RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
POLICY BOARD MEETING MINUTES
via Teams
Thursday, June 11, 2026 - 10:30 a.m.

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

27 votes // 14 for quorum

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

The technology used for the RRTPO Policy Board meeting was a web-hosted service created by Teams 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

This meeting was held via electronic communication means. Teams was the platform used to conduct the meeting. Members and the public were notified via email and the PlanRVA website. Before the meeting formally began, staff and participants worked through several routine setup and attendance issues. Sarah-Keel Crews, PlanRVA, opened by letting everyone know that the team was making sure participants had camera and microphone access and told Chair Jody Rogish she would signal when the group appeared ready to proceed.

Chair Rogish virtually called the meeting to order at 10:35 am and lead the pledge of allegiance. Afterwards, Ms. Crews called roll, but took a pause, as it became apparent that there were other members who had not joined from the previous meeting.

Once it appeared enough attendees might be present to move forward, Martha Shickle, PlanRVA, asked Ms. Crews to begin roll call again to determine whether a quorum had been reached. Ms. Crews called the full roll and then certified a quorum had been met.

Chair Rogish thanked the members for making time to attend what had been scheduled as a needed meeting, noting that the group had not been certain it would ultimately take place. After confirming that members had the meeting packet, he asked whether there were any proposed amendments to the agenda. Jessica Schneider raised a request to amend the agenda to include additional funding for a project that had been approved by the TAC earlier in the week. After a brief clarification, Chair Rogish agreed to add the item, and Ms. Shickle recommended placing it on the agenda as Item C4. Myles Busching confirmed that placement was appropriate, and Ms. Shickle noted that members should already have received an email the previous day describing the matter. Chair Rogish then formally acknowledged that the amendment proposed by Ms. Schneider would be added as Item C4, and the meeting proceeded from there.

Chair Rogish then opened the meeting for public comment. After seeing no requests to speak, he closed the public comment period and moved to the consent agenda. He stated that the consent agenda contained one item, approval of the April 23 meeting minutes, which were included in the board packet, and then asked for a motion. A motion to approve was made by Dr. Cynthia Newbille, and Jessica Schneider provided the second. Chair Rogish then called for the vote of all those in favor and the consent agenda passed unanimously.

B. REGIONAL FUNDING

1. **FY24 – FY27 Transportation Improvement Program (TIP) Amendment (UPC GRTC008)**
   Chair Jody Rogish moved the meeting into the regional funding agenda and turned the floor over to Will Heller, PlanRVA, for Item C1. Mr. Heller explained that this was the first of two TIP amendments being presented that day and that the first request came from GRTC. He said the amendment concerned an existing project that falls within the authorized project phase of the regional transportation planning process. He then reminded the board that the Transportation Improvement Program, or TIP, is the document used to plan investments and federal obligations over the next four years.

   Mr. Heller stated that GRTC had requested an amendment to the FY24–27 TIP to update funding for existing project GRTC 008 by adding FTA Section 5339 funds. He explained that Section 5339 funds are available to transit providers operating fixed-route bus service and are used for capital purposes such as replacing, rehabilitating, or purchasing buses, vans, and related equipment, as well as for constructing bus-related facilities and making technological improvements, including modifications related to low- or no-emission vehicles and facilities. In this case, he said, the added 5339 funding would support the purchase of paratransit vehicles for GRTC's CARE service, which operates within GRTC's fixed-route service area and extends up to three-quarters of a mile beyond those bus lines. He noted that the amendment would update funding for Project GRTC 008 in fiscal years 2026 and 2027 and that the project includes a mix of state, local, federal Section 5307, and Section 5339 funds. Mr. Heller concluded by asking the Policy Board to accept the Technical Advisory Committee's recommendation and approve the proposed TIP amendment, noting that a draft resolution was included in the meeting packet, and then opened the floor for questions. On a motion by Jessica Schneider, seconded by Dr. Cynthia Newbille, all voted in favor to approve the motion.

