

Photo: Rt. 288 from River Road, Goochland County

Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC)

Richmond Regional Transportation Planning Organization

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WEBINAR LINK

NOTES

This meeting is open to the public. Members of the public are invited to attend virtually. Please alert RRTPO staff at **RRTPO@PlanRVA.org** if electronic transmission of this meeting fails for the public. Please refer to our **Statement Regarding Virtual Meeting Participation by Members of the Public** for more information.

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Richmond Regional Transportation Planning Organization

Technical Advisory Committee

Meeting Agenda

Tuesday, November 10, 2026 - 9:00 a.m. Via Teams

(webinar link provided in agenda cover page)

1. **Welcome and Introductions**
(*Chair Goyne*)

2. **Roll Call & Certification of a Quorum**
(Sarah-Keel Crews)

3. **Consideration of Amendments to the Meeting Agenda**
(Chair Goyne)

4. **Open Public Comment Period**
(Chair Goyne /5 minutes)

5. **Consent Agenda**

    a. **Approval of the October 13, 2026, TAC Meeting Minutes** – page 4
    Consent Requested: approval of minutes as presented.

6. **TAC Chair's Report**
(Chair Goyne /5 minutes)

7. **FY24 – FY27 Transportation Improvement Program (TIP) Amendment – GRTC - NS TOD BRT Study –** page 14
(Will Heller/5 minutes)
Action Item

8. **Road Safety Assessment Pilot Corridor Selection** – page 18
(Dan Motta/20 minutes)
Action Item

9. **Route 106 Corridor Study**
(Sheri Adams, Charles City County/10 minutes)
Presentation

10. **FY27 Work Program Updates**
(Dorian Allen/10 minutes)
Discussion Item

11. Transportation Agency Updates
(10 minutes)

a. **DRPT** – *Hudson*
b. **GRTC** – *Robinson*
c. **RideFinders** – *O'Keeffe*
d. **VDOT** – *Siodmok*

12. PlanRVA Newsletter: The Better Together Connector (linked)
Information item.

13. TAC Member Comments
(Chair Goyne /5 minutes)

14. Next Meeting: Tuesday, December 8, 2026, at 9:00 a.m. via Teams.
(Chair Goyne)

15. Adjournment
(Chair Goyne)

Richmond Regional Transportation Planning Organization
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Richmond Regional Transportation Planning Organization
Technical Advisory Committee
Meeting Minutes
Tuesday, October 13, 2026 - 9:00 a.m.
In-Person at PlanRVA with a virtual option via Teams

Members and Alternates (Present – X):

16 votes / 9 for quorum

Town of Ashland		**Henrico County**		**DRPT**	
Beth Mertz-Guinn		Sharon Smidler	X	Grace Stankus	V
Charles City County		Ashley Austin		Wood Hudson (A)	
Sheri Adams	X	**New Kent County**		**GRTC**	
Chesterfield County		Amy Inman	X	Tom Bahner	X
J.J. Banuelos (Vice Chair)	X	**Powhatan County**		Corey Robinson (A)	X
Barbara K. Smith (A)		Vacant		**RMTA**	
Goochland County		**City of Richmond**		Theresa Simmons	
Austin Goyne (Chair)	X	Daniel Wagner	X	**RideFinders**	
Patrick Longerbeam (A)		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)	
		Chet Parsons		Virginia Port Authority	
		Mo Nyamweya		Vacant	

The technology used for the RRTPO Technical Advisory Committee 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. Welcome and Introductions

Chair Austin Goyne called the meeting to order at approximately 9:02 a.m. Ms. Crews called the roll and confirmed there was a physical quorum. There was one member participating remotely, so Chair Goyne read the necessary information for approval and called for a motion. Sharon Smidler made a motion that was seconded by John O'Keeffe, and all voted in favor to verify remote participation.

After the vote concluded, Sarah-Keel Crews let Grace Stankus know that her remote participation had been approved and her vote was certified remotely.

Joe Vidunas joined the meeting in-person at 9:05 a.m.

Chair Goyne then asked the committee if there were any amendments to the agenda. VDOT requested to pull two highlighted items. Naomi Siodmok requested that Consent Agenda Item 5B, concerning fiscal year 2024 through fiscal year 2027 TIP amendments for existing GRTC projects, be moved to the regular action agenda to allow for a presentation and fuller discussion given the number of projects and funding involved. She also requested removal of Item 7, the FY 2024–2027 TIP amendment for new Project 123895. VDOT explained that the project consisted of Central Virginia Transportation Authority leverage funds that are being added to other projects; because the associated UPC is being cancelled, no separate action is needed to add it to the TIP or STIP. Finally, Ms. Siodmok asked that Item 9, the Road Safety Assessment Pilot Corridor Selection, be deferred to the November meeting. VDOT staff are reviewing existing studies and road safety assessments before selecting a pilot corridor to avoid duplicating prior work. The proposed agenda changes would move Item 5B to become Item 7, remove the original Item 7, and defer Item 9 to November. Staff advised that a motion and second were required to approve the amendments, and the Chair invited questions from the group for VDOT.

