



Photo: Powhatan Courthouse

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



NOTES

This meeting is open to the public. Members of the public are invited to attend virtually. Please alert the RRTPO 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.

Check out our complete [Public Participation Guide](#) online to learn about the different ways you can stay connected and involved.

Meetings are also live streamed and archived on our YouTube Channel at [Plan RVA - YouTube](#).

Members of the public are invited to submit public comments either verbally or in writing. Written comments can be submitted through the Q&A/Chat function on Zoom by email to RRTPO@PlanRVA.org. Written comments will be read aloud or summarized during the meeting when possible and will be included in the meeting minutes. Verbal comments will be taken during the Public Comment Period on the agenda. Please through the Q&A/Chat functions on Zoom if you would like to comment. When acknowledged by the Chairman, please clearly state your name so that it may be recorded in the meeting minutes.

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AGENDA

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
Tuesday, August 13, 2024, 9:00 a.m.
Zoom Meeting**

If you wish to participate in this meeting virtually, please register via Zoom at the following link:
https://planrva-org.zoom.us/webinar/register/WN_u13DJB2TQfmYEeL9c7ZvJw

1. **Welcome and Introductions**
(Vidunas)
2. **Roll Call & Certification of a Quorum**
(Scott)
3. **Consideration of Amendments to the Meeting Agenda**
(Clarke)
4. **Approval of June 11, 2024, TAC Meeting Minutes** – page 4
(Clarke)
Action requested: approval of minutes as presented (voice vote).
5. **Open Public Comment Period**
(Clarke /5 minutes)
6. **TAC Chairman’s Report**
(Clarke /10 minutes)
7. **FY24 - FY27 Transportation Improvement Program Amendment – FY25 FTA 5310 Projects** - page 9
(Ramos /10 minutes)
Action Item.
8. **Functional Classification Update** - page 14
(Busching/10 minutes)
Action Item.
9. **Pathways to the Future – Scenario Planning Process Approval** - page 19
(Aryal/30 minutes)
Action Item.
10. **2050 Long-Range Transportation Plan - Scope, Schedule, and Advisory Committee**
- page 38
(Aryal/10 minutes)
Action Item.

11. Transportation Agency Updates

(10 minutes)

- a. **DRPT** – *Dubinsky*
- b. **GRTC** – *Robinson*
- c. **RideFinders** – *O’Keeffe*
- d. **VDOT** – *Rhodes*

**12. [PlanRVA Newsletter: The Better Together Connector \(linked\)](#)
Information item.**

13. TAC Member Comments

(Clarke /5 minutes)

14. Next Meeting: Tuesday, September 10, 2024, at 9:00 a.m.

(Clarke)

15. Adjournment

(Clarke)

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC)
PlanRVA James River Boardroom,
424 Hull Street, Suite 300, Richmond, VA 23224 and via Zoom
July 9, 2024 - 9:00 a.m.**

MEMBERS and ALTERNATES (A) PRESENT:

Town of Ashland		Charles City County		Chesterfield County	
Nora D. Amos	X	Sheri Adams, Vice Chair	X	Barbara K. Smith	X
		Gary Mitchell (A)		J.J. Banuelos (A)	X
Goochland County		Hanover County		Henrico County	
Austin Goyne	X	Joseph E. Vidunas, Chair	X	Sharon Smidler	X
Thomas Coleman (A)		Randy Hardman (A)		Todd Eure (A)	
New Kent County		Powhatan County		City of Richmond	
Amy Inman	X	Bret Schardein (A)		Dironna Moore Clarke	
Kelli Le Duc (A)				GRTC	
Capital Region Airport Commission (CRAC)		DRPT		Patricia Robinson	X
John B. Rutledge		Tiffany T. Dubinsky		Corey Robinson (A)	X
PlanRVA		Wood Hudson (A)		VDOT	
Myles Busching	X	RMTA		Sarah Rhodes	X
Sulabh Aryal (A)	X	Theresa Simmons		Nicole Mueller (A)	
RideFinders					
John O'Keefe (A)	X				

The technology used for the RRTPO Technical Advisory Committee 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](#).

Virtual participation in this meeting by members of the committee is authorized under the City of Richmond Res. No. 2020-R025, - declaration of a local emergency due to the potential spread of COVID-19, adopted March 16, 2020. The resolution is available [here](#).

