

# *RLRP 2040*



*Approved/ June 14, 2018*

***Richmond Regional Planning  
District Commission***



### ACKNOWLEDGEMENT

This plan was prepared in cooperation with the United States Department of Transportation, Federal Highway Administration, Virginia Department of Transportation, and the Virginia Department of Rail and Public Transportation. This report also represents the collective work of state, regional and local representatives of the Richmond Regional Planning District Commission (RRPDC) Rural Technical Advisory Committee.

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The RLRP 2040 was approved by the Richmond Regional Planning District Commission on June 14, 2018.

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Richmond Regional Planning District Commission

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## Introduction & Purpose

The Richmond Regional Planning District Commission's (RRPDC) 2040 Rural Long Range Plan (2040 RLRP) is a visioning document developed as a transportation planning resource for RRPDC's rural area jurisdictions of Charles City, Goochland, New Kent and Powhatan counties.

Within the RRPDC boundaries (Map 1) most regional transportation planning is facilitated by the Richmond Regional Transportation Planning Organization (RRTPO), who's boundaries are depicted in yellow on Map 1. The RRTPO is responsible for the development of a regional, multimodal transportation planning document known as the regional Long-Range Transportation Plan (LRTP), which considers future transportation improvements in the RRTPO over the next twenty years. The 2040 RLRP is serves as the rural area companion for the LRTP .

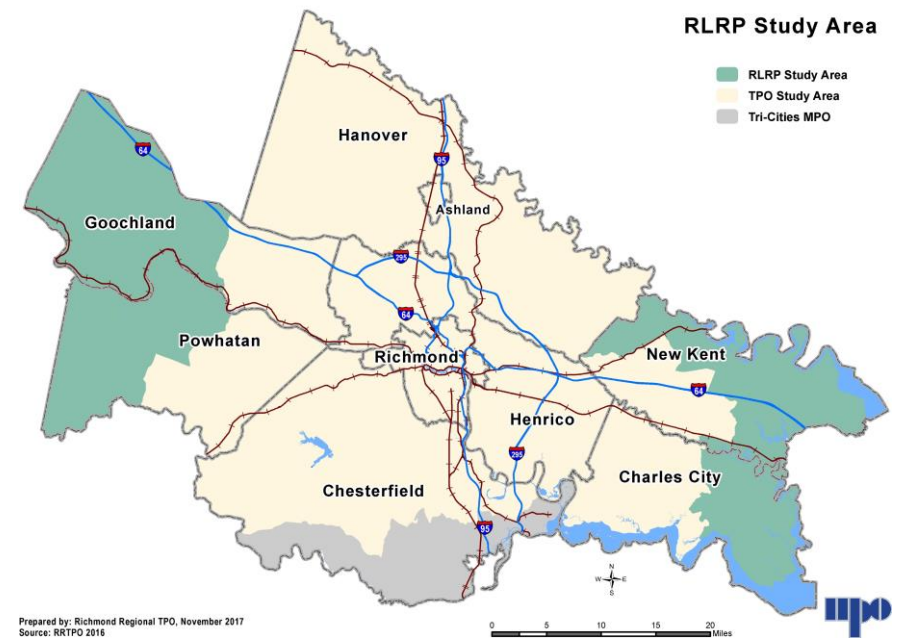
The 2040 RLRP was developed by Rural Technical Advisory Committee (RTAC), which is comprised of representatives from the RRPDC's rural area jurisdictions and the Virginia Department of Transportation.

## Overview of the Region

The RRPDC is a regional planning agency that serves the Town of Ashland, the City of Richmond and the counties of Charles City, Chesterfield, Goochland, Hanover, Henrico, New Kent, and Powhatan. In total the RRPDC's boundaries encompass approximately 2,165 square miles with a total population of 1,028,464 and a total employment 510,242 as shown in the regional Socio-Economic Data (SE Data) developed by the RRPDC.

The RRPDC's rural area, shown in green on Map 1, include portions of Charles City, Goochland, New Kent, and Powhatan. The total rural study area is approximately 588 square miles with a total population of 33,775 and a total employment 6,566 (RRPDC 2012 – 2014 SE Data).

Map 1



## Demographics and Land Use Trends

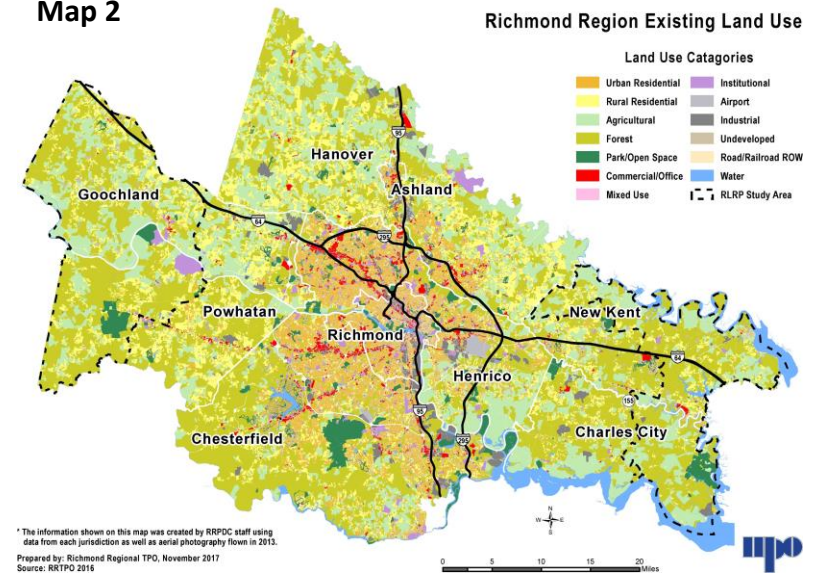
Projected population growth in the rural area is likely to be modest over the next twenty-year period. Based on the SE Data, the population in the rural areas is projected to grow from 33,775 in 2012 to 38,864 in the year 2040 with a compounded annual growth rate (CAGR) of 0.50 percent per annum.

Similarly, employment is projected to grow from of 6,566 in 2012, to 9,875 in 2040 with a CAGR of 1.47 percent per annum. At present, almost forty percent of the total employment is in the government sector, mainly in the local government and state government. Local county school boards and Commonwealth-operated correctional facilities are the major employers.

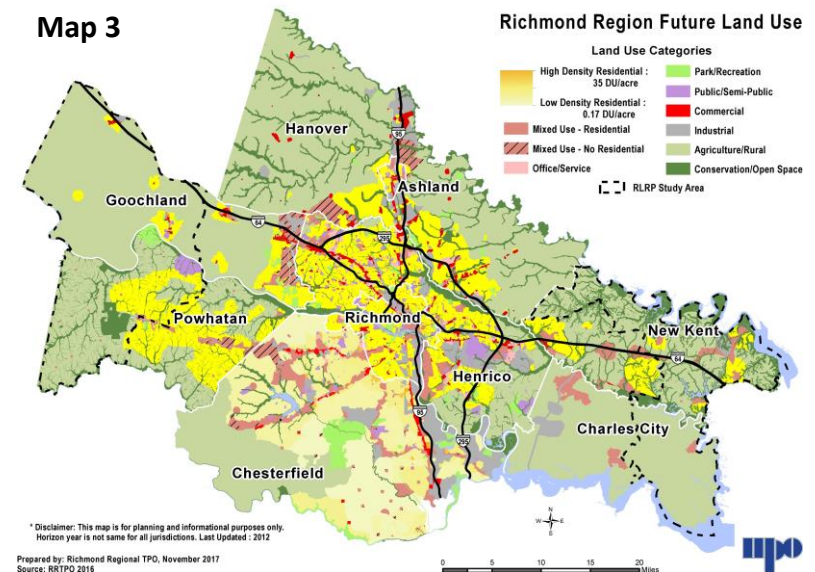
Existing land uses are not expected to significantly change over the next twenty years (see Map 2 and Map 3). Currently existing land uses in the rural area mostly fall under forest or agricultural uses, with planned residential development expanding in selected areas.

These trends indicate that transportation improvements will likely include maintaining the existing system, focusing on connectivity needs, and enhancing overall safety of the rural area network.