Seeing none, Chair Goyne called for a motion. On a motion by Daniel Wagner, seconded by Amy Inman, all voted in favor via voice vote. Chair Goyne then called for any public comment. There were no members of the public online, and no public comments had been received in advance. Consequently, Chair Goyne closed the public comment period and moved on to the consent agenda.

The remaining item on the consent agenda was the minutes from the September TAC meeting. On a motion by Daniel Wager that was seconded by John O'Keeffe all voted in favor via a voice vote.

Chair Goyne did not have a formal report, so he transitioned to the action items.

FY24 – FY27 Transportation Improvement Program (TIP) Amendment – New Project Request GRTC (GRTC007)

Will Heller presented GRTC's request to amend the FY 2024–2027 Transportation Improvement Program (TIP) for eight existing projects: GRTC 004, 034, 035, 062, 068, 069, 070, and 100. With the exception of GRTC 062, the projects are exempt from air quality conformity requirements. GRTC 062 is non-exempt but is not considered regionally significant, so it does not require a new air quality conformity determination. The projects are supported by combinations of local, state, and federal funding, primarily Federal Transit Administration Section 5307 funds, with GRTC 100 also receiving Section 5310

funding. Section 5307 supports transit capital, operating, and planning activities in urbanized areas, while Section 5310 assists transit providers, local governments, and nonprofit organizations in meeting the mobility needs of older adults and people with disabilities.

The requested amendments update funding for projects that include operational improvements, technology, vehicle purchases, facility planning, and transit expansion. GRTC 100 would continue operating activities intended to improve workforce capacity, accessibility, security, and safety, with a TIP total of approximately $1.5 million. GRTC 034 would implement enterprise resource planning software for agency operations, with a project total just under $16.9 million. GRTC 004 would fund the replacement of existing rolling stock, with an estimated total of approximately $49 million, while GRTC 035 would support the purchase of vehicles used to support GRTC operations, totaling slightly more than $10.4 million. GRTC 062 would advance planning, National Environmental Policy Act review, and final design for a new park-and-ride lot, with a TIP total of more than $10 million.

The remaining amendments support major transit facilities and rapid-transit initiatives. GRTC 068 would fund continued development of the permanent Downtown Transfer Hub in the City of Richmond, with a TIP total of approximately $6.4 million. GRTC 069 would advance the North-South Pulse Bus Rapid Transit line through station-site survey work, National Environmental Policy Act documentation, and early design activities, with a total cost of approximately $13.4 million. GRTC 070 would continue work on the Western BRT expansion, including environmental documentation and preliminary design, with a TIP total of more than $81.3 million. Heller concluded by requesting that the Technical Advisory Committee recommend approval of the proposed TIP amendments requested by GRTC.

Following the presentation, committee members asked questions about the proposed amendments. One member asked about the location of the new park-and-ride facility associated with GRTC 062. Staff indicated that the location was not immediately available and would need to be confirmed with GRTC's Capital Improvements team, though Brightpoint was mentioned as a possible location. Staff committed to verifying the location and providing a follow-up response. A second question clarified that the rolling stock referenced under GRTC 004 refers to the purchase of new buses to replace existing vehicles. With no further questions, Chair Goyne called for a motion. Sharon Smidler made a motion that was seconded by Sheri Adams. Ms. Crews completed a roll call vote, and all voted in favor.

FY24 – FY27 Transportation Improvement Program (TIP) Amendment - GRTC Request – Existing Projects

Will Heller then presented a proposed amendment to add a new GRTC project, GRTC 007, to the Transportation Improvement Program (TIP). He explained that the TIP identifies planned transportation investments and anticipated federal obligations over the next four years. The proposed project would add funding in FY 2027 to expand GRTC's rolling-stock fleet. The project has a total cost of just under $2 million, with approximately 96 percent of the funding coming from state and federal sources. Heller requested that the Technical Advisory Committee recommend approval of the amendment.