2. **FY24 – FY27 Transportation Improvement Program (TIP) Amendment (UPC T31811)**
   Mr. Heller then gave a presentation on the second TIP amendment. The amendment involved an existing transportation project whose funding needed to be administratively restructured by splitting the work into two components—roadway construction and ITS construction—while keeping the overall funding package unchanged. During the discussion, Kevin Carroll and Chet Parsons clarified that the project included an $8 million commitment from the CVTA and noted that, if those funds were being reassigned under a new project number,

coordination with VDOT would be needed so the allocation plan could reflect that correctly.

Jonathan Lyle then asked whether dividing the project into two parts would increase the budget or create duplicate VDOT administrative and project management costs. In response, Dale Totten of VDOT explained that the amendment was purely administrative and did not change the total amount of project funding, the technology funding already committed, or the construction engineering and inspection costs associated with project delivery. He said the project had been advertised twice previously but had received unsuccessful or non-responsive bids, and that splitting the work into separate roadway and ITS contracts was intended to improve the likelihood of attracting qualified bidders. Mr. Totten added that both segments were expected to be advertised again on the 23rd of the month. After this explanation, Mr. Lyle confirmed that his concern had been addressed, and Chair Rogish then asked whether there were any additional questions before seeking a motion to approve the second TIP amendment. Mr. Lyle made a motion that was seconded by Kevin Carroll, and all voted in favor.

3. **FY27 – FY32 Flexible Regional Funding Project Selections – Western Pulse Extension**

The next item concerned a request for regional funding through the RRTPO's Regional Surface Transportation and CMAQ programs for a separate project: the western extension of the Pulse along West Broad Street from Willow Lawn to Parham Road. Myles Busching explained that, at the board's previous meeting, members had approved allocations for the upcoming fiscal year and fully funded several new projects, but one project could not be fully funded at that time. The board was therefore being asked to consider whether to provide partial funding for this remaining project. He said the specific component under consideration was signal priority improvements, which would help buses move more efficiently along the corridor by improving signal timing, while also supporting the broader Pulse western extension project as a whole.

Mr. Busching said TAC had reviewed the full project rather than only the signal priority component. He reported that the total estimated cost of the western extension project was just over $67 million, of which GRTC and Henrico had already secured approximately $44.6 million, leaving a remaining balance of just under $22.7 million. The request associated with this component was $16.9 million, which would cover most of that gap, but only about $12.9 million was currently available through the MPO's funding framework. He explained that the board's normal practice allows leveraging funds to be committed to projects seeking outside funding, but those funds typically remain attached to a project for only two rounds of Smart Scale or another funding competition before reverting back to the MPO if the application is unsuccessful. In this case, TAC recommended deviating from the usual limitation of funding only the preliminary engineering phase and instead awarding the full $12.9 million to strengthen the project's competitiveness for the next Smart Scale round, leaving roughly $10 million still to be secured through the state process. Chair Rogish then asked where the project had ranked during the prior scoring process, and Mr. Busching replied that it had been around 10th or 11th and would need to confirm the exact position, noting that this action would effectively add the project to the board's leveraging funds category. Chair Rogish then opened the floor for board questions on the proposed action. There were no questions, so Dr. Cynthia Newbille made a motion. Mr. Jonathan Lyle seconded the motion, and all voted in favor to approve the funding request.

4. **Amended item: Funding request through STBG & CMAQ**
The additional agenda item was a request for additional flexible regional funding through the STBG and CMAQ programs for an existing sidewalk project on Midlothian Turnpike in the Stonebridge area, near the old Cloverleaf area. Myles Busching explained that, unlike the prior project discussed through the recent scoring and ranking process, this request came forward off cycle under the MPO's established framework because the project had already been advertised for bids and needed a timely funding decision in order to move toward contract award. He said the project would construct about seven-tenths of a mile of sidewalk on both sides of the road, along with dedicated pedestrian crossings, connecting newer developments to Ruthers Road in an area identified as a high-priority pedestrian safety corridor under the state's Pedestrian Safety Action Plan.