Map 2



Map 3





## Title VI & Environmental Justice

Title VI of the Civil Rights Act of 1964 and the Environmental Justice (EJ) Executive Order require fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of laws, regulations, and policies.

RRPDC assessed the rural area of the region to identify areas where there are disproportionately high minority or low-income populations (below the federal poverty level) when compared to the region as a whole.

Table 1 shows the percentage of the minority population for the entire RRPDC region, as well as the percentage of the minority population for the region's rural area by jurisdiction. The table also shows if the percentage of minority for each rural area is higher than the regional average. Charles City County's rural area has a higher percentage of minority individuals than the regional average, while Goochland, New Kent, and Powhatan's rural area have a lower percentage.

Table 2 shows the percentage of the low-income population for the entire RRPDC region, as well as the percentage of the low-income population for the region's rural area by jurisdiction. Like Table 1, Table 2 also shows if the percentage of low-income for each rural area is higher than the regional average. Charles City County's rural area has a higher percentage of low-income individuals than the regional average, while Goochland, New Kent, and Powhatan's rural areas have a lower percentage.

**For more analysis of Title VI and Environment Justice, please see Appendix A.**

**Table 1: Rural Area (RA) Minority**

Area	Total Pop.	Minority Pop.	Percent	High
<b>RRPDC REGION</b>	<b>1,015,619</b>	<b>407,218</b>	<b>40.10%</b>	-
Charles City County (RA)	1,565	852	54.44%	✓
Goochland County (RA)	12,658	3,781	29.87%	
New Kent County (RA)	8,001	1,773	22.16%	
Powhatan County (RA)	10,718	3,223	30.07%	

Source: 2010 Census

**Table 2: Rural Area (RA) Low-Income**

Area	Total Pop.	Low-Income Pop.	Percent	High
<b>RRPDC REGION</b>	<b>1,025,266</b>	<b>121,103</b>	<b>11.81%</b>	-
Charles City County (RA)	1,221	174	14.23%	✓
Goochland County (RA)	11,141	552	4.95%	
New Kent County (RA)	8,231	472	5.74%	
Powhatan County (RA)	8,069	321	3.98%	

Source: 2012 – 2016 ACS

**Data Note:** Data sources for minority and low-income differ based on data availability and best practices. Minority data was gathered from the 2010 US Census and Low-Income data was gathered from the American Community Survey.



### Rural Transportation System

This section examines the current rural area transportation system including – roadways, bicycle and pedestrian facilities public transportation, para-transit, commuter services, and freight.

### Roadway Network

The primary east-west corridors in the rural portion of the region include Interstate 64, US Route 250 (Broad Street Road), US Route 60 (Anderson Highway), Virginia Route 6 (River Road), and Virginia Route 711 (Huguenot Trail). The north-south corridors include Virginia Route 522 (Sandy Hook Road and Maidens Road), Virginia Route 33 (Eltham Road), and Virginia Route 5 (John Tyler Memorial Highway).

### Bicycle & Pedestrian Facilities

In Charles City phases of the Virginia Capital Trail were completed in early 2015 travelling through the county courthouse area. In New Kent, sidewalks have been added along VA 249 to connect the courthouse and government offices with nearby schools. There are also seven extensive on-road bicycle touring routes throughout the county. In Powhatan County sidewalk along VA 13 to connects the county administration building to the entrance to Fighting Creek Park. And in Goochland County sidewalk and multiuse paths along River Road West connect the Courthouse Village area to the junction of Route 6, US Route 522, and the Goochland County schools complex.



Virginia Capital Trail in Charles City County.

### Public Transportation

Public transportation is limited in the rural area due to the relatively low density of population. GRTC fixed route network is only available within the urban area. The AMTRAK stops within the region are also located within the urban area. Stops include: the Staples Mill Road Station in Henrico, Main Street Station in Richmond, and the stations in the Town of Ashland and in southern Chesterfield County (Ettrick). Airports, ports, and rail freight facilities are located nearby and serve the area, but are not physically located within the rural area.

### Private Transit

On-demand paratransit service for residents of Charles City and New Kent counties is provided by Bay Transit. Goochland is served by the Goochland Free Clinic and Family Services. Senior Connections offers services to Charles City, Goochland, New Kent, and Powhatan. There is Greyhound bus service in Richmond. Other transportation services are available to commuters or to persons qualified for paratransit services based on age, income, or disability.



Goochland Free Clinic and Family Services in Goochland County.

### Commuter Services

Of the dozen Park and Ride lots in the Richmond region, two provide immediate service to the rural population, including at Hadensville in Goochland and at Bottoms Bridge in New Kent County. RideFinders, a division of the GRTC Transit System, assists commuters, including those living in the rural area, to find carpools and vanpools. Commuters in the eastern rural area who are traveling to jobs in Hampton Roads may use a carpool matching service called Traffix.

### Freight

The rural area does not contain any significant intermodal freight transfer facilities. However, a network of key rail lines, interstates and primary roads do pass through the rural area.

In New Kent County, freight and passenger trains move east and west on a CSX-owned rail line. Norfolk Southern also operates a rail line through New Kent County connecting from the west through the City of Richmond and terminating in the Town of West Point. In Goochland County, CSX owns and operates a rail line which runs the length of the county along the James River.



Park and Ride in Goochland County.

## Regional Transportation Planning Goals

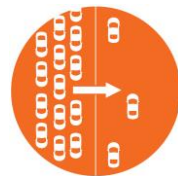
The 2040 RLRP is rooted in the nine regional transportation planning goals established and approved as part of the RRTPO's *plan2040* development process. The rural jurisdictions participated in this development process. The nine goals are broad and cover a wide range of values related to transportation planning and project selection.



**Access to Employment:** Provide for transportation system connections to areas of employment density and key activity centers, with an emphasis on connecting to areas of high poverty rates.



**Safety & Security:** Provide for transportation improvements that increase safety and security for system users.



**Congestion Mitigation:** Support transportation system improvements that address existing and expected future traffic congestion



**Multimodal Connectivity:** Improve accessibility and interconnectivity of various transportation modes for all system users.



**System Reliability:** Implement technologies and programs to improve travel times and support the ease of travel throughout the region.



**Freight Mobility:** Enhance freight corridors and intermodal connections to facilitate goods movement into, within and out of the region.



**Preservation & Maintenance:** Ensure that existing transportation infrastructure and facilities achieve a consistent state of good repair.



**Environment & Air Quality:** Provide for project alternatives that protect and enhance the region's natural resources.



**Transportation & Land Use Integration:** Support transportation investments that meet the needs of existing and future land use and development patterns.



## Rural-Area Projects and Deficiencies

The 2040 RLRP was created as a transportation planning resource guide for the RRPDC's rural area jurisdictions. The following projects identify options that could be pursued by each locality. Each project list is based on previously identified network deficiencies and have been refined further by the RTAC.

Project lists include a map identification number, project location, applicable jurisdiction, suggested project timing, and a general project description. Projects can be located on accompanying maps using the map identification number.

These identified potential projects focus on safety, connectivity and system preservation. These focus areas align with the rural area's anticipated transportation needs based on projected growth and land use trends, while further advancing regional transportation planning goals.



**Safety**



**Connectivity**



**Preservation**

These projects are meant to spark options for each of the rural area jurisdictions and can be considered further based on the discretion of each jurisdiction



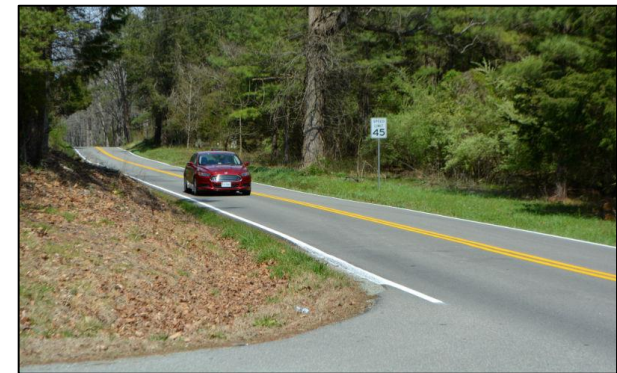
Map 4

## Rural Long-Range Plan Projects



## Rural-Area Projects and Deficiencies

The accompanying maps and lists provide the location for the identified rural-area projects. Separate maps have been developed for the eastern and western study areas. Project lists are organized by locality. Use the project number in the lists to locate projects on the maps.



