Committee members asked whether GRTC intended to purchase low- or zero-emission vehicles. Heller said he had not received information indicating such a proposal. Members also asked how many vehicles the funding would support, noting that buses can cost approximately $900,000 each and that the funding may therefore purchase only two or three vehicles. Staff agreed to seek additional details from GRTC regarding the expected number of vehicles. The discussion also considered the operational value of the purchase, with participants suggesting that the vehicles could provide needed fleet capacity and backup coverage when buses are out of service, rather than requiring trip cancellations.

Although the project is identified as an expansion project rather than a vehicle replacement effort, it was noted that Federal Transit Administration rules allow transit agencies to maintain a limited spare-vehicle ratio—generally understood to be up to 20 percent of the fleet—to support reliable operations. Members requested that a GRTC representative be available for future discussions to answer project-specific questions; Corey Robinson noted that GRTC had been invited to participate virtually but may have experienced connection difficulties. With no further discussion, Daniel Wagner made a motion to approve. The motion was seconded by Sharon Smidler, and all voted in favor via a roll call vote.

Grace Stankus had to leave the meeting at approximately 9:31 a.m.

FY28 Regional Public Transportation Plan Scenario Review
Scudder Wagg of Jarrett Walker and Associates provided an update on the FY 2028 Regional Public Transportation Plan, a collaborative effort involving GRTC and PlanRVA. He explained that the planning process began in spring 2026 with an assessment of existing transit service, ridership, productivity, and regional travel demand. During the summer, the project team developed future service scenarios based on input from regional stakeholders and local jurisdictions. The current consultation phase will inform selection and refinement of a preferred scenario and phased investment priorities, with a draft plan expected in winter and spring 2027 and final approval anticipated in spring 2027.

The analysis emphasized that transit frequency is a primary determinant of service usefulness and ridership. Existing data show that high-frequency services, particularly the Pulse, generate substantially higher boardings per service hour than lower-frequency and on-demand services. The team also evaluated access to jobs and destinations, recognizing that observed ridership reflects both the demand for transit and the availability of service. Recent investments supported through the Central Virginia Transportation Authority have already increased the number of residents served by transit by approximately 9 percent over the past five years.

The first scenario, described as the Regional Priorities Network or growth scenario, represents a regionally coordinated network that incorporates jurisdictional priorities and previous planning efforts. It would increase total service by approximately 45 percent, requiring a comparable increase in operating funding. In exchange, the scenario would significantly expand frequent and 30-minute service, extend service into more areas of the region, improve connections to destinations such as Ashland, New Kent, Petersburg, and Chesterfield, and expand on-demand service in selected areas. It would also provide more reliable evening and weekend service, including seven-day service in areas that currently lack weekend options. The scenario would allow the average regional resident to

reach approximately 30 percent more jobs by transit within one hour during weekday midday periods, with even greater gains—approximately 64 percent in the evening and 104 percent on Sundays—due largely to more consistent service throughout the week.

Mr. Wagg noted that the Regional Priorities Network would improve access to transit for approximately 41 percent of the region's residents and substantially increase the share of residents and jobs located near 15- or 30-minute service. While the network would improve access across much of the region, some localized reductions could occur where route restructurings require transfers, such as near proposed BRT connections. Overall, however, the scenario would produce major gains in access to employment and other opportunities, particularly in areas that currently have limited or no evening and weekend transit service.

The presentation also outlined two financially sustainable scenarios intended to prepare for a future in which operating costs rise faster than available funding. The ridership-oriented scenario would preserve frequent, high-productivity service in the busiest corridors, including proposed North-South and Western BRT investments, while reducing lower-frequency service and eliminating on-demand zones. This approach would serve fewer areas but preserve stronger access to opportunity for a larger share of riders in high-demand locations. In contrast, the coverage-oriented scenario would retain service in most areas currently served, including nearly all on-demand zones, but would reduce frequencies, limit some service to weekdays or peak periods, and potentially eliminate weekend service in some locations. This option would preserve a broader geographic service footprint but would make transit less useful and reduce access to jobs because of longer waits and travel times.

Mr. Wagg emphasized that the scenarios are not intended as fixed or binary choices, but rather as illustrations of the tradeoffs between expanded investment, ridership productivity, and geographic coverage. GRTC and the consultant team will conduct additional one-on-one meetings with jurisdictions and regional partners over the next several months to gather detailed feedback. The team will then refine a preferred scenario and develop a phased implementation plan for inclusion in the FY 2028 Regional Public Transportation Plan.