1. Welcome and Introductions

Chair Vidunas opened the meeting at 9:02 a.m. and welcomed attendees.

2. Roll Call & Certification of a Quorum

Janice Scott, PlanRVA, took attendance by roll call and certified that a quorum was present.

3. Election of FY25 TAC Officers

Note: this item was moved to the end of the meeting agenda.

4. Consideration of Amendments to the Meeting Agenda

Chair Vidunas noted that the election of officers will be held later in the meeting. There were no other amendments to the agenda.

5. Approval of June 11, 2024, Meeting Minutes

On motion by John O’Keefe, seconded by Amy Inman, the members of the RRTPO Technical Advisory Committee voted to approve the meeting minutes as presented (voice vote; Austin Goyne abstained).

6. Open Public Comment Period

There were no requests to address the committee.

7. TAC Chairman’s Report

Chair Vidunas reported that Hanover County is recruiting for a Capital Projects Specialist. Information about the position can be found [here](#).

8. FY24 - FY27 Transportation Improvement Program Amendment – GROUPING Maintenance: Traffic and Safety Operations

Ansley Heller presented this item and reported that VDOT has requested amendments to the FY24 – FY27 TIP for a project grouping. Project groupings are pots of funds for similar types of projects that do not impact air quality or significantly impact capacity of the regional transportation network. Grouping projects allows additional flexibility in implementation as amendments are generally only needed if the total funding for the group of projects changes significantly. The amendment is for the Maintenance: Traffic Safety and Operations project category and will add more funding.

On motion by Austin Goyne, seconded by Barbara Smith, the members of the RRTPO Technical Advisory Committee voted to recommend RRTPO approval of the proposed TIP amendment as requested by VDOT (roll call vote; see below).

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos				X
Charles City County	Sheri Adams	X			
Chesterfield County	Barbara Smith	X			
Goochland County	Austin Goyne	X			
Hanover County	Joseph E. Vidunas	X			
Henrico County	Sharon Smidler	X			
New Kent County	Amy Inman	X			
Powhatan County	Bret Schardein				X
City of Richmond	Dironna Moore Clarke				X
CRAC	John B. Rutledge				X
DRPT	Daniel Wagner				X
GRTC	Patricia Robinson	X			
PlanRVA	Myles Busching	X			
RideFinders	John O’Keefe (A)	X			
RMTA	Theresa Simmons				X
VDOT	Sarah Rhodes	X			

9. FY24 - FY27 Transportation Improvement Program Amendment – Richmond Safe Streets for All Traffic Safety and Operations (UPC T29775)

Kerri Ramos presented this item and reported that the City of Richmond submitted a request to add a new project to the TIP. The project has been funded directly to and by Richmond City; this procedure would be done to ensure consistency between the TIP, STIP, and government funding sources.

On motion by Barbara Smith, seconded by Sharon Smidler, the members of the RRTPO Technical Advisory Committee voted to recommend RRTPO approval of the proposed TIP amendment as requested by the City of Richmond (roll call vote; see below).

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Sheri Adams	X			
Chesterfield County	Barbara Smith	X			
Goochland County	Austin Goyne	X			
Hanover County	Joseph E. Vidunas	X			
Henrico County	Sharon Smidler	X			
New Kent County	Amy Inman	X			
Powhatan County	Bret Schardein				X
City of Richmond	Dironna Moore Clarke				X
CRAC	John B. Rutledge				X
DRPT	Daniel Wagner				X
GRTC	Patricia Robinson	X			
PlanRVA	Myles Busching	X			
RideFinders	John O’Keeffe (A)	X			
RMTA	Theresa Simmons				X
VDOT	Sarah Rhodes	X			

10. FY24 - FY27 Transportation Improvement Program Amendment – Arthur Ashe Blvd. Bridge Replacement Over CSX Railroad (UPC T29776)

Ms. Heller presented this item and reported that the City of Richmond submitted a request to amend the Transportation Improvement Program (TIP) to add a project to replace the Arthur Ashe Blvd. bridge crossing over the CSX railroad (UPC T29776). This project has a total estimate of \$23,000,000 and was awarded \$18,400,000 in funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant, with \$1,360,000 coming available in FY 25 and \$17,040,000 coming available in FY 27. The remaining balance will be paid for with local.