VA 634 (Maidens Rd.) Goochland County.



VA 313 at US 522 in Powhatan County.

## Table 3: Goochland County

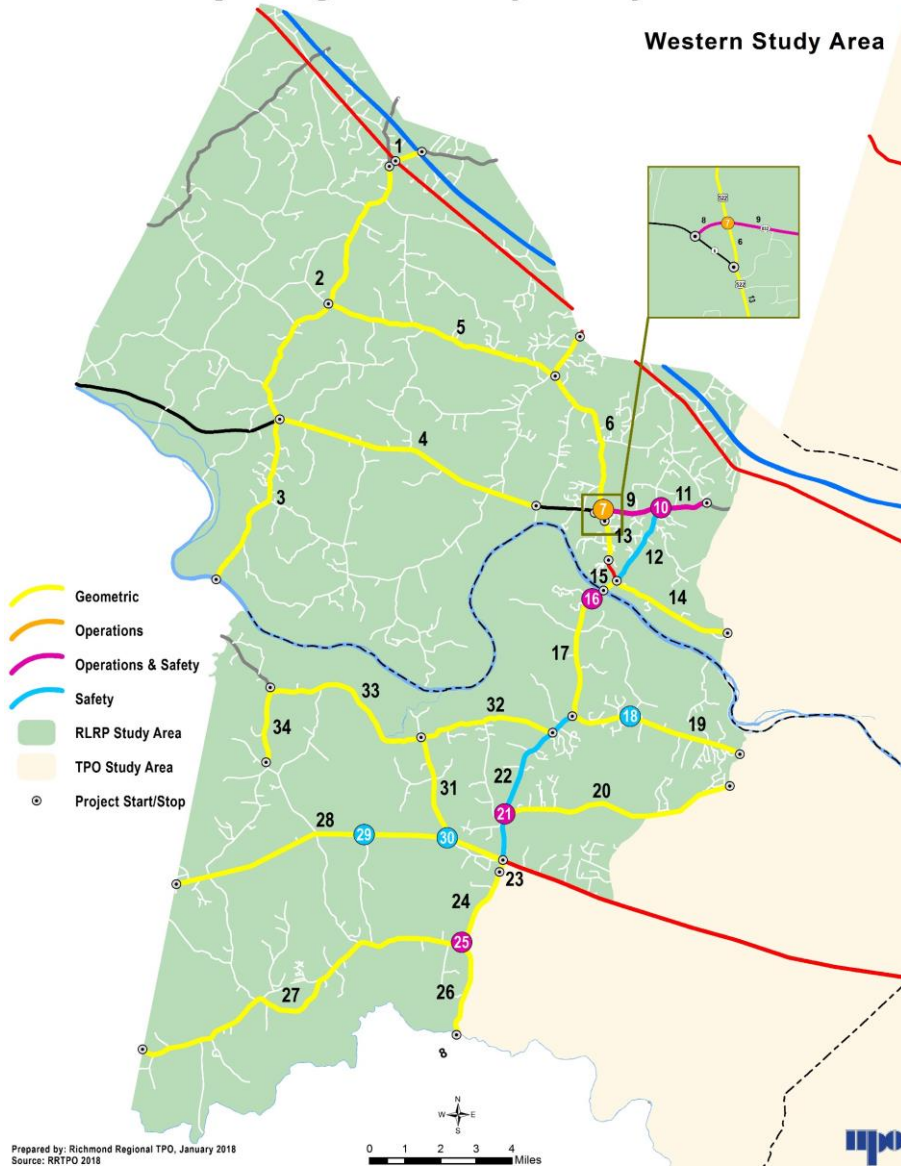
Num.	Location	Locality	Range	Description	Goals
1	VA 629 (Old Fredericksburg Rd.)/I-64 to US 250	Goochland	Long-term	Improve to state and local standards for a rural minor collector.	
2	VA 606 (Hadenstville-Fife Rd.)/VA 629 to VA 6	Goochland	Long-term	Reconstruct road to address geometric deficiencies; grade, stabilize and surface treat from US 6 to US 250.	
3	VA 45/VA 6 to Cumberland County line	Goochland	Long-term	Reconstruct road to address geometric deficiencies; improve safety by straightening curves and widening to a the state and local standards for a rural major collector.	 
4	VA 6 (River Rd. West)/VA 45 to VA 607	Goochland	Long-term	Reconstruct road to address geometric deficiencies up to state and local standards for a rural minor arterial.	
5	VA 673 (Whitehall Rd.)/VA 606 to US 523	Goochland	Long-term	Reconstruct road to address geometric deficiencies.	
6	US 522 (Sandy Hook Rd.)/Louisa CL to VA 6 N.	Goochland	Long-term	Reconstruct road to address geometric deficiencies; grade, stabilize and surface treat from Louisa CL to VA 632.	
7	VA 632 (Fairground Rd.) at US 522 (Sandy Hook Rd.)	Goochland	Short-term	Continue to pursue roundabout.	
8	VA 632 (Fairground Rd.)/River Road West	Goochland	Short-term	Construct new 0.3 mi road segment from Fairground/Sandy Hook Road intersection to River Road West	
9	VA 632 (Fairground Rd.)/US 522 to VA 634	Goochland	Long-term	Install pedestrian facilities from US 522 to Rt. 1080 (Greenbriar Branch Dr.); increase pavement to state and local standards for a rural minor arterial.	  
10	VA 632 (Fairground Rd.) at VA 634 (Maidens Rd.)	Goochland	Long-term	Remove upgrade on WB approach of Fairground Rd.	 
11	VA 632 (Fairground Rd.)/VA 634 to US 250	Goochland	Long-term	Increase pavement width to state and local standards.	
12	VA 634 (Maidens Rd.)/VA 6 (River Rd. W.) to VA 632 (Fairground Rd.)	Goochland	Long-term	Straighten and increase pavement width, bringing the road to the state and local standards for a rural major collector.	
13	VA 6 (River Rd. W.)/US 522 W. to Valley View Ln.	Goochland	Short-term	Install pedestrian facilities.	 
14	VA 6 (River Rd. West)/US 522 to VA 628	Goochland	Long-term	Improve to state and local standards; install pedestrian facilities.	  
15	US 522 (Maidens Rd.)/VA 6 S. to Powhatan County line	Goochland	Long-term	Widen; install pedestrian facilities and otherwise bring to state and local standards for a rural minor collector.	  



# PROJECTS

## Map 5

### Rural Long-Range Plan Projects by Deficiencies



US 522 at Fairgrounds Rd. in Goochland County.



VA 711 in Powhatan County.