Committee members discussed financial assumptions, service analysis methods, and the role of on-demand transit in the FY 2028 Regional Public Transportation Plan scenarios. One member asked whether the scenarios considered reinstating fares or charging riders a limited amount. Scudder Wagg explained that the analysis focused exclusively on service levels and did not evaluate fare policy or other revenue decisions. The members requested additional information on the cost of the growth scenario on a per-rider basis, noting that this question is likely to arise with their governing board. Wagg responded that GRTC's current operating budget is approximately $100 million and that implementing a 45 percent service increase would require an approximately 45 percent increase in operating resources. While expanded service would likely generate additional ridership, the resulting cost per rider would require further analysis and could be addressed during upcoming individual meetings.

Members also asked why the presentation emphasized weekday noon conditions rather than traditional rush-hour periods. Wagg explained that systemwide transit demand tends to be strongest from roughly 10:00 a.m. to 4:00 p.m., especially as telework has

reduced conventional peak-period commuting. Midday service also represents the level of frequency riders can generally rely on throughout the day, making it a useful measure of the network's baseline usefulness. In response to questions about whether the growth scenario is financially feasible, Wagg stated that the principal uncertainty is not necessarily a reduction in funding, but whether revenue growth can keep pace with rising operating costs, particularly labor costs. He characterized implementation as ultimately dependent on regional funding and political commitment.

The discussion also addressed the performance and purpose of on-demand or microtransit zones. Mr. Wagg explained that these services are an effective coverage tool for low-density areas because they can make transit available across a broad geographic area at a lower cost than fixed-route service. However, they are generally less efficient when measured by riders per service hour, typically carrying only three to four riders per vehicle hour. Ashland and Azalea were identified as among the stronger-performing on-demand zones. Staff further noted that the smaller vehicles used for microtransit do not necessarily reduce daily operating costs significantly because driver labor remains the primary expense. Fixed-route service generally becomes more cost-effective where land use and travel demand can support higher passenger volumes.

Amy Inman clarified that Powhatan's microtransit service should not be viewed as unsuccessful. The prior service area was too small to effectively serve the county, but Powhatan has since shifted to a countywide model that combines app-based service with advance-reservation service, including trips scheduled 24 hours ahead. Ms. Inman emphasized that rural transit and microtransit serve different functions and that rural localities may require a combination of immediate on-demand service and scheduled, advance-reservation transportation. Mr. Wagg agreed that on-demand transit operates along a spectrum, ranging from near-immediate microtransit trips to more traditional rural demand-response service requiring advance reservations.

Finally, members requested projected cost estimates for the future scenarios. Wagg indicated that the team has preliminary information and would coordinate with GRTC to provide available cost projections. One member also noted that local operating contributions to GRTC declined after Central Virginia Transportation Authority funding became available, raising the question of whether maintaining prior local contribution levels could have supported greater service expansion. The discussion highlighted the importance of understanding the relationship among regional funding, local contributions, operating costs, and the level of transit service provided throughout the region.

Joe Vidunas left the meeting at approximately 10:00 a.m.

After Mr. Wagg's presentation and discussion concluded, Chair Goyne transitioned to the FY27 Work Program Updates.

FY27 Work Program Updates

Dorian Allen provided an update on the FY 2027 Unified Planning Work Program (UPWP), which serves as the region's transportation planning roadmap. The work program includes 14 active tasks and 26 primary deliverables covering administrative management, public engagement, data collection, regional corridor studies, and other planning activities necessary to maintain federal compliance and guide local and regional infrastructure

investments. The update summarized work completed during September, as documented in the monthly UPWP work status report.

A major milestone during the month was the adoption of the 2050 Long-Range Transportation Plan by the Policy Board. The final plan and supporting technical reports are now available on the PlanRVA website, and the adopted materials have been distributed to the relevant state and federal agencies. Staff will next update portions of the plan's evaluation after receiving final 2050 socioeconomic data from the Tri-Cities Area MPO. Because the plan's current future land use and traffic-impact analysis relied on a 2045 forecast, staff will rerun the land use and transportation modeling once updated projections for housing, households, population, employment, and employment locations are available.

For active transportation planning, the Western Spine Study is nearing completion. Staff are finalizing socioeconomic data collection, mapping, and narrative materials, with the final stakeholder meeting scheduled for mid-November. Staff have also identified preliminary corridors for the Road Safety Assessment; however, the related action item was deferred until the November TAC meeting so existing studies can be reviewed before a pilot corridor is selected.

Other ongoing work includes updates to the FY 2024–2027 Transportation Improvement Program, including formal amendments and administrative modifications. Staff are also preparing a consultant task order for the regional prioritization process. That work will include developing implementation data, benefit and burden calculation tools, website updates, and revisions to the regional project-selection framework. PlanRVA continues to support the Central Virginia Transportation Authority with project mapping updates.

