

Central Virginia Transportation Authority (CVTA)

Technical Advisory Committee (TAC)

Meeting Minutes

Thursday, February 12, 2026 3:00 p.m.

Zoom Meeting

Members and Alternates Present:

Voting Members					
Town of Ashland		Charles City County		Chesterfield County	
Beth Mertz-Guinn	X	Sheri Adams	X	Barbara K. Smith, Vice Chair	X
Goochland County				Chessa Walker (A)	X
Austin Goyne		Hanover County		Henrico County	
Patrick Longerbeam (A)		Joseph E. Vidunas, Chair	X	Sharon Smidler	X
New Kent County		William Hardman (A)	X	Gilberto DeLeon (A)	X
Amy Inman	X	Powhatan County		City of Richmond	
		Ligon Webb	X	Daniel Wagner	X
				Andy Boenau (A)	
Non-Voting Members					
GRTC Transit System		CVTA		PlanRVA/RRTP	
Frank Adarkwa	X	Chet Parsons	X	Myles Busching	
Joe Dillard (A)	X			Dorian Allen (A)	X
		VDOT		RMTA	
VDRPT		Larry Hagin	X	Joi Taylor Dean	
Tiffany T. Dubinsky		Liz McAdory (A)		Virginia Port Authority	
Wood Hudson (A)	X			Barbara Nelson	X

The technology used for the CVTA TAC 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](#).

1. Welcome and Introductions

The Central Virginia Transportation Authority (CVTA) Technical Advisory Committee (TAC) Chair, Joseph Vidunas, presided and called the CVTA Technical Advisory Committee (TAC) regular meeting to order at 3:02 p.m.

2. Roll Call

Mo Nyamweya, CVTA, took attendance by roll call.

3. Certification of a Quorum

Mo Nyamweya, CVTA, certified that there was a quorum present.

4. Consideration of Amendments to the Agenda

There were no changes to the agenda.

5. Public Comment Period

Jacob Sherrod, a Henrico resident and community coordinator with Strong Towns RVA, spoke about the importance of distinguishing between reducing traffic and improving transportation. He argued that highway expansions like the Powhite Parkway extension and Shockoe Valley streets project would only temporarily reduce traffic before induced demand leads to increased congestion again. He emphasized that these projects would make roads less safe through widening and expansion. He advocated for funding transit infrastructure instead, highlighting projects like the downtown transfer station and Fulton Rail layover facility as better investments that would move more people in less space and be more financially sound.

Kevin Cianfarini, a Richmond resident and co-lead with Climate Change Makers RVA, strongly opposed redirecting unallocated CVTA funding toward road and highway expansion projects like the Powhite Parkway extension and Shockoe Bottom project. Mr. Cianfarini highlighted that properly funding transit allows moving more people with less pollution and lower costs. He noted that as a regular GRTC rider, he can attest to existing demand for high-frequency transit, with buses regularly packed outside of rush hour despite recent service cuts to the Pulse. He concluded by urging the committee to fund the full \$13.5 million match for GRTC's BUILD grant and the Fulton Rail Yard project, using transit money to give people viable transportation choices rather than funding highway expansion.

Fatima Kamara, the land use and transportation manager at Virginia Conservation Network, stated that transportation is Virginia's highest source of emissions. Based on this, she opposed highway expansion projects and encouraged funding for transit, bike and pedestrian infrastructure, and rail infrastructure.

Richard Hankins, Executive Director of the Partnership for Smart Growth, spoke in support of funding the GRTC downtown transfer station hub and the Fulton Rail Yard layover facility as smart growth options. He advocated for these projects to receive funding to help with the BUILD grant, and expressed strong support for both initiatives.

Glen Besa, Chesterfield County resident, stated that of the \$48 million in unallocated funding, \$28 million is unallocated for transit and should go to transit projects. He argued for investing in transit to expand transit opportunities across the region, noting that he lives in a community not served by transit. Besa emphasized that transit, pedestrian, and bike accommodations should be provided to serve long-time residents who pay taxes. He highlighted that projects like the Fulton Rail Yard and transfer station serve a larger population beyond just the city and should receive funding priority over projects like the Powhite Parkway, which he argued only serve new growth outside areas where most people live. He concluded that the region should

invest in people who already live there rather than subsidizing new development.