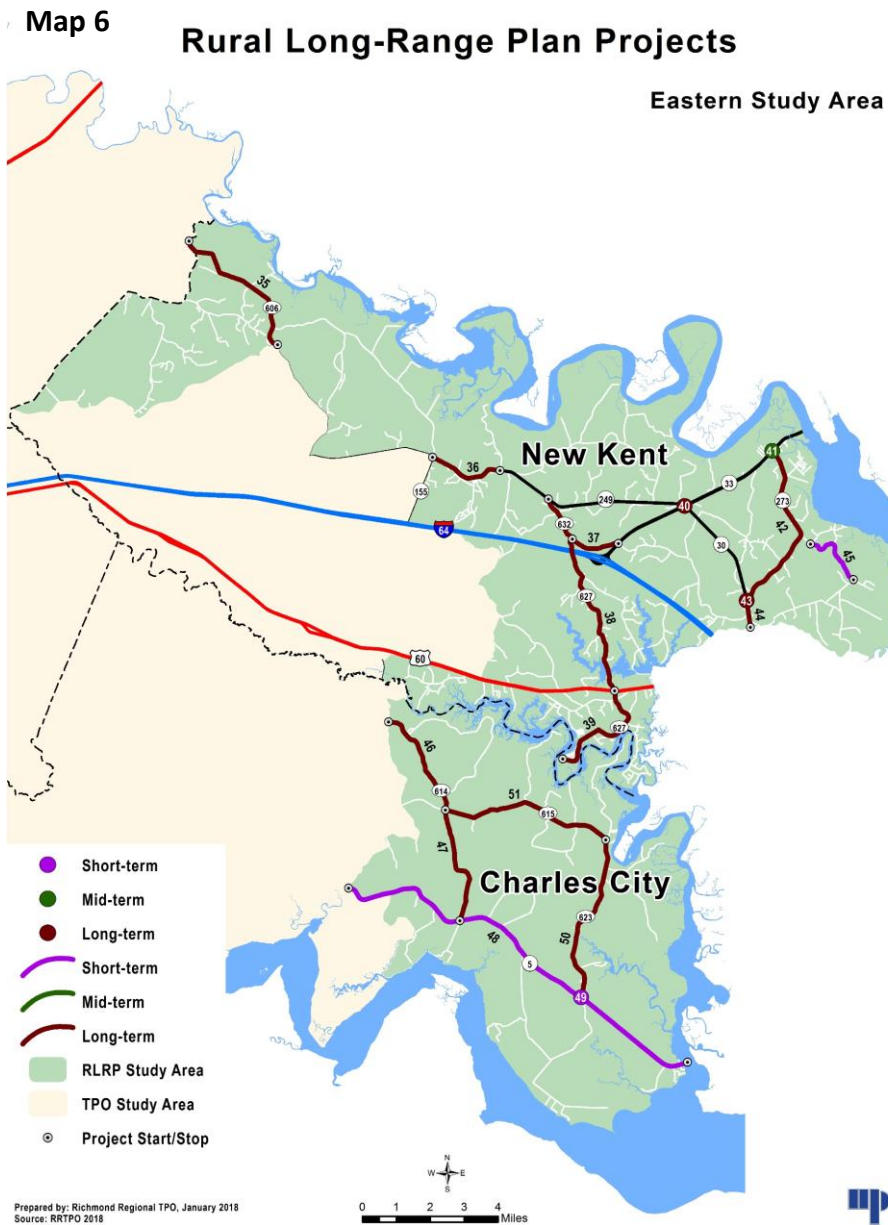


US 522 at Three Bridge Rd. in Powhatan County.

## Table 4: Powhatan County

Num.	Location	Locality	Range	Description	Goals
16	VA 313 (Beaumont Rd.) at US 522	Powhatan	Long-term	Intersection improvement, add turn lanes and improve sight distance.	
17	US 522 (Maidens Rd.)/VA 711 to Goochland CL	Powhatan	Mid-term	Widen to four lane with grassy median, realign intersection and add turn lanes as necessary; repair bridge and bring to state and local standards for rural minor arterial.	
18	VA 711 (Huguenot Trail) VA 1285 (Timberview Dr.)	Powhatan	Long-term	Remove upgrade on southbound approach of Timberview Dr.	
19	VA 711 (Huguenot Trail)/US 522 to VA 630	Powhatan	Long-term	Reconstruct road to address geometric deficiencies and bring to state and local standards.	
20	VA 615/US 522 to VA 712	Powhatan	Long-term	Reconstruct road to address geometric deficiencies.	
21	US 522 (Maidens Rd.) at VA 615 (Three Bridge Rd.)	Powhatan	Mid-term	Assess intersection for installation of left-turn bay on WB Three Bridge Rd. and monitor intersection for future safety and functionality upgrade.	
22	US 522 (Maidens Rd.)/US 60 to VA 711	Powhatan	Mid-term	Widen to four lane with grassy median, realign intersection and add turn lanes as necessary and bring to state and local standards of rural minor arterial.	
23	VA 13 Spur/VA 13 to US 60	Powhatan	Long-term	Reconstruct road to address geometric deficiencies; reconstruct to rectify sight distance issues.	
24	VA 13/VA 609 to VA 13 Spur	Powhatan	Mid-term	Widen pavement, straighten, realign intersections and add turn lanes as necessary to meet state and local standards for a rural major connector.	
25	PR 13 (Old Buckingham Rd.) at VA 609 (Giles Bridge Rd.)	Powhatan	Long-term	Reconstruct road to address geometric deficiencies, assess intersection for installation of right-turn bays on Giles Bridge Rd. and NB Rt. 13 approaches and monitor intersection for future safety and functionality; upgrades; VDOT Study Underway	
26	VA 609/Amelia CL to VA 14	Powhatan	Long-term	Bring to state and local standards for rural minor collector.	
27	VA 13/Cumberland CL to VA 610	Powhatan	Long-term	Reconstruct road to address geometric deficiencies, bridge rehabilitation over Sallee Creek.	
28	US 60 (Anderson Hwy)/US 522 to Cumberland CL	Powhatan	Mid-term	Widen to four lane with grassy median, realign intersection and add turn lanes and widen, as necessary, to meet state and local standards for rural minor arterial.	
29	US 60 (Anderson Hwy) at VA 627 (Ridge Rd.)	Powhatan	Short-term	Intersection improvement, add turn lanes and improve sight distance as necessary to meet state and local standards for rural minor arterial.	
30	US 60 (Anderson Hwy) at VA 684 (Bell Rd.)	Powhatan	Short-term	Intersection improvement, add turn lanes and improve sight distance as necessary to meet state and local standards for rural minor arterial.	
31	VA 684 (Bell Rd.)/US 60 to VA 621 (Cosby Rd.)	Powhatan	Long-term	Reconstruct road to address geometric deficiencies.	
32	VA 621/VA 684 to US 522	Powhatan	Long-term	Reconstruct road to address geometric deficiencies and to rectify curvature issues.	
33	VA 684 (Cartersville Rd.)/VA 600/VA 621 to VA 629	Powhatan	Long-term	Reconstruct road to address geometric deficiencies and bring to state and local standards for rural minor collector.	
34	VA 629/VA 630 to VA 684	Powhatan	Long-term	Reconstruct road to address geometric deficiencies, rectify curvature issues and bring to state and local standards for rural major collector.	





Goddins Mill Pond in New Kent County.





















Eltham Road in New Kent County.



The Glebe Road in Charles City County.

## Table 5: New Kent County

Num.	Location	Locality	Range	Description	Goals
35	VA 606 (Old Church Rd.)/Hanover CL to VA 612	New Kent	Long-term	Reconstruct road to address geometric deficiencies and bring to state and local standards for rural major collector.	
36	VA 249 (New Kent Hwy.)/VA 155 to VA 637	New Kent	Long-term	Reconstruct road to address geometric deficiencies; widen shoulders and bring to state and local standards for rural major collector.	 
37	VA 627 (Stage Rd.)/VA 249 to VA 33	New Kent	Long-term	Reconstruct road to address geometric deficiencies; widen shoulders and eradicate crown issues and bring to state and local standards for rural minor collector.	 
38	VA 627 (Good Hope Rd./N. Waterside Dr.) /VA 632 to US 60	New Kent	Long-term	Reconstruct road to address geometric deficiencies; widen shoulders and bring to state and local standards for rural minor collector.	 
39	VA 627 (S. Waterside Dr.)/US 60 (Pocahontas Trail) to VA 1002	New Kent	Long-term	Reconstruct road to address geometric deficiencies with shoulders, according to state and local standards for rural minor collector.	 
40	VA 30-33 (Eltham Rd.) at VA 30/VA 249 (New Kent Hwy.)	New Kent	Long-term	Introduce signalization changes to include permissive phasing for New Kent Hwy. approaches.	 
41	VA 30-33 (Eltham Rd.) at VA 273 (Farmers Dr.)	New Kent	Mid-term	Introduce signalization changes to include right-turn overlap for Farmer's Dr. approach; Long-term intersection improvements.	 
42	VA 273 (Farmer's Dr.)/VA 30/33 to VA 30	New Kent	Long-term	Raise to state and local standards for rural major collector.	
43	VA 249/30 (Old Stage Hwy. – New Kent Hwy.) at VA 273 (Farmer's Dr.)	New Kent	Long-term	Right-turn bay on Farmer's Dr. and signalization or investigate a roundabout.	 
44	VA 30 (Old Stage Hwy.)/VA 273 (Farmers Dr.) to James City County line	New Kent	Long-term	Raise the road to the state and local standards for rural minor arterial.	
45	VA 600 (Holly Fork Rd.)/VA 673 (Stewart Rd.) to Kirby's Farm Rd.	New Kent	Short-term	Repair bridge over Goddins Mill Pond.	