Mr. Allen also reported that staff are monitoring current-year transportation performance measures in preparation for updated targets in the spring. In addition, PlanRVA completed an analysis of heat exposure at GRTC bus stops, a carryover activity from FY 2026. The analysis evaluated average daytime summer surface temperatures and shade availability within a quarter-mile walk shed around bus stops, then integrated those findings with the prior sidewalk-gap analysis to assess transit access, pedestrian safety, and heat-related conditions. In response to committee questions, Mr. Allen agreed to share the draft scope for the prioritization process with VDOT for review and feedback, and to provide the heat-exposure analysis through PlanRVA's online Story Map.

Transportation Agency Updates

DRPT – Before she left, Grace Stankus let the group know that there were no DRPT updates.

GRTC – Corey Robinson provided a brief update on service and capital-planning activities. Its next service change is scheduled to take effect on Sunday, October 18. The changes include a cost-neutral expansion of the Azalea Link on-demand zone to cover an additional portion of Lakeside Avenue on the western edge of the existing zone. The expansion is expected to provide transit access to approximately 2,100 additional residents and 1,400 jobs, while adding connections to destinations including Lewis Ginter Botanical Garden, Bryan Park, Belmont Park, Westminster Canterbury, and Lakeside Senior Living.

GRTC will also implement updated bus destination signs on October 18 to improve clarity for riders. Cardinal directions will remain continuously displayed at the top of each sign rather than rotating as part of the destination text. The main portion of each sign will identify the major corridors served by the route in the order the bus will travel along them, allowing riders to more easily understand the route's direction and destination at a glance. Minor schedule adjustments will also be made to Routes 4A, 4B, 7A, and 7B to improve service reliability and address bus-spacing issues.

In addition, GRTC continues to work with the City of Richmond and the Richmond Economic Development Authority on selecting a developer for the permanent Downtown Transfer Hub. The developer-selection process is underway, with an announcement anticipated before the end of 2026.

RideFinders – John O'Keeffe reported that RideFinders had another active month of employer outreach, commuter assistance, and transit-promotion activities. Staff met with several major employers, including the Amazon distribution facility in Ashland, Rosie's at Colonial Downs in New Kent, and SanMar Distribution in Hanover County. These discussions focused on transportation options for employees, particularly where microtransit services can support access to employment centers. RideFinders is also working with Avery Point in Goochland and plans to participate in an upcoming employee benefits fair to promote the ConnectingVA Ride Home rewards program and other commuter benefits available to employees and employers.

RideFinders also participated in student outreach events, including Bryant & Stratton College's new-student orientation in Chesterfield County and transportation resource fairs at Reynolds Community College's Parham Road and Downtown campuses. In coordination with the Virginia Department of Rail and Public Transportation's Try Transit Month, staff held appreciation pop-up events at the Glenside Park-and-Ride and on Brook Road to thank vanpool participants traveling to and from Washington, D.C. Staff also developed and distributed transit-focused content through Facebook and Instagram to support the statewide campaign.

In addition, RideFinders secured exhibitor participation in the 2026 Thinking Big event hosted by the Greater Richmond STEM initiative, which will focus on sustainability and connect more than 400 students with organizations working to improve their communities. During discussion, a committee member asked about outreach to another Amazon facility on Ashland Road. O'Keefe explained that he has the contact information but has delayed outreach because the facility's opening date has been postponed and remains uncertain. The anticipated opening, originally expected sooner, is now projected no earlier than January 1.

VDOT – Naomi Siodmok provided a VDOT and transportation-program update, noting that the Commonwealth Transportation Board (CTB) met in September and was scheduled to meet again on October 13, 2026. She advised members to monitor the CTB discussion of potential changes to the Revenue Sharing Program. Early considerations include possible additional technical or study requirements for applicants and changes intended to more fully fund selected projects rather than distributing partial awards across multiple priority projects. Staff will provide additional information after CTB action or further direction is available.

Ms. Siodmok also reported that groundbreaking had recently occurred for Fall Line Trail Design-Build Package 2, which will construct approximately 10 miles of trail extending south to Patton Park in Petersburg. Completion of that southern segment is anticipated in winter 2028. Committee members requested an opportunity to document lessons learned from earlier trail and shared-use-path construction, particularly bicycle-safety concerns at crossings, curb transitions, flex-post configurations, and sharp turning movements. Ms. Siodmok agreed to coordinate with the project manager, Eric Fortin, and interested local and regional stakeholders to discuss the concerns. During the discussion, staff clarified that at least one concern associated with the Woodman Road area may involve a separate Henrico shared-use-path project rather than the Fall Line Trail itself, and that a future formal crossing is anticipated.