On motion by Amy Inman, seconded by John O’Keeffe, the members of the RRTPO Technical Advisory Committee voted to recommend RRTPO approval of the proposed TIP amendment as requested by the City of Richmond (roll call vote; see below).

Jurisdiction/Agency	Member	Aye	Nay	Abstain	Absent
Town of Ashland	Nora D. Amos	X			
Charles City County	Sheri Adams	X			
Chesterfield County	Barbara Smith	X			
Goochland County	Austin Goyne	X			
Hanover County	Joseph E. Vidunas	X			
Henrico County	Sharon Smidler	X			
New Kent County	Amy Inman	X			
Powhatan County	Bret Schardein				X
City of Richmond	Dironna Moore Clarke				X
CRAC	John B. Rutledge				X
DRPT	Daniel Wagner				X
GRTC	Patricia Robinson	X			
PlanRVA	Myles Busching	X			
RideFinders	John O’Keeffe (A)	X			
RMTA	Theresa Simmons				X
VDOT	Sarah Rhodes	X			

11. Pathways to the Future – Scenario Planning Overview

Sulabh Aryal provided an overview of *Pathways to the Future (P2F)*, the regional exploratory Scenario Planning project which developed the Richmond region's first cross-discipline scenario planning tool to assist in planning for uncertain futures. P2F addresses the region's current and future needs related to transportation, community development, natural resources and emergency preparedness through equitable strategies, effective public engagement, data collection and analysis.

The *P2F* uses exploratory scenario planning to help understand and prepare for many game-changing trends and forces that could affect the Richmond region in the next twenty-five years. In this process, we first identified all the factors that are causing challenges in the present as well as those likely to cause challenges in the future. Then, we combined these “disruptors” or “driving forces of change” into plausible future end states at a certain point in the future (2050). These combinations became scenarios, or depictions of what the future could be like. The process of modeling these future scenarios involved an integrated suite of eleven predictive models.

A major public engagement process complemented the technical process that included regional charrettes, public surveys, scenario-matchmaking exercise, and steering committee guidance by the subject matter experts.

The outcomes of the *P2F* scenario planning process will have a wide application to different planning areas (transportation, economic development, housing, environment, etc.). It will provide useful data and strategic planning input for the Richmond region at three levels of geography (regional level, jurisdictional level and at the sub-jurisdictional level). Among the primary benefits and values of this process is the robust and informative set of outputs to answer the “what if” questions about the future. The scenarios and findings of the study have a great utility in identifying potential long-term planning solutions.

Mr. Aryal provided an overview of the *P2F* planning process, covering Phases 1 and 2 in this meeting. Phase 3 of the process will be covered in the August TAC meeting. The TAC will also be asked to review the *P2F process and its outcome* and provide a recommendation of approval to the Policy Board in August. and offered to answer any questions.

Dironna Moore Clarke joined the meeting at 9:34 a.m.

3. Election of FY25 TAC Officers

Note: this item was moved from the beginning of the meeting agenda.

On motion by Sharon Smidler, seconded by Joseph Vidunas, the members of the CVTA Technical Advisory Committee voted to elect Dironna Moore Clarke as Chair and Sheri Adams as Vice Chair to serve from July 9, 2024, through June 30, 2025 (voice vote; Amy Inman abstained).

12. Transportation Agency Updates

a. DRPT

There was no representative from DRPT present to give this update.

b. GRTC

Corey Robinson provided an update on recent and upcoming GRTC activities including Link Microtransit launches.

c. RideFinders

John O’Keefe provided an update on recent and upcoming RideFinders activities, including the following:

- Submitted grant extension request for the DRPT Commuter Assistance Program Carpool Incentive Program for Kick\$tart Your Carpool. Grant extension was granted by DRPT.
- Working on outreach events in the Tri Cities area to promote RideFinders services and Kick\$tart your Carpool pilot program.
- Attended the Sandston Link ribbon cutting event and assisted GRTC with outreach in the Sandston Zone to include RideFinders services.
- Continued the series, Why Promote Carpool? with Commander Carpool to encourage employers to provide carpooling options to enhance their workplace. The message focused on boosting employee satisfaction and reducing commuting stress by offering on-site customized carpool matching provided by RideFinders.
- Continuing work with Foursquare ITP on the Commuter Assistance Program Strategic Plan.
- Continuing work to gather needed information for the Association for Commuter Transportation for RideFinders TDM accreditation pilot.

d. VDOT

Sarah Rhodes provided an update on VDOT’s recent and upcoming activities. The update is posted with the [meeting documents](#).