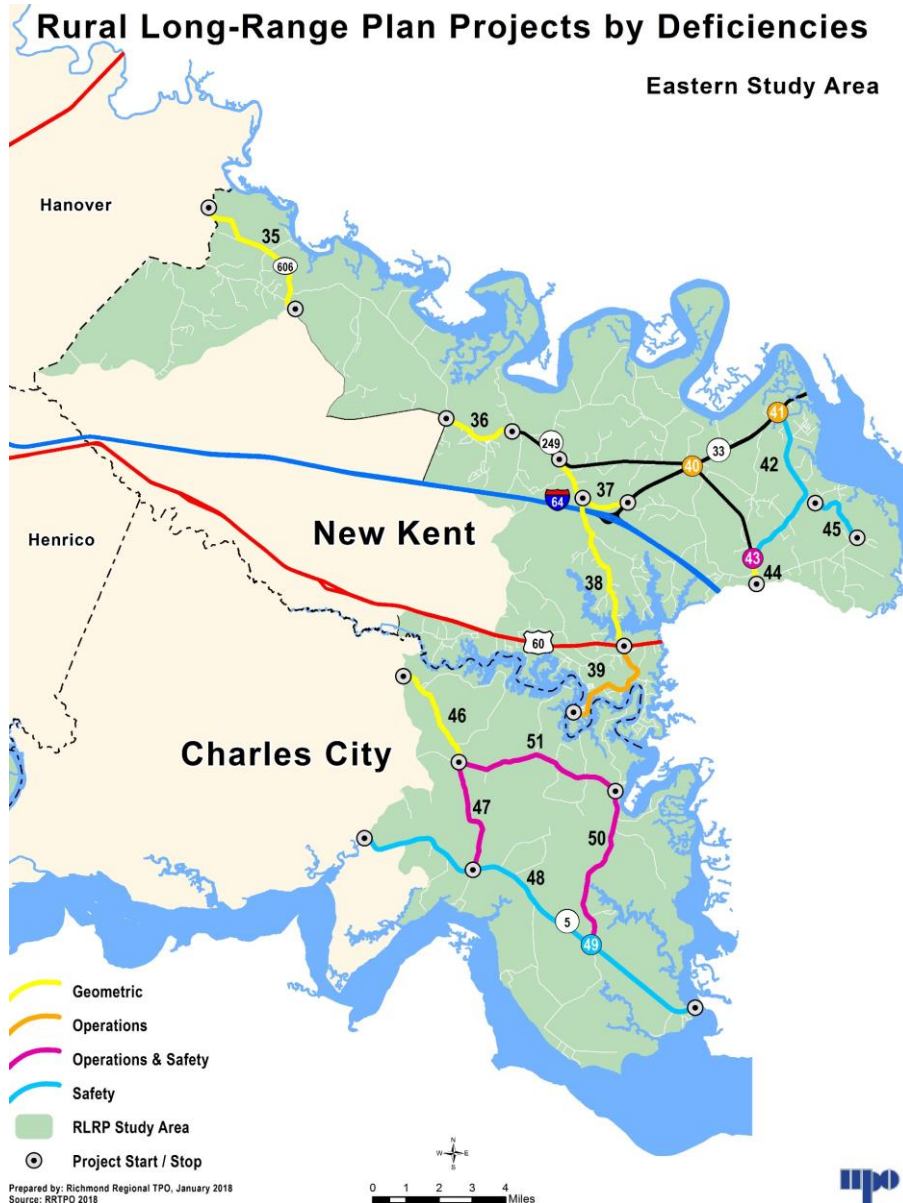


# PROJECTS

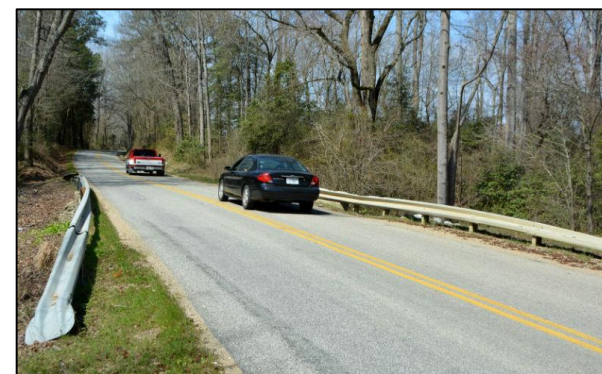
## Map 7

### Rural Long-Range Plan Projects by Deficiencies

Eastern Study Area



Old Stage Highway in New Kent County.











Sturgeon Point Road in Charles City County.



John Tyler Memorial Hwy in Charles City County.

## Table 6: Charles City County

Num.	Location	Locality	Range	Description	Goals
46	VA 614 (Sturgeon Point Rd.)/ VA 155 to VA 615	Charles City	Long-term	Reconstruct road to address geometric deficiencies up to state and local standards for a rural minor collector.	
47	VA 614 (Sturgeon Point Rd.)/VA 615 to VA 6	Charles City	Long-term	Reconstruct road to address geometric deficiencies up to state and local standards for a rural minor collector.	
48	VA 5 (John Tyler Memorial Hwy) from JCC line to MPO boundary	Charles City	Short-term	Install roadside reflectors along the entire length of roadway similar to that in James City County.	
49	PR 5 (John Tyler Memorial Hwy.) at VA 623 (Wilcox Neck Rd.)	Charles City	Short-term	Install horizontal alignment and deer warning signage on VA 5 east of intersection.	
50	VA 623 (Wilcox Neck Rd.)/VA 615 to VA 6	Charles City	Long-term	Reconstruct road to address geometric deficiencies (12-foot lanes) with shoulders.	 
51	VA 615 (The Glebe Ln.)/VA 614 to VA 624	Charles City	Long-term	Reconstruct road to address geometric deficiencies (12-foot lanes) with shoulders.	 

## Summary of Funding Options

As rural jurisdictions consider the development transportation projects, there are a variety of funding sources available. However, most funding programs are structured as application-based processes, which require jurisdictions to submit project applications for evaluation ahead of receiving project funding.

This shift toward an application-based process is most significant in relation to the Commonwealth's SMART SCALE process. SMART SCALE is a transportation project prioritization tool used to inform the Commonwealth's Six Year Improvement Program (SYIP). Projects are prioritized based on the cumulative score of six scoring factors and total project costs. Funding is then allocated to the highest scoring projects until the funds are exhausted. All project selections are still subject to approval from the Commonwealth Transportation Board or the CTB. This is the main avenue for pursuing transportation funding in the Commonwealth.

The following table (Table 7) is a matrix of the available funding options in the Commonwealth, including SMART SCALE. This table is intended as a preliminary resource as local jurisdictions consider options for project implementation.