On Smart Scale, Ms. Siodmok thanked localities for their continued coordination on project scopes. Several project scopes remain under review because of ongoing leadership discussions, including projects related to bus rapid transit and the Mayo Bridge. Staff expect to meet with localities around December to discuss cost estimates and any recommended changes. She explained that Smart Scale applications generally use cost estimates based on VDOT administration of a project, even when a locality may ultimately administer it. Ms. Siodmok also announced a public hearing on the Mayo Bridge Replacement Project scheduled for October 21, 2026, from 5:00 to 7:00 p.m. at PlanRVA. She noted that planned resurfacing of the Mayo Bridge, which will reduce the bridge to one lane in each direction during construction, is expected to begin soon.

Staff also announced upcoming training opportunities, including a right-of-way and utilities training on October 14, 2026, from 9:30 a.m. to 12:30 p.m., and a full-day November 19 training on grant-funded studies, the pre-scoping portal, Smart Portal, and related processes. In addition, staff shared the online Story Map for PlanRVA's bus-stop heat-exposure analysis and offered to distribute it by email.

Committee members also raised a newly identified CTB agenda item concerning a potential redirection of approximately $705 million in Priority Transportation Fund resources because of projected funding reductions. Members noted that several projects in the Richmond region, including projects in Henrico, Goochland, Richmond, and Chesterfield, could be affected. Among the projects discussed were the I-288 southbound hard-shoulder running project, I-64 improvements near Northgate, Parham Road improvements from I-95 to Cleveland Street, and the Meadowville project in Chesterfield.

Staff emphasized that the item was under discussion and was not yet a final action. Some proposals could require affected projects to compete again in Smart Scale Round 7 or identify alternative funding sources, prompting concerns about the possible effect on regional funding availability and project prioritization. Members agreed to monitor the CTB discussion closely.

Finally, the group discussed the timing of updated 2050 socioeconomic data from the Tri-Cities Area MPO, which PlanRVA needs to rerun future land-use and traffic-impact modeling for the Long-Range Transportation Plan. Staff indicated that they are working with the Tri-Cities MPO to obtain the data as soon as possible and welcomed additional coordination assistance.

B. Adjournment

After agency updates concluded, Chair Goyne opened the floor for TAC member comments. Daniel Wagner took a moment to reiterate his gratitude for VDOT. Sharon Smidler let the group know that Henrico County announced a public meeting on proposed West Broad Street pedestrian and transit improvements scheduled for October 20, 2026, from 5:30 to 7:00 p.m. at the Hermitage High School ACE Center on Hungary Spring Road. The project focuses on improving sidewalk connections along West Broad Street, including segments from Willow Lawn to Morrissey and from Glenside to Erin. Because the improvements overlap with the planned Western BRT extension, GRTC has been invited to participate in the meeting. The project is intended to respond to regional concerns about pedestrian access and transit connectivity along the West Broad Street corridor.

Amy Inman requested a presentation from Sheri Adams to the group on the Route 106 Corridor Study, which had previously been mentioned at a CVTA Technical Advisory Committee meeting. Ms. Inman noted that the study may be relevant to the region's Road Safety Assessment and could help inform future corridor-selection discussions. Ms. Adams agreed to provide a full presentation at a future meeting.

With no further comments from TAC members, Chair Goyne adjourned at 10:22 a.m., noting that the next meeting is Tuesday, November 10, 2026, via Teams.

ACTION ITEM November 10, 2026

TO Technical Advisory Committee

SUBJECT FY24 – FY27 Transportation Improvement Program (TIP) Amendment: GRTC North South TOD BRT Study

BRIEF:
The Greater Richmond Transit Company (GRTC) submitted a request to amend the Transportation Improvement Program (TIP) to update funding for the existing GRTC067 project. GRTC067, holds funding to be used for Planning Consultant Services. At the direction of the Federal Transit Authority (FTA) to include the study in the TIP, GRTC requests their North-South Transit Oriented Design (TOD) study be folded into the existing GRTC067. Consultation with the Department of Rail and Public Transportation (DRPT) confirmed the appropriateness of this action. The focus of the TOD Study will be on the northern corridor of the North-South Bus Rapid Transit (BRT) expansion, which will run from Chamberlayne Ave. in Henrico County through downtown Richmond, and into Chesterfield County.

RECOMMENDED ACTION:
The Technical Advisory Committee (TAC) should recommend approval of the proposed TIP amendment as requested by GRTC.