Mr. Busching provided background that the project had originally been two separate RRTPO-funded projects that were later merged to improve contracting efficiency. The original cost estimate was about $5.5 million, but the current estimate had risen to $7.2 million, representing roughly a 30 percent increase over the life of the project. He stated that the project currently had $5.663 million in MPO funding, leaving a shortfall of $1.542 million, which Chesterfield had requested from the Policy Board. Mr. Busching said TAC had reviewed the request and supported providing the full additional amount, noting that similar cost escalations had affected many projects initiated before COVID and also recognizing that Chesterfield was funding other nearby sidewalk improvements that would help create a more complete pedestrian network in that section of the Midlothian Turnpike corridor. In response to a question from Chair Rogish, Mr. Busching explained that the project had already been advertised twice: after the first round of bids came in too high, the county worked with VDOT to remove elements that could be funded elsewhere, but the second bid round still exceeded expectations. Chair Rogish then summarized that the project would provide sidewalks on both sides of the roadway and pedestrian crossings for nearly a mile and, hearing no further questions from the board, asked for a motion to award the additional $1.542 million in accordance with TAC's recommendation. Jessica Schneider made a motion that was seconded by Kevin Carroll, and all members of the Policy Board voted to approved the request.

C. COMMITTEE & PARTNER AGENCY REPORTS (20 Minutes)

Community Transportation Advisory Committee
Gordon Dixon, chair of the CTAC, reported on the committee's May 21 meeting and said the group had a robust discussion about the Unified Planning Work Program and CTAC's role in helping shape transportation conversations over the remainder of the year. He explained that members were focused on identifying the key areas where they could continue to provide feedback and serve as a resource to the Policy Board, particularly on issues involving CVTA, Smart Scale, and the broader work of the TPO. Mr. Dixon noted that CTAC was especially interested in receiving regular updates on the committee's activities so members could offer more informed input as projects and policy matters moved forward.

He also shared that Kerry Wagenhauser presented information on transportation plan enhancements and related survey results, which prompted significant discussion, particularly around mode shift and how residents view funding priorities and investment decisions. In addition, Martha Shickle updated the committee on the public engagement plan, which Mr. Dixon said generated strong interest among CTAC members, with several expressing a willingness to volunteer and provide input on how the public perceives transportation funding and project delivery before and after implementation. He concluded by noting that, as part of the engagement strategy, the group was looking at participating in roughly 30 to 40 community events to help communicate transportation activities and priorities across the region, and he characterized the overall feedback from CTAC as constructive and engaged.

Agency Updates

FHWA – There was no update, as a member of FHWA was not present

VDOT – Dale Totten highlighted several items from the monthly report for the board. He said the Smart Scale application cycle was winding down, with full applications having opened on June 1 and a final submission deadline of August 3, and noted that VDOT district staff would continue working with localities and applicants to finalize any outstanding items before the scoring phase begins. He added that draft results were expected around January, followed by consideration alongside the spring 2027 update to the Six-Year Improvement Program. Mr. Totten also reported that active construction on the southern Design Build 2 segment of the Fall Line Trail was expected to begin in October, with a groundbreaking ceremony anticipated in September pending final confirmation from the Secretary and Governor's offices.

Mr. Totten then shared a significant regional update regarding the Powhite Parkway, stating that toll collection on the VDOT-operated Chesterfield County portion—from near Chippenham Parkway at the city line west to the existing terminus at Brandermill Parkway—is projected to end in the first week of January 2027, with an estimated date of January 8, 2027. He explained that the tolls had been established solely to repay the original construction debt and that, consistent with the commitment made when the facility was built, tolling would end once that debt service obligation was retired. He noted that VDOT expected to advertise a construction project to decommission the tolling facilities and make minor roadway modifications needed for the transition to toll-free operations. Finally, Mr. Totten announced that longtime VDOT staff member Mark Riblett would retire from public service on August 1 after approximately 26 years with VDOT and about 15 years with Chesterfield County, and he recognized Mr. Riblett's longstanding contributions as a transportation partner in the region and to PlanRVA's work. Chair Rogish thanked Mr. Totten for the updates and offered special appreciation to Mr. Riblett for his service, noting both the loss to the region and best wishes for his retirement.

DRPT – Wood Hudson provided two brief transit-related updates. He first reported that DRPT's rail team continues to work on the statewide rail plan and that a second round of public engagement is scheduled for July, with additional engagement activities already underway in June. He encouraged anyone interested in staying involved to visit DRPT's website and sign up for alerts and notifications from the communications team related to the rail planning process.