13. PlanRVA Newsletter: The Better Together Connector

This was an information item.

14. TAC Member Comments

There were no member comments.

15. Next Meeting

Chair Vidunas noted the next meeting will be held on August 13, 2024.

16. Adjournment

Chair Vidunas adjourned the meeting at 10:05 a.m.

ACTION ITEM

8/13/2024

TO Technical Advisory Committee

SUBJECT FY24 – FY27 Transportation Improvement Program (TIP) – FY25
FTA 5310 Projects

BRIEF:

DRPT submitted a request to amend the Transportation Improvement Program (TIP) to add new projects providing vehicle expansion (UPC CCSB001, UPC HHI001, and UPC SOAR0001), operations (UPC GRTC100) and IT improvements (UPC CCSB002). These new additional projects total \$707,847.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should recommend approval of the proposed TIP amendments as requested by DRPT.

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-range transportation plan, ConnectRVA 2045, 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 DRPT has been reviewed by staff and found consistent with the requirements for RRTPO approval. The draft TIP block can be found in Attachment A. A summary of the findings for each requirement is included below.

Project Overview:

HHI001 - Heart Havens, Inc. Has been awarded funding from the FTA Section 5310 program to purchase transportation equipment: two 9-passenger vans with handicap-accessible lifts for individuals with developmental disabilities in Richmond. The federal grant covers 80% of costs, with Heart Havens responsible for the remaining 20% the overall total is \$173,975. Heart Havens aims to enhance community integration by providing safe transport for clients to training, jobs, medical appointments, and more. For details, visit www.hearthavens.org.

GRTC100 - GRTC Transit System has been awarded FTA Section 5310 Program to sustain its Travel Training Program, aiding customers, especially seniors and those with disabilities, in using GRTC's fixed route system for work, school, healthcare, and community activities. The program, costing approximately \$75,000 includes a certified instructor and training materials. GRTC requests 80% funding from the federal grant, with a 20% local match. The initiative aims to empower individuals for safe and independent travel across the Richmond area.

SOAR0001 - SOAR365 has been awarded FTA Section 5310 funding to replace four Body-on-Chassis Vehicles with Lifts with four Modified 5-passenger Minivans with Ramps, costing approximately \$309,215. They aim to enhance transportation for individuals with disabilities, facilitating access to jobs through their Supported Employment program. SOAR365 requests 80% federal funding, with a 20% local match. The project aims to support independent and productive lives for those they serve.

CCSB001& CCSB002 - The Chesterfield Community Services Board (CCSB) has been awarded FTA Section 5310 funding from Virginia to acquire a 15-passenger vans with wheelchair lifts, plus replacement tablets and mounting equipment for trip planning software, totaling \$121,175 and \$28,482 respectively. This initiative aims to improve transportation for individuals with intellectual/developmental disabilities and mental illness, facilitating access to employment, community integration, and social programs. CCSB requests 80% federal funding, with a 20% local match.

ConnectRVA 2045 Consistency: ConnectRVA 2045 establishes categories of projects which are regional in nature and must be included in the constrained long-range plan (CLRP) prior to 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 2045. These projects are considered local/pragmatic in nature due to their size. Figure 1 graphically shows the consistency review process.