Charles City Courthouse



Goochland Courthouse



New Kent Courthouse



Powhatan Courthouse



**Table 7: Matrix of available funding options for transportation projects**

PROGRAM	DESCRIPTION	SCORING CRITERIA	AVAILABLE FUNDING	MATCH	DUE DATE
RURAL AREA ELIGIBLE					
SMART SCALE	Provides the Commonwealth's most comprehensive transportation funding apparatus, SMART SCALE funds capital improvement transportation projects and utilizes a robust scoring framework to prioritize projects for funding.	Project funding is allocated based on six scoring factors: Safety, Congestion, Accessibility, Land Use, Economic Development, Environment. Factors are weighted by factor area and geographic area. Score divided by project cost.	~\$500 million to \$1 billion per cycle	None	Biennial Process (August 1 on even years)
REVENUE SHARING	Provides additional funding for localities to construct, reconstruct, improve or maintain the roadway network. Sidewalk and bicycle facilities that accommodate access along the highway network are also considered.	Project funding is allocated based on established priorities: existing projects, projects that meet an identified VTrans need, projects where funding can accelerate advertisement, and lastly maintenance projects (pavement and bridges).	~\$30 million to \$400 million per cycle per CTB decision, requests limited to \$5 million toward a \$10 million dollar project per year	50%	Biennial Process (November 1 on odd years)
HIGHWAY SAFETY IMPROVEMENT PROGRAM	Provides funding for safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem.	Project funding is allocated based on the project meeting an identified strategy in the SHSP and benefit/cost analysis relative to total vehicle crash incidents at specific locations. Highly data-driven analysis is required.	~\$120 million per cycle, based on FAST Act Apportionment Tables	10%, typically covered by the State with exceptions	Annual Process (November 1)
TRANSPORTATION ALTERNATIVES	Provides funding for transportation alternatives projects; such as the construction of on-road and off-road bicycle and pedestrian facilities. There are ten eligible project activity options.	Project funding is allocated based on VDOT assessment of the project's funding structure, scope and impact, sponsor experience and readiness. Project receives a merit score between 1 and 300. Projects are also ranked with existing projects given priority ranking.	~\$40 million per cycle, based on previous fiscal years	20%	Biennial Process (November 1 on odd years)
TA SET-ASIDE: SAFE ROUTES TO SCHOOL	A sub-set of the TA Set-Aside funding, SRTS projects are infrastructure and non-infrastructure improvements that encourage children to walk or bike to school. TA Applications can receive additional points if related to SRTS.	Project funding for infrastructure projects is allocated as a component of the TA Set-Aside assessment process.	Program folded into TA Set-Aside	20%	Biennial Process (November 1 on odd years)
RECREATIONAL ACCESS PROGRAM	Provides funding for adequate access to or within public recreational areas and historic sites operated by the Commonwealth or by a local government or authority.	Project funding is allocated based on funding availability and scope completeness as determined by VDOT District, VDOT Local Assistance, and the Department of Conservation and Recreation. Final decision is from the CTB.	~\$3 million annually, based on Code of Virginia language §33.2 - 1510	50%, in certain circumstances	Rolling

**Table 7: Matrix of available funding options for transportation projects (continued)**

PROGRAM	DESCRIPTION	SCORING CRITERIA	AVAILABLE FUNDING	MATCH	DUE DATE
ECONOMIC DEVELOPMENT ACCESS PROGRAM	Provides funding for adequate road access to new and expanding economic development sites with at least 51 percent of the company's revenue generated from outside the Commonwealth.	Project funding is allocated based on funding availability and scope completeness as determined by VEDP and VDBA. Final decision is from the CTB.	~5.5 million, based on YesVirginia Guide	50%, in certain circumstances	Rolling
RURAL RUSTIC PROGRAM	Provides funding for the paving of currently unpaved, low-volume roads with the goal minor geometric improvements and safer surfacing treatments.	Project funding is allocated based on funding availability, inclusion in the state secondary system, total daily volume, local priority, traffic type and anticipated growth	Unknown	Unknown	Rolling
STATE OF GOOD REPAIR (PAVEMENT)	Program provides funding for deteriorated pavements maintained and/or owned by VDOT and/or localities, as approved by the Commonwealth Transportation Board (CTB).	Requires funds be distributed proportionately between VDOT and localities, based on assessed needs.	Each district will receive between 5.5 percent and 17.5 percent of the total available State of Good Repair funds in any given year based on SGR needs.	None	Annual Process (January 31)
STATE OF GOOD REPAIR (BRIDGES)	Program provides funding for deficient bridges maintained and/or owned by VDOT and/or localities, as approved by the Commonwealth Transportation Board (CTB).	Requires funds be distributed proportionately between VDOT and localities, based on assessed needs.	Each district will receive between 5.5 percent and 17.5 percent of the total available State of Good Repair funds in any given year based on SGR needs.	None	Annual Process (January 31)
RRTPO AREA ELIGIBLE					
REGIONAL SURFACE TRANSPORTATION PROGRAM	Provides funding for a variety of transportation improvements within the boundaries of a designated metropolitan planning organization. In Richmond area Program is administered by the RRTPO.	Project funding is allocated based on a variety of factors, however a project's overall value as scored by project type and relative to other project requests is of most importance. Project scoring is conducted by RRTPO staff with input from VDOT and DRPT.	~\$20 million per cycle	None	Annual Process (November 1)
CONGESTION MITIGATION AND AIR QUALITY PROGRAM	Provides funding for transportation improvements with an identifiable air quality benefit located within EPA identified current or former air quality improvement areas. Only Charles City County is eligible.	Project funding is allocated based on a variety of factors, however air quality benefit is of most importance. Air quality analysis is completed by VDOT Central Office Environmental Division.	~8.5 million per cycle	None	Annual Process (November 1)

# APPENDICES

# APPENDIX A. ENVIRONMENTAL JUSTICE ANALYSIS

## Introduction to Environmental Justice and Title VI Guidelines

Title VI of the Civil Rights Act of 1964 and Executive Order 12898 on Environmental Justice direct every federal recipient agency to identify and address the effects of all programs, policies, and activities on populations protected from discrimination and those traditionally disadvantaged groups, defined as Minority and Low-Income Populations. Minority and low-income populations are often underrepresented in the transportation planning process.

For the following analysis, the following vulnerable populations were selected in accordance with Title VI and Executive Order 12898 and defined as follows:

- A Minority Population includes any groups of minority persons living in geographic proximity, and if circumstances warrant, geographically dispersed or transient persons.
- A Low-Income Person includes any person whose household income is at or below the Department of Health and Human Services poverty guidelines.



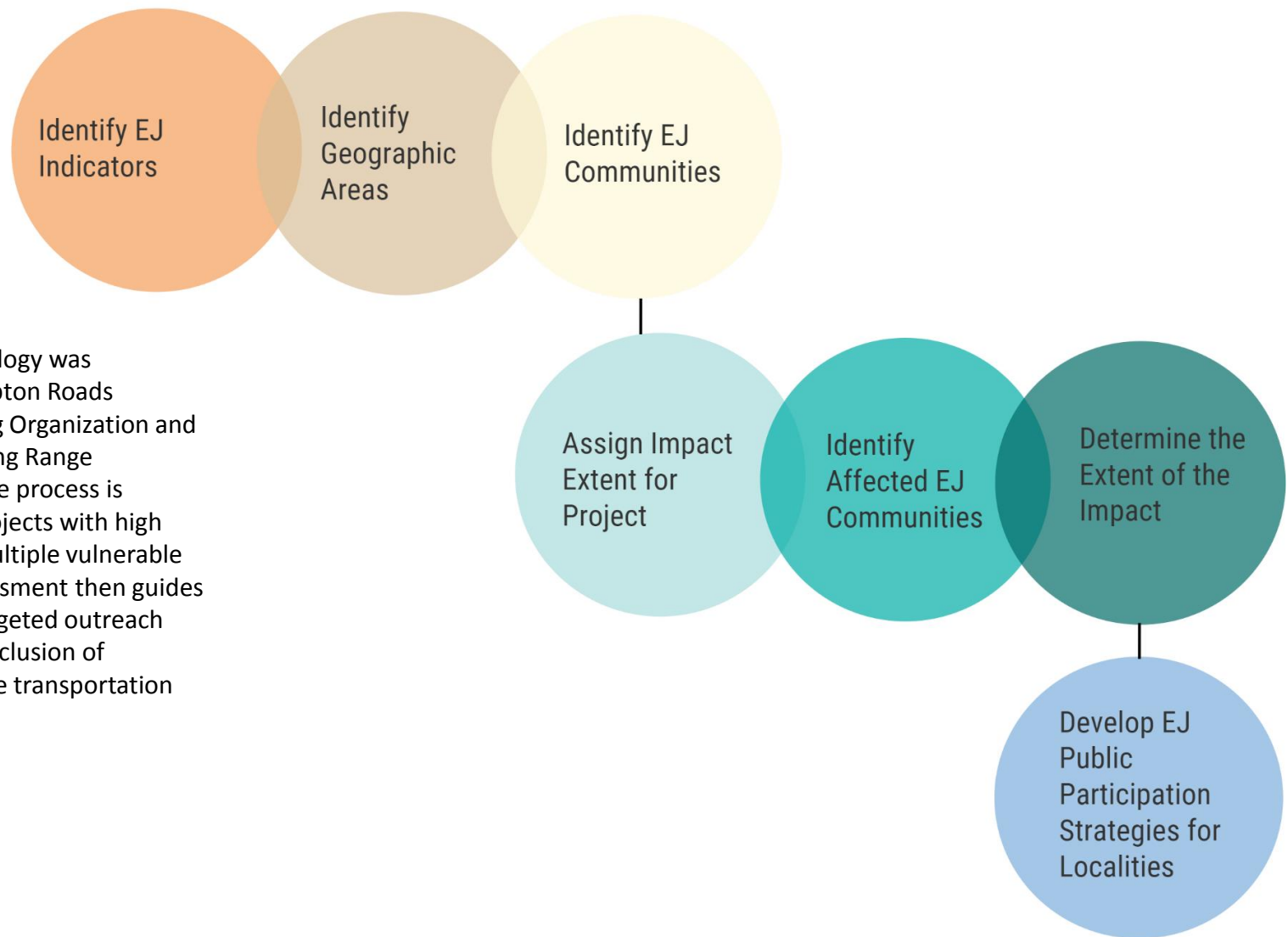
Sidewalk in New Kent Courthouse.