Lee Williams, City of Richmond resident and Advocacy Chair for the James Group Sierra Club, commented on the importance of strategically allocating CVTA's \$48 million surplus to maximize its impact. Williams strongly opposed spending any money on the Powhite Parkway extension or other road and highway expansion projects like Shockoe Bottom, arguing that these expansions are expensive and only lead to sprawl, stormwater problems, and increased vehicle emissions. He stated that new dollars for roads encourage car dependency and worsen traffic and congestion rather than improve it. He advocated for investing the dollars in projects that prioritize community and environmental health, such as public transit and bike-walk infrastructure. Williams highlighted that rail and bus travel produce 80% fewer greenhouse gas emissions per passenger per mile than cars, reduce traffic congestion, lower air pollution, and consume less energy. He expressed support for the Fulton Rail Yard improvements and the Downtown Transfer Station Hub project, noting that transportation emissions make up the second largest percentage of Richmond's carbon footprint. He argued that prioritizing convenient and accessible public transit reduces transportation emissions and creates economic and health benefits, including fewer work and school day losses and better health outcomes for communities disproportionately impacted by respiratory diseases.

Annika Schunn, a City of Richmond resident who grew up in Chesterfield County and works at a local housing nonprofit, shared a personal story about how relying on the bus for transportation enabled her and her partner to afford a house. Instead of spending hundreds of dollars monthly on a second vehicle, they were able to put that money toward a down payment. She expressed her support for expanding transit so more residents in the area can access this amenity. She acknowledged not being an expert on transit but noted that research shows the only way to decrease congestion and reduce strain on roads long-term is to expand public transit options. Schunn argued that every dollar spent on public transit creates value available to everyone, while every dollar spent on highways creates value accessible only to those who can afford to buy and maintain a car. She concluded by urging the committee to allocate surplus funds toward supporting and expanding public transit for the benefit of the climate, roads, and community.

There were also written public comments submitted via email, which are attached.

6. Final Round 4 Regional Application Scorecards

Chair Vidunas outlined the process for addressing the allocation of unallocated CVTA funds:

1. **Locality Presentations:** Each locality that submitted a funding option would be given an opportunity to present their option.
2. **Revisions and Amendments:** Following presentations, localities would have the opportunity to make changes, amendments, or withdraw their options if desired.

3. **Straw Poll:** A straw poll would be conducted to determine where the committee stood and identify which options had "risen to the top."
4. **Discussion:** Open discussion would follow, limited to approximately 20 minutes, noting that the committee had already spent considerable time on this matter on Monday and members were familiar with the projects, concerns, and funding issues involved.
5. **Motion and Vote:** The meeting would conclude with a motion and vote on a recommendation to move forward.

Locality Presentations

- Chesterfield County: Initially presented Option A but announced support for Option D after recent conversations.
- Hanover County: Presented Option B, noting a reduction of the Route 33 widening project request from \$20 million to \$4 million for preliminary engineering only, with plans to seek additional funding in future rounds. Expressed discomfort with removing funding from projects that scored and were slated to receive funding, as it deviates from the objective scoring process.
- New Kent County: Presented Option C, advocating for funding projects based on scoring. Supported Richmond's \$13.5 million BUILD grant match for the transit hub and the \$15 million Fulton Yard project. Noted assumptions about de-allocations from Parham Road and Forest Hill Avenue projects, and requested verification regarding Ashland's Vaughan Road overpass de-allocation. Supported Hanover's \$4 million for Route 33 PE and expressed concerns about funding the POI project, which scored near last.
- Henrico County: Presented Option D, describing it as equitable and balanced. Noted willingness to de-allocate \$10 million from the Bryant Park Interchange project given its current state and unlikely near-term implementation. Stated that most requested projects are funded, including Beulah Road in support of the airport as a regional project.
- City of Richmond: Explained the rationale for de-allocating funding from the Bryant Park Interchange project due to scope concerns and the project's current readiness status. Expressed support for Option D and Option C, while noting appreciation for collaborative discussions with Henrico.