DISCUSSION:
Under Federal law and agreements with state agencies, the Richmond Regional Transportation Planning Organization (RRTPO) has authority to select projects and program regional Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ), and Surface Transportation Block Grant (STBG) funds, including the Transportation Alternatives (TA) set-aside.

For other funding programs, the RRTPO does not have authority to select projects but is responsible for adding projects to the Transportation Improvement Program (TIP). Based on federal regulations and RRTPO policy, all projects proposed to be added to the TIP are screened for consistency with the regional long-term transportation plan, ConnectRVA 2050, and the regional conformity assessment. All proposed revisions are also evaluated for fiscal constraint, or the ability to fund the project with projected revenues.

The proposed amendment requested by GRTC has been reviewed by staff and found consistent with the requirements for RRTPO approval. Draft TIP blocks can be found in Attachment A. A summary of the findings for each requirement is included below.

Project Overview:
The funding being folded into GRTC067 will support transit planning, design, and technical studies to advance service, safety, and regional mobility. The Pulse NS BRT expansion will go from Chamberlayne Avenue from Henrico County through downtown Richmond, and into Chesterfield County. The focus of the NS TOD Study being folded into GRTC067 will focus on the northern corridor of the planned Pulse North South Bus Rapid Transit Expansion. The assessment will result in the proposed BRT featuring fixed guideways; 10-minute frequency; dedicated lanes; transit signal priority; enhanced defined stations; TSP, que jumping and real-time technology.

ConnectRVA 2050 Consistency:
ConnectRVA 2050 establishes categories of projects which are regional in nature and must be included in the constrained long-range plan (CLRP) prior to the inclusion in the TIP. Conversely, other project types are considered either local or programmatic in nature and can advance without being specifically listed. The project types under each category can be reviewed in Chapter 5 of ConnectRVA 2050. GRTC067 is already included in the TIP and it is considered local/programmatic in nature.

Figure 1 below graphically shows the consistency of the review process.

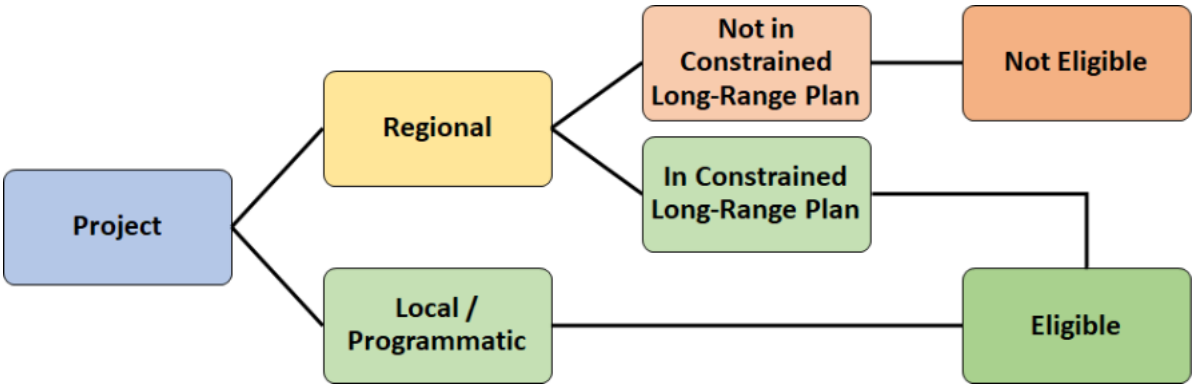


Figure 1: ConnectRVA 2050 Consistency Workflow

Air Quality Conformity: Portions of the RRTPO were formerly part of the 1997 8-hour Ozone Maintenance Area and projects in these areas must either be part of the Regional Conformity Assessment or must be exempt from air quality conformity

analysis under federal regulations prior to being added to the TIP. This project has been determined to be exempt from regional air quality conformity according to the 40 CFR § 93.126, under the category of "*Other – Planning and Technical Studies.*"

Fiscal Constraint:
The funding changes are as follows: add $750,000 (FTA 5307) and $187,500,000 (Local) to FFY27.

Federal Fund Source Description:
FTA 5307 – The Urbanized Area Formula Funding Program makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning in urbanized areas.

For more information, please contact Will Heller at wheller@planrva.org or 804-924-9618 Ext. 153.