Mr. Hudson also shared that DRPT had completed the first full month of service on the new Virginia Breeze route known as the Tidewater Current, which generally runs along the Interstate 64 corridor. He said the agency was still compiling ridership and performance data, but that the launch had been successful so far, with continued public interest and trip bookings. He added that, as summer travel increases, DRPT expects additional interest in the route, particularly for beach travel, and noted that introductory fares and seasonal promotions were being offered. He concluded by directing interested riders to the Virginia Breeze website for more information about the service and current summer offerings.

GRTC – Adrienne Torres invited board members and the public to support GRTC's upcoming Tap Into Transit event on July 14th, describing it as both a celebration of the region's transit accomplishments and a major fundraiser connected to zero-fare efforts. She encouraged members to help promote the event through their constituent communications and partner organizations in order to broaden attendance. Ms. Torres noted that last year's event drew more than 400 attendees and said GRTC hoped for an even stronger turnout this year at Main Street Station. She closed by thanking the board for its support of the Pulse western extension funding request, saying that getting the project that close to full funding would provide significant leverage in pursuing Smart Scale or other state funding opportunities.

RMTA – Shannon Marshall of RMTA reported that, during the week of June 22, the agency would observe Global Road Safety Week with a campaign focused on distracted driving under the theme “Put Your Mind to Drive.” She said RMTA planned to support the effort through a news release, social media outreach, and a public pledge campaign, and she encouraged board members and others to help amplify the message by liking and sharing RMTA’s materials.

In response to a follow-up question from Chair Jody Rogish about the transition to license-plate-based tolling, Ms. Marshall said RMTA had launched all-electronic tolling on February 28. She explained that motorists now pay tolls either through E-ZPass or Pay by Plate and that the agency was still working through the transition to the new system. She emphasized that RMTA continues to encourage drivers to use E-ZPass because it is the most seamless and cost-effective option, while also reminding motorists without E-ZPass to watch for Pay by Plate statements in the mail and pay them promptly.

CVTA – Chet Parsons reported that the CVTA had met the previous Friday and that its next scheduled meeting would be at the end of July, which he believed would be July 24. He said the authority was actively working with its member localities to schedule presentations before local governing bodies in order to provide an annual update on CVTA activities and the impacts of its work at the local level.

Mr. Parsons also pointed to two of the TIP amendments discussed earlier in the meeting as strong examples of the region’s collaborative approach among the TPO, CVTA, VDOT, and local governments. He said that the ability to coordinate and combine multiple funding sources was helping move projects forward more effectively and at a more advanced pace than is often seen elsewhere. He added that he, Myles Busching, and Martha Shickle were continuing to discuss ways to refine the approval process and make funding as flexible as possible so projects could advance more quickly. He closed by thanking the TPO for its ongoing partnership, and Chair Rogish responded by thanking Mr. Parsons and the region’s partner organizations for their work in moving the region forward.

PlanRVA – Ms. Shickle reported that the commission had just approved its budget and said Lauren Shephard, PlanRVA’s CFAO, had provided a strong financial outlook for the current fiscal year. Shickle said the organization was entering the next fiscal year on time and on track to meet its fund balance objectives while continuing to maintain a high level of service for member localities. She thanked the board and regional partners for their support and said she looked forward to the new fiscal year.

Chair Rogish thanked MS. Shickle for her work and echoed his appreciation for the broader regional team, saying the region's progress was due to the efforts of staff and partner organizations. He then asked whether there were any member comments before adjournment. John Moyer responded by thanking Chair Rogish for his service as chair and expressing appreciation for what he hoped would be Rogish's continued support for the TPO and for Mr. Moyer moving forward. Martha Shickle then added a final note of thanks for Rogish's leadership on behalf of the group.

D. ADJOURNMENT

Mr. Moyer took a final moment to share gratitude to Chair Rogish and his service as chair this past fiscal year. With no further business to discuss, Chair Rogish adjourned the meeting at 11:29 a.m. The next meeting would be July 2nd at 9:30 a.m. in the James River Boardroom.