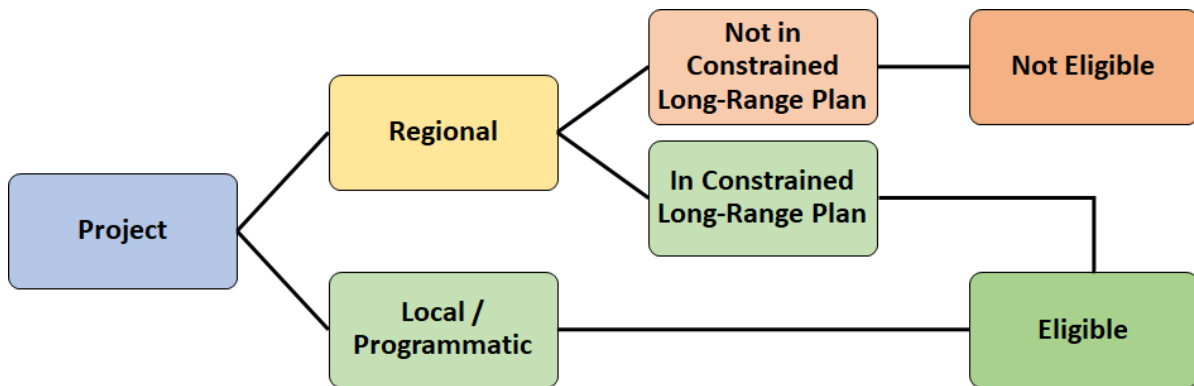


Figure 1: ConnectRVA 2045 Consistency Workflow

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. These projects are exempt from Air Quality Conformity under 40 CFR § 93.126 Exempt projects as follows:

- **CCSB001** - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
- **HHI0001** - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
- **SOAR001** - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
- **CCSB002** - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
- **GRTC100** – Operating assistance.

Fiscal Constraint: This group of projects is funded primarily by an influx of 5310 funding. Each project also has a match component represented by the Local funds on the TIP Blocks below.

Federal Fund Source Descriptions:

5310 - Section 5310 funding, managed by the Federal Transit Administration, supports transportation services for elderly individuals and people with disabilities in the US. It aids in purchasing accessible vehicles, providing paratransit services, and funding mobility management and capital projects. States and urbanized areas receive funding through competitive or formula-based allocations, ensuring improved mobility and accessibility for the targeted populations.

For more information, please contact Kerry Ramos at 804-924-9616 or email KRamos@PlanRVA.org.

ATTACHMENTS:

A. Draft TIP Project Block

Attachment A – Draft TIP Blocks

STIP ID	HHI0001	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Heart Havens, Inc			
PROJECT	FTA 5310 Replacement Vehicle (2)			ADMIN BY	DRPT	
MPO NOTES	TIP AMD: Add new project			TOTAL	\$173,975	
	FUND SOURCE	FY24	FY25	FY26	FY27	
	Federal - FTA 5310		\$139,180			
	Local		\$34,795			

STIP ID	SOAR0001	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	SOAR365			
PROJECT	FTA 5310 Replacement Vehicle (4)			ADMIN BY	DRPT	
MPO NOTES	TIP AMD: Add new project			TOTAL	\$309,215	
	FUND SOURCE	FY24	FY25	FY26	FY27	
	Federal - FTA 5310		\$247,372			
	Local		\$61,843			

STIP ID	GRTC100	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Greater Richmond Transit Company			
PROJECT	FTA 5310 Operating			ADMIN BY	GRTC	
MPO NOTES	TIP AMD: Add new project			TOTAL	\$75,000	
	FUND SOURCE	FY24	FY25	FY26	FY27	
	Federal - FTA 5310		\$37,500			
	State		\$30,000			
	Local		\$7,500			

STIP ID	CCSB001	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Chesterfield Community Services Board			
PROJECT	FTA 5310 Expansion Vehicle (1)			ADMIN BY	DRPT	
MPO NOTES	TIP AMD: Add new project			TOTAL	\$121,175	
	FUND SOURCE	FY24	FY25	FY26	FY27	
	Federal - FTA 5310		\$96,940			
	Local		\$24,235			

STIP ID	CCSB002	SCOPE	Transit			
SYSTEM	Public Transportation	RECIPIENT	Chesterfield Community Services Board			
PROJECT	FTA 5310 Other Capital - IT Equipment			ADMIN BY	DRPT	
MPO NOTES	TIP AMD: Add new project			TOTAL	\$28,482	
	FUND SOURCE	FY24	FY25	FY26	FY27	
	Federal - FTA 5310		\$22,786			
	State		\$4,557			
	Local		\$1,139			

ACTION ITEM

August 13, 2024

TO Technical Advisory Committee**SUBJECT** Functional Classification Update**BRIEF:**

The Virginia Department of Transportation (VDOT) is conducting a major statewide update to the Federal Functional Classification (FFC). Functional classification of a highway governs many aspects of the planning, funding, and operations of the road. A comprehensive review of the functional classification occurs once a decade and VDOT has requested MPO review and approval of the changes by September.