## Using this Analysis

The purpose of Appendix A is to assist localities in their effort to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

The analysis reviews recommended projects and determines if these projects could impact disproportionately high minority or low-income populations. Disproportionately high areas are defined as areas where the total percentage of minority or low-income populations is higher than the regional average. This guide is intended to assist localities with continued project-level public outreach occurring as projects enter initial phases of development.

### Environmental Justice Methodology



The following methodology was developed by the Hampton Roads Transportation Planning Organization and used in the RRTPO's Long Range Transportation Plan. The process is intended to identify projects with high potential impacts to multiple vulnerable populations. This assessment then guides the development of targeted outreach strategies to prevent exclusion of vulnerable groups in the transportation planning process.

## The Seven-Step Methodology

1

The RRPDC selected indicators of populations that experience barriers to public participation and mobility.

2

The next step is identifying specific geographic areas for analysis. Census tracts from United States Census were employed.

3

Once available data on EJ Indicators is collected for all census tract, this evaluation identifies the presence of EJ communities in the one-mile radius around proposed projects using basic apportionment.

4

Next, candidate projects were assessed with an impact extent. Candidate projects were assigned a one-mile impact extent. The impact extent buffer area was assessed for the presence of EJ communities, defined above as having a population above the regional average percentage.

5

Projects with a percentage of the EJ population at or above the regional average in the impact extent area are described as effecting that EJ Community.

6

After all effected EJ Communities have been identified, the total of the identified impacted EJ communities were tallied to determine projects with potential impacts.

7

Using the analysis of the geographic distribution of potentially vulnerable groups, specific outreach strategies have been identified that assist engagement with those who have been traditionally underrepresented in the transportation planning process.

## Percentage of Protected Population in the Impact Extent

The adjacent table reviews the total percentage of protected populations in a 1-mile buffer around projects. Using apportionment, the percentage of impacted protected groups in the buffer has been evaluated and compared to the regional average. The table also shows the total number of protected groups with a population above the regional average that are present in buffer area for each project.

RRPDC Region	
Minority	40.10%
Low-Income	11.31%

Source: 2010 Census, 2012-2016 ACS

Num.	Location	Locality	Minority %	Low Income %	Minority	Low Income
1	VA 629 (Old Fredericksburg Rd.)/I-64 to US 250	GOOCHLAND	26.27	8.79		
2	VA 606 (Haddensville-Fife Rd.)/VA 629 to VA 6	GOOCHLAND	26.27	8.76		
3	VA 45/VA 6 to Cumberland CL	GOOCHLAND	26.27	8.79		
4	VA 6 (River Rd. West)/VA 45 to VA 608	GOOCHLAND	28.73	3.33		
5	VA 673 (Whitehall Rd.)/VA 606 to US 523	GOOCHLAND	26.69	3.58		
6	US 522 (Sandy Hook Rd.)/Louisa CL to VA 6 N.	GOOCHLAND	28.68	1.97		
7	VA 632 (Fairground Rd.) at US 522 (Sandy Hook Rd.)	GOOCHLAND	27.78	1.97		
8	VA 632 (Fairground Rd.)/River Road West	GOOCHLAND	28.56	1.97		
9	VA 632 (Fairground Rd.)/US 522 to VA 634	GOOCHLAND	25.01	2.92		
10	VA 632 (Fairground Rd.) at VA 634 (Maidens Rd.)	GOOCHLAND	22.10	3.87		
11	VA 632 (Fairground Rd.)/VA 634 to US 250	GOOCHLAND	20.90	4.37		
12	VA 634 (Maidens Rd.)/VA 6 (River Rd. W.) to VA 63*	GOOCHLAND	43.38	3.55	✓	
13	VA 6 (River Rd. W.)/US 522 W. to Valley View Ln.	GOOCHLAND	47.71	2.53	✓	
14	VA 6 (River Rd. West)/US 522 to VA 628	GOOCHLAND	50.39	3.83	✓	
15	US 522 (Maidens Rd.)/VA 6 S. to Powhatan CL	GOOCHLAND	52.61	3.62	✓	
16	VA 313 (Beaumont Rd.) at US 522	POWHATAN	52.76	4.64	✓	
17	US 522 (Maidens Rd.)/VA 711 to Goochland CL	POWHATAN	32.33	6.11		
18	VA 711 (Huguenot Trail) VA 1285 (Timbervien Dr.)	POWHATAN	27.93	6.46		
19	VA 711 (Huguenot Trail)/US 522 to VA 630	POWHATAN	29.14	6.41		
20	VA 615/US 522 to VA 712	POWHATAN	11.26	6.49		
21	US 522 (Maidens Rd.) at VA 615 (Three Bridge Rd.)	POWHATAN	12.48	5.99		
22	US 522 (Maidens Rd.)/US 60 to VA 711	POWHATAN	11.75	6.28		
23	VA 13 Spur/VA 13 to US 60	POWHATAN	13.38	5.63		
24	VA 13/VA 609 to VA 13 Spur	POWHATAN	14.09	5.35		
25	PR 13 (Old Buckingham Rd.) at VA 609 (Giles Bridge*)	POWHATAN	15.44	4.80		
26	VA 609/Amelia CL to VA 14	POWHATAN	13.93	5.41		
27	VA 13/Cumberland CL to VA 610	POWHATAN	20.08	2.88		
28	US 60 (Anderson Hwy)/US 522 to Cumberland CL	POWHATAN	19.32	3.20		
29	US 60 (Anderson Hwy) at VA 627 (Ridge Rd.)	POWHATAN	21.38	2.33		
30	US 60 (Anderson Hwy) at VA 684 (Bell Rd.)	POWHATAN	21.38	2.33		
31	VA 684 (Bell Rd.)/US 60 to VA 621 (Cosby Rd.)	POWHATAN	21.38	2.33		
32	VA 621/VA 684 to US 522	POWHATAN	14.04	5.37		
33	VA 684 (Cartersville Rd.)/VA 600/VA 621 to VA 629	POWHATAN	21.38	2.33		
34	VA 629/VA 630 to VA 684	POWHATAN	21.38	2.33		
35	VA 606 (Old Church Rd.)/Hanover CL to VA 612	NEW KENT	13.59	4.14		
36	VA 249 (New Kent Hwy.)/VA 155 to VA 637	NEW KENT	20.94	5.68		
37	VA 627 (Stage Rd.)/VA 249 to VA 33	NEW KENT	21.01	6.30		
38	VA 627 (Good Hope Rd./N. Waterside Dr.)/VA 632 to*	NEW KENT	21.01	6.30		
39	VA 627 (S. Waterside Dr.)/US 60 (Pocahontas Trail*)	NEW KENT	25.69	7.21		
40	VA 33-30 (Eltham Rd.) at VA 30/VA 249 (New Kent H*)	NEW KENT	21.01	6.30		
41	VA 30-33 (Eltham Rd.) at VA 273 (Farmers Dr.)	NEW KENT	21.01	6.30		
42	VA 273 (Farmer's Dr.)/VA 30/33 to VA 30	NEW KENT	21.01	6.30		
43	VA (Old Stage Hwy. â€œ New Kent Hwy.) at VA 273 (F	NEW KENT	21.01	6.30		
44	VA 30 (Old Stage Hwy.)/VA 273 S. to James City CL	NEW KENT	21.01	6.30		
45	VA 600 (Holly Fork Rd.)/VA 673 (Stewart Rd.) to K*	NEW KENT	21.01	6.30		
46	VA 614 (Sturgeon Point Rd.)/ VA 155 to VA 615	CHARLES CITY	53.67	13.46	✓	✓
47	VA 614 (Sturgeon Point Rd.)/VA 615 to VA 6	CHARLES CITY	56.66	14.23	✓	✓
48	VA 5 (John Tyler Memorial Hwy) from JCC line to M*	CHARLES CITY	56.66	14.23	✓	✓
49	PR 5 (John Tyler Memorial Hwy.) at VA 623 (Wilcox*)	CHARLES CITY	56.66	14.23	✓	✓
50	VA 623 (Wilcox Neck Rd.)/VA 615 to VA 6	CHARLES CITY	56.66	14.23	✓	✓
51	VA 615 (The Glebe Ln.)/VA 614 to VA 624	CHARLES CITY	56.53	14.19	✓	✓