Attachment

A. Draft TIP Project Block

Attachment A – Draft TIP Block

GRTC067 – Planning Consultant Services

STIP ID	GRTC067	SCOPE	Transit		
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company		
PROJECT	Planning Consultant Services			ADMIN BY	GRTC
MPO NOTES	TIP AMD: Add new project. Add $1,435,866 in FTA 5307, $1,596,486 in State, and $126,348 in local in FY24. Approved 11/2/23 TIP ADJ: Increase FTA 5307 by $17,000 to $1,453,000, decrease state by $17,000 to $1,579,000 in FY24. Approved 6/21/24. TIP AMD: Additional Funding of $1,598,000 of 5307, $3,502,000 in State funding, and $206,000 in Local funding in FY25. Additional funding in $140,000 in 5307, $340,000 in State funding, and 20,000 in Local funding in FY27. Bringing the total from $3,158,000 to $8,964,000. Approved 10/31/24. TIP ADJ: In FY27, increase FTA 5307 to $1,412,000, State to $1,691,000 and Local to $129,000. Approved 10/02/26. TIP AMD: In FY 27, add $750,000 to FTA 5307, add $0 to State, and add $187,500 to Local. Pending approval 12/03/26.			TOTAL	$12,633,500

	FUND SOURCE	FY24	FY25	FY26	FY27
	Federal - FTA 5307	$1,453,000	$1,598,000	$0	$2,162,000
	State	$1,579,000	$3,502,000	$0	$1,691,000
	Local	$126,000	$206,000	$0	$316,500

ACTION ITEM October 13, 2026

TO Technical Advisory Committee

SUBJECT Road Safety Assessment Pilot Corridor Selection

BRIEF:
The Richmond Regional Transportation Safety Action Plan, *Safe by Design: Moving Toward a Transportation Network Built for People*, was adopted in July 2026. It establishes a regional action framework for eliminating traffic fatalities and serious injuries across the region through strategies grounded in the Safe System approach.

Safe by Design lays out six specific safety actions. Action 2: Develop a Regional Road Safety Assessment (RSA) Program, would establish a coordinated, regional program within the RRTPO's Unified Planning Work Program (UPWP) that pairs rigorous technical analysis with structured community involvement. A key deliverable for the Safe Streets and Roads task in the FY27 UPWP is to select one high-injury network corridor with TAC consultation and conduct an RSA as a pilot for a future regional RSA program.

RECOMMENDED ACTION:
The Technical Advisory Committee (TAC) should select one pilot RSA corridor for further study to advance a key deliverable in the FY27 UPWP and in accordance with the regional safety action plan, *Safe by Design*.

DISCUSSION:
The RRTPO has identified roadway safety as a regional priority and set a goal of zero deaths and serious injuries by 2050 through its Long Range Transportation Plan adopted in September 2026. Acknowledging that fatal and serious injury crashes are preventable, the regional safety action plan, *Safe by Design*, identified RSAs as among the best evidence-based tools available for systemically identifying crash risk and generating actionable recommendations.

A key outcome of *Safe by Design* is a functioning, mulit-jurisdictional RSA program with clear protocols, trained interdisciplinary teams, a community engagement component, and as part of a recurring annual cycle. RSA findings would also generate a pipeline of tiered recommendations that feed directly into quick build programs and longer-range capital project planning and funding applications.

Initial Corridor Options

In the TAC meeting on August 11, 2026, members were briefed on eight possible RSA corridors derived from the regional high-injury network (HIN) and priority safety corridors outlined in *Safe by Design*. The stated goal was to identify a corridor to be evaluated for inclusion in the regional RSA pilot with respect to local needs, gaps, readiness, and regional context, with the specific segment to be refined in coordination with TAC.

TAC-Identified Options

During the September 8, 2026 TAC meeting, corridor options were narrowed down to two possible contenders: Anderson/Midlothian (Route 60) and Broad Rock/Iron Bridge (Route 10).

Along the Anderson/Midlothian corridor, areas of main concern were identified roughly between Emanuel Church Road and the Cumberland County line in western Powhatan and Huguenot/Courthouse Roads and the Richmond City line in eastern Chesterfield.

Along the Broad Rock/Iron Bridge corridor, areas of main concern were identified roughly between the Richmond City line and Cogbill Road, State Highway 288 and Centralia Road, and Branders Bridge Road and Curtis Street/Osborne Road, and Route 1 and Hopewell City line in Chesterfield.

Among these two options, one segment should be selected by TAC as a candidate for a pilot RSA, with the exact roadway extent identified after further consultation with local partners and VDOT representatives.

Next Steps in RSA Pilot

Following RSA corridor selection, staff will work with VDOT and local partners to develop regional RSA protocols adapted from state and national guidance and establish a multidisciplinary RSA team roster. The RSA pilot will conclude with a formal report including findings and tiered recommendations.

For more information, please contact Dan Motta at 804-924-7041 or dmotta@planrva.org.

Attachments:

A. RSA Corridor Summaries