RECOMMENDED ACTION:

The Technical Advisory Committee should review the proposed updates to the roadway functional classifications and provide a recommendation of approval to the Policy Board. Staff will review all requests for changes with VDOT before the Policy Board meeting.

DISCUSSION:

The Virginia Department of Transportation (VDOT) is conducting a major statewide update to the Federal Functional Classification (FFC), which has historically occurred following the decennial Census. The most recent update, the 2010 Functional Classification for Virginia, was approved in 2014 by FHWA. In March 2022, the US Census released the 2020 Census data, which serves as the basis for the current statewide update. Functional classification has many impacts on planning, funding, and operating our roadways including:

- Determining road design features. Applicable geometric design standards of the VDOT Road Design Manual, as well as local and / or Subdivision Street Requirements relating to [24 VAC 30-91](#), collector or arterial standards.
- The eligibility of federal transportation funds for road improvements and maintenance.
- CVTA regional funding eligibility.
- The frequency of VDOT maintenance inspections and prohibitions on vehicle parking on certain roads to reserve through lanes for peak period use.
- Development and/or maintenance of local roads, which are ineligible for federal funding and responsibilities, for this class of roads are private, local and / or state government concerns.

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- Access management features (spacing-frequency and / or type of access such as interchanges, intersections, and roadside entrance, exit and / or driveway points).
- Eligibility for traffic calming measures.
- Data-record group types, such as mileage table records for certain road classes.

For this update, most of the proposed changes come from aligning the functional classification system with VDOT's Linear Referencing System which primarily entailed adding interchange ramps. Changes to the functional classification of a road within the RRTPO planning area are reviewed and approved by the Policy Board as part of the VDOT update.

PlanRVA staff sent the draft changes map out for review to TAC members in April requesting comments in May. Staff received a single request from Charles City and New Kent to consider upgrading Route 106 to Other Principal Arterial from the current classification of Minor Arterial. With concurrence from the TAC, staff will review this request with VDOT.

For more information, please contact Myles Busching at 804-924-7035 or mbusching@planrva.org.

ATTACHMENTS:

- A. [Draft Functional Classification Map](#)
- B. Update Methodology Documentation

Functional Classification Review and Update, 2024

Methodology

The process below summarizes VDOT's methodology for reviewing and updating the existing functional classification of Virginia roadways.

Project Setup (completed)

- Compiled data to be used for the purposes of reviewing existing Functional Classification (FC) and proposing changes including:
 - Existing FC (from 2014)
 - Updated version of the roadway Geometry (VDOT Linear Referencing System (LRS) Linework) – Roadway geometry will be updated using the latest LRS releases (2023, 2024). This may capture some roadway issues such as missing ramps, new roadways, etc.
 - 2011 and 2019 traffic volumes (and calculated percent change)
 - Roadway attribute data such as width, shoulder, speed limit, etc.
- Migrated existing FC data onto latest LRS geometry
- Set up Enterprise GIS editing environment to allow multiple editors

FC Review and Edit (completed)

- Reviewed existing FC dataset for gaps, inconsistencies, or errors
 - Proposed FC changes for these issues which mostly consisted of ramps, connections between existing classified roadways, and single unclassified sides of divided roadways
 - These proposed changes are present in the "Proposed FC Changes (ALL)" GIS layer
- Identified roads where potential FC changes were less clear than the examples in the previous step and flagged them for review by the districts
 - Proposed FC changes based on roadway characteristics, volumes, and FC of surrounding roadways
 - These proposed changes are present in the "Proposed FC Changes (for Review)" GIS layer
- Reviewed roadways associated with known Capacity Expansion projects from 2014 through 2027 as well as nearby roadways likely to be affected by those projects for changes in FC
 - Identified associated project UPCs and reviewed project scopes
 - Proposed FC changes based on completed or pending capacity expansion projects
 - Those proposed changes are present in the "Proposed FC Changes (Capacity Expansion)" GIS layer