## Applying Results to Develop EJ Public Participation Strategies for Localities

Using the analysis of the geographic distribution of potentially vulnerable groups, specific outreach strategies have been identified that assist engagement with those who have been traditionally underrepresented in the transportation planning process. The following strategies were collected from best practice models for public engagement and include outreach recommendations from the EPA. They include targeted ads and notices, language outreach strategies, transit accessible meetings, convenient meeting times and locations, partnerships, collaborative problem solving models, and coordination with schools.

	Minority	Low-Income
<b>Targeted Ads and Notices</b>	X	X
<b>Language Outreach</b>		
<b>Transit-Accessible Meetings</b>		X
<b>Convenient Meeting Times and Locations</b>		X
<b>Partnerships</b>	X	X
<b>EPA's Collaborative Problem Solving Model</b>	X	X
<b>Coordination with Schools</b>	X	X

# APPENDIX B. Bridges and Culverts

## Bridges and Culverts

The list below are structures that are eligible for FY19 State of Good Repair (SGR) funding. To be eligible for SGR funding the structure should be deemed as a Structurally Deficient Structure in the National Bridge Inventory (NBI). The formula is based on five factors: Importance, Condition, Design Redundancy, Structure Capacity, and Cost Effectiveness. The five bridges in the table below are located within in the study area for RLRP and can be located on the accompanying map.

### State of Good Repair – Bridges

BRIDGE FEDERAL ID	DISTRICT	COUNTY	HIGHWAY SYSTEM	ROUTE NO.	NHS	FACILITY	FEATURED INTERSECTION	DRAFT SGR SCORE*	SGR RECOMMENDED REPAIR SCOPE	SGR BRIDGE REPAIR COST*	SGR BRIDGE REPLACEMENT COST*
12673	4 - Richmond	New Kent	I	64	Yes	EBL i-64	Beaverdam Creek	0.307	Replace Superstructure	4,708,040	8,095,539
12674						WBL I-64		0.334		4,402,653	7,570,406
12709	4 - Richmond	New Kent	P	273	No	FARMERS DRIVE	Pamunkey River	0.259	Replace Superstructure	802,428	2,105,937
13826	4 - Richmond	Powhatan	P	13	No	OLD BUCKINGHAM RD	Sallee Creek	0.280	Major Rehabilitation	55,868	951,417
13863	4 - Richmond	Powhatan	S	684	No	CARTERSVILLE ROAD	Deep Creek	0.274	Replace Superstructure	1,832,332	4,243,536

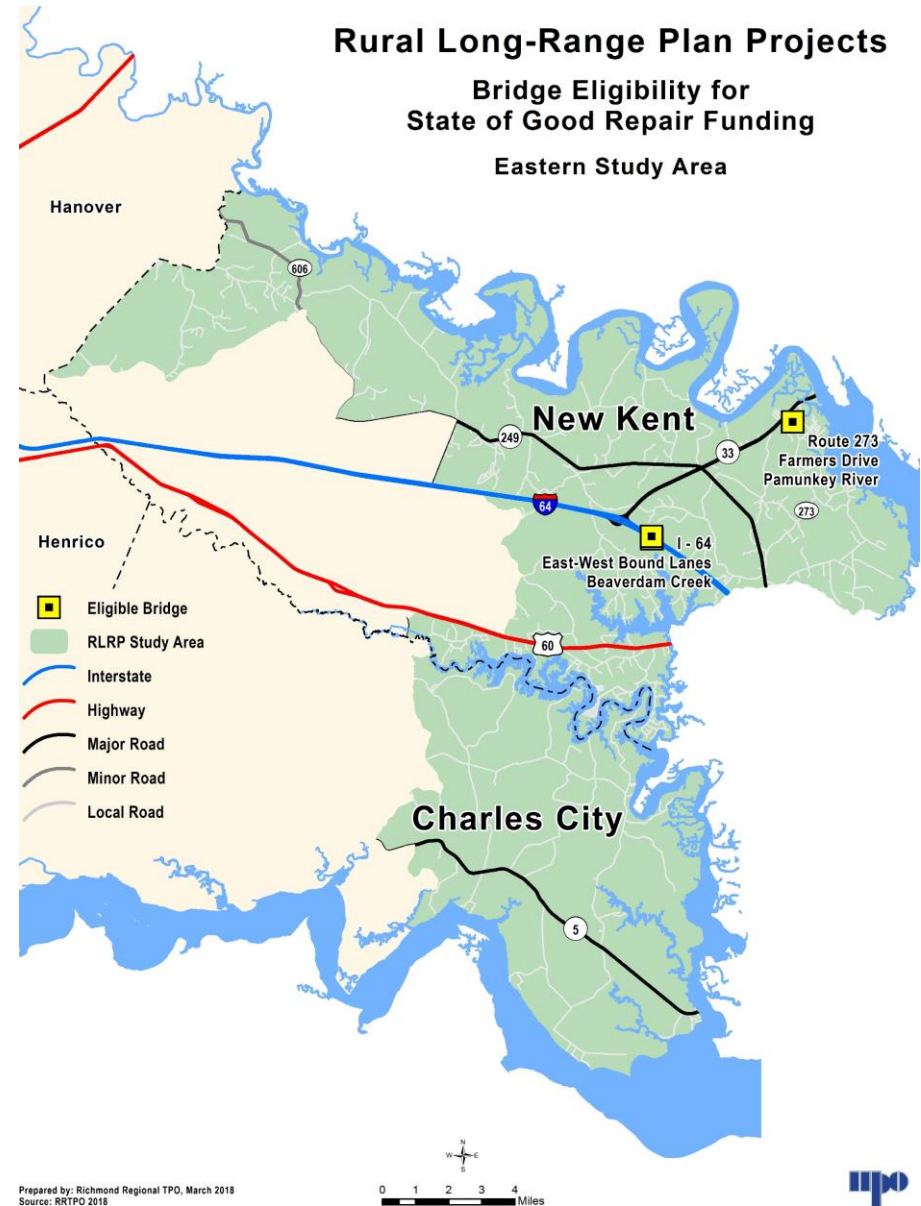
## Rural Long-Range Plan Projects

Bridge Eligibility for  
State of Good Repair Funding  
Western Study Area



## Rural Long-Range Plan Projects

Bridge Eligibility for  
State of Good Repair Funding  
Eastern Study Area



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*RLRP 2040*

