Maria Zimmerman and Deputy Director Allan Fye, along with vacancies in Northern Virginia and an upcoming Richmond planner recruitment.

- d. **GRTC** - GRTC representative Ms. Adrienne Torres reported that GRTC would begin two public engagement efforts the following week. First, it would conduct outreach on end-of-month February service changes that would temporarily reduce some evening and weekend service to improve reliability while GRTC recruits operators (about 15 below budget) and runs additional training over the next two months; she noted a public meeting Monday at 6:00 p.m. at the main library plus pop-up outreach on routes and at locations including the Transfer Hub and Willow Lawn.

Second, GRTC would launch engagement for its required triennial Title VI service and equity analysis (including the public participation plan) via an online survey and in-person outreach, with Board adoption planned in April for submission to FTA.

During discussion, a Policy Board member thanked Ms. Torres and her team for technical support to Goochland on microtransit options and said the locality remained interested, and he asked about Route 19 performance. Ms. Torres responded that ridership was still strong and added that an incoming Amazon distribution center had expressed interest in GRTC service, which GRTC planned to pursue.

- e. **RMTA** - RMTA's Ms. Joi Tayler Dean reported that the agency was nearing go-live for Phase 1 of its system modernization to all-electronic tolling on the Powhite Parkway, targeting the end of the month despite weather-related challenges. She stated that major field work had advanced significantly, including installation of the large gantry structure, placement of tolling equipment on the gantry, additional in-lane equipment, and installation of cameras across lanes to support reliable revenue collection through E-ZPass and pay-by-plate at launch. She added that the next planned phase of all-electronic tolling would be on the Downtown Expressway, and the Chair noted anticipation for the automated tolling system.
- f. **CVTA** - Mr. Chet Parsons provided a brief CVTA update, stating that the Authority was preparing for its February 27 meeting to hold a public hearing on the next round of regional funding, with a funding slate totaling a little over \$131 million in requested projects submitted by member localities. He reported that the associated public review period was scheduled to run from February 11 through February 26, and that CVTA was coordinating with media partners and distribution channels to publicize the opportunity for public input and support attendance and participation at the February 27 hearing, with information also intended to flow through member localities' public information offices.
- g. **PlanRVA** - Ms. Shickle shared several PlanRVA updates, asking Policy Board members to help promote the March 13 housing-and-transportation symposium, which includes substantial public input for

the long-range transportation planning process; she also noted PlanRVA's March 14 participation in a Teen Summit to adapt the message for youth engagement.

She reported that PlanRVA launched a fully integrated financial management system with a January 1 go-live after six months of work, replacing spreadsheets, QuickBooks workflows, and manual data transfers, with staff training and Finance Committee discussions underway to improve efficiency and reporting. She also noted the first 2026 Commission meeting was scheduled for the following week (Executive Committee 8:30 a.m.; full Commission 9:30 a.m.) and would focus on affordable housing, including community-specific background materials and a discussion of whether to add affordable housing to PlanRVA's work program given increasing federal/national emphasis and peer-learning/technical assistance opportunities tied to housing-transportation integration.

F. OTHER BUSINESS

1. RRTPO Chair & Member Comments

Kevin Carroll flagged Virginia General Assembly Senate Bill 454, noting that substitute language referencing MPOs could expand the bill's application to nearly all Virginia jurisdictions, including this region because the MPO planning area aligns with the full PDC geography. He said the bill would require by-right multifamily development on 75% of land in zoning districts allowing commercial/business uses (including mixed-use districts), potentially overriding prior zoning conditions and enabling higher-density housing without rezoning.

Carroll and PlanRVA staff warned this could undermine comprehensive planning, disrupt designated growth areas and planned commercial services, and impose major fiscal and infrastructure impacts (schools, transportation, utilities, congestion) without clear analysis; he urged officials and the public to contact their state senators. Members also noted it was "local government day" in Richmond and recognized Martha Shickle's appointment to the ChamberRVA board.

G. ADJOURNMENT

With no final comments, the meeting was adjourned by Chair Rogish at approximately 11:18 a.m. The next meeting will be on March 5, 2026, at 9:30 a.m. at PlanRVA, James River Boardroom, 424 Hull Street, Richmond, VA 23224.