Local Review (current phase)

*Proposed changes have been reviewed by the District planners

Web maps are available for review and contain proposed changes as well as the existing FC. Comments can be made via email referring to a feature's "FID" to identify road segment location. Users may wish to turn layers on and off and click on features to view attributes in order to see all the information clearly. Not all districts will have all the layers listed below (eg: if there are no capacity expansion-based changes in the district, the "Proposed Changes (Capacity Expansion)" layer will not be present.) Available layers and instructions on how to review them are as follows:

- Proposed FC Changes (All)
 - This layer contains all the proposed functional classification changes to the VDOT LRS for 2024
 - New or future roads that need to be added to the LRS do not exist in this layer
- Proposed FC Changes (Capacity Expansion)
 - These are proposed changes that are based on capacity expansion projects
 - Any new roads will be classified and added to the Functional Classification data as they are updated in the VDOT LRS
- FC Prime, FC Non Prime, FC Ramps
 - These are existing Functional Classifications (as of 2023) and act as reference layers

Web Map Review: How-To

1. Open the web map for your district from the links below:

NOVA: <https://arcg.is/104LCv0>

Staunton: <https://arcg.is/yzrrL1>

Culpeper: <https://arcg.is/1Dje8P0>

Fredericksburg: <https://arcg.is/11HOOu>

Hampton Roads: <https://arcg.is/1efy1a2>

Richmond: <https://arcg.is/1iXOPT0>

Lynchburg: <https://arcg.is/OSLDjn1>

Salem: <https://arcg.is/OrLP5T1>

Bristol: <https://arcg.is/1DmWnz>

2. Click on the Content tab at the top left of the page. Use the check boxes to the left of each layer to turn layers on or off
3. Click on the Legend tab at the top left of the page to view the legend
4. Clicking on a Proposed FC or Proposed Capacity Expansion FC feature in the map will open a pop-up window with more information.
5. In the pop-up window you will see the proposed FC and the attributes defined below:

FID: ID number to be used to identify features you wish to discuss with VDOT
Existing FC: Existing functional classification number
FC Name: Existing functional classification name
FC_Proposed: Proposed functional classification
Change Reason: Reason for proposed change
Comment: Any additional comments. VDOT Project UPCs are in this column for the Capacity Expansion layer

*Be aware that Roadway geometry will be updated using the latest LRS releases (2023, 2024). This may capture some roadway issues such as missing ramps, new roadways, etc. Your review should focus on the classification of roadways that are on the map.

6. Note the FID of any proposed changes that you disagree with or wish to discuss further and send them with your comments to Chris.Detmer@VDOT.Virginia.gov and Carrie.Saunders@vdot.virginia.gov

ACTION ITEM August 13, 2024

TO Technical Advisory Committee

SUBJECT *Pathways to the Future (P2F)* – Scenario Planning Process
Approval

BRIEF:

Pathways to the Future (P2F) is a regional exploratory Scenario Planning project which developed the Richmond region's first cross-discipline scenario planning tool to assist in planning for uncertain futures.

RECOMMENDED ACTION:

The Technical Advisory Committee should review the *Pathways to the Future (P2F)* -scenario planning process and its outcomes and provide a recommendation of approval to the Policy Board.

DISCUSSION:

The world we live in today and its futures are so uncertain. Uncertainty is a staple figure in the planning practice of every single field - weather, finance, environment, urban development, emergency preparedness and transportation. It is the "unknown," that makes it so difficult to plan.

As Metropolitan Planning Organization (MPO) practitioners, it is our duty to recognize the abilities of our tools to address the uncertainties we know about and prepare plans for the best possible outcomes. Historically, MPOs have worked hard to gather the best possible input and tools to develop their regional plans. Traditionally, due to limited resources, the plans have focused on a single scenario. Resource limitations preclude the study of multiple scenarios. Thus, MPOs update their regional plans every 5 years, to capture as many conditions as possible that can be identified at that time, to create the most realistic plans. However, the growing number of drivers of change (disruptors), increases the risk to the region.