Straw Poll Results

- Option A: 0 votes
- Option B: 1 vote
- Option C: 3 votes
- Option D: Majority support

New Kent County indicated support for Option D conditional on restoring \$13.5 million for the downtown transfer hub.

Discussion

Following discussion, the City of Richmond agreed to reduce the downtown transfer hub funding request from \$13.5 million to \$10 million as a workable minimum to support BUILD grant viability.

On motion by Barb Smith and seconded by Amy Inman, the CVTA TAC voted to recommend option D (roll call vote).

Locality	Member	Vote
Town of Ashland	Beth Mertz-Guinn	Aye
Charles City County	Sheri Adams	Aye
Chesterfield County	Barbara K. Smith	Aye
Hanover County	Joseph Vidunas	Aye
Henrico County	Sharon Smidler	Aye
New Kent County	Amy Inman	Aye
Powhatan County	Ligon Webb	Aye
City of Richmond	Daniel Wagner	Aye

7. CVTA TAC Member Comments

Joe Dillard, GRTC, speaking on behalf of himself and Frank Adarkwa from GRTC, expressed gratitude to the committee members for their partnership efforts. He stated that they were "almost at the finish line" in submitting the BUILD grant and thanked the committee for the regional partnership in ensuring the downtown transfer station project could move forward. He also thanked GRTC leadership, including Sheryl Adams and Adrienne Torres, for their support.

9. Next Meeting: March 9, 2026, at 1:00 p.m.

10. Adjournment

Chair Vidunas adjourned the meeting at 3:40 p.m.

Funding allocations for \$28 million / CVTA's Technical Advisory Committee

From Andrea Wieder <andreakwieder@gmail.com>

Date Thu 2/12/2026 11:38 AM

To Information CVTA <information@cvtava.org>

Dear Technical Advisory Committee (TAC) of CVTA,

It is my understanding that TAC can allocate \$28 million from the last round of funding.

Please send that money to the Fulton Rail Yard and to GRTC for the permanent downtown transfer station.

Public transportation serves all citizens, lessens pollution, creates community and makes the city a safer place all around. Expanding and improving rail services here in Richmond will contribute to solid growth for the city and expand meaningful employment opportunities for many.

Thank you, in advance, for doing the right thing!

Andrea K. Wieder

Non-driving, walker/bus rider, downtown city resident

New Virginia Majority

Regarding Transit Funding
02/11/2026

To the Central Virginia Transportation Authority Technical Advisory Committee,

My name is Don O'Keefe. I am an architect, urban planner, a Lecturer in Architecture at Harvard University, and a Richmond native and current resident. I am also a GRTC rider, walker, and cyclist. I have never owned a car, and hope never to!

I am writing in regard to the funding options of the \$48 million surplus. I would like to urge that these funds be put to use on projects that improve public transit, pedestrian, and bicycle infrastructure. Far too much has been spent on automobile infrastructure in recent decades, creating a dangerous, wasteful, and unsustainable city and region. The time to learn our lessons and change strategies is now.

In particular, I strongly oppose any money being spent on the Powhite Parkway extension. It is a hugely expensive and wasteful endeavor which will only fuel further suburbanization and sprawl.

I also oppose the Shockoe Valley Streets Improvement Project, which does not respect walkable street design and instead suburbanizes one of the oldest districts in central Richmond. Any alterations to the street grid in that area should be done to improve long-term prospects for developing a dense, walkable, and connected pedestrian network.

Good uses of the \$48 million dollars in funding would include:

- Fulton Rail yard improvements
- GRTC funding to assist with their shortfall
- GRTC funding for long term improvements to transit in greater Richmond (including a downtown transfer center)
- Other projects which help us transition away from cars and toward other options

The priority for transportation funding should not be doubling down on failed automobile-centric planning. Instead, I urge the CVTA to use these funds to help create a more sustainable, healthy, efficient, and safe transportation future for Central Virginia.

Thank you for your time.

Don O'Keefe AIA AIJ CPIJ

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