PlanRVA has been at the forefront of implementing innovative strategies in the MPO planning practice. *Pathways to the Future (P2F)* is an ambitious new regional exploratory Scenario Planning project which developed the Richmond region's first cross-discipline scenario planning tool to assist in planning for uncertain futures. *The P2F* process addresses the region's current and future needs related to transportation, community development, natural resources and emergency preparedness through equitable strategies, effective public engagement, data collection and analysis.

There are two primary models of scenario planning: normative scenario planning and exploratory scenario planning. The primary purpose of normative scenario planning is to reach a specific target whereas the primary purpose of exploratory scenario planning is to navigate uncertainty.

The *P2F* uses exploratory scenario planning to help understand and prepare for many game-changing trends and forces that could affect the Richmond region in the next twenty-five years. In this process, we first identified all the factors that are causing challenges in the present as well as those likely to cause challenges in the future. Then, we combined these “disruptors” or “driving forces of change” into plausible future end states at a certain point in the future (2050). These combinations became scenarios, or depictions of what the future could be like. The process of modeling these future scenarios involved an integrated suite of eleven predictive models.

A major public engagement process complemented the technical process that included regional charrettes, public surveys, scenario-matchmaking exercise, and steering committee guidance by the subject matter experts.

The outcomes of the *P2F* scenario planning process will have a wide application to different planning areas (transportation, economic development, housing, environment, etc.). It will provide useful data and strategic planning input for the Richmond region at three levels of geography (regional level, jurisdictional level and at the sub-jurisdictional level). Among the primary benefits and values of this process is the robust and informative set of outputs to answer the “what if” questions about the future. The scenarios and findings of the study have a great utility in identifying potential long-term planning solutions.

PlanRVA staff provided an overview of the *Pathways to the Planning* process, covering Phases 1 and 2 in the July TAC meeting. Staff will cover Phase 3 of the process in this meeting.

For more information, please contact Sulabh Aryal (saryal@planrva.org).

ATTACHMENTS:

- A. [Pathways to the Future: Process Documentation Report](#) (as a link)
- B. *Pathways to the Future: Executive Summary Report*



SCENARIO PLANNING PROCESS FOR THE RICHMOND REGION



EXECUTIVE SUMMARY SEPTEMBER 2024



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NOTE

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The RRTPO is the brand of the legal entity known as Richmond Area Metropolitan Planning Organization.

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ACKNOWLEDGEMENTS

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INTRODUCTION



Long Range Planning, by design, looks far enough ahead to capture substantive regional change in land use, economics, and other regional dynamics. This allows regional leaders to anticipate and plan for threshold-level changes and to consider how to avoid undesirable outcomes with enough time to manage the ripple effects of near-term decisions.

Scenario planning is a practice of preparing for an uncertain future by exploring multiple possibilities of what might happen. Scenario planning helps guide policy makers, planners, and community members through consideration of various future conditions and how to effectively respond to and plan for them. There are two primary models of scenario planning: normative scenario planning and exploratory scenario planning. The primary purpose of normative scenario planning is to reach a specific target whereas the primary purpose of exploratory scenario planning is to navigate uncertainty.

Long Range Planning benefits from using scenario planning to examine a range of plausible futures. The futures vary based on key regional drivers of change including land use, housing, economics, climate resiliency, and technology.

When trends become unpredictable or ‘disruptors’ threaten to alter future trends, Long Range Planning benefits from considering alternative futures through *Exploratory Scenario Planning*.

PlanRVA’s *Pathways to the Future* (P2F) is a regional exploratory scenario planning project which

developed the Richmond region’s first cross-discipline scenario planning tool to assist in planning for uncertain futures. The primary purpose of the P2F process is to be prepared. The future is uncertain – but like a sporting opponent’s offense, we can imagine what may happen in order to envision our actions in each scenario. Those insights will inform policy directions and investment strategies. We can also identify positive outcomes that we can aim for by design.

In the P2F process, we first identified all the factors that are causing challenges in the present as well as those likely to cause challenges in the future. Then, we combined these “disruptors” or “driving forces of change” into plausible future end states at a certain point in the future (2050). These combinations became scenarios: sets of reasonably possible but structurally different futures. Demographic and other related scenario-specific data were developed based on scenario narratives. These future scenarios were then modeled. The process of modeling these future scenarios involved an integrated suite of eleven predictive models. The model results provided a variety of information, which would help us to make informed decisions for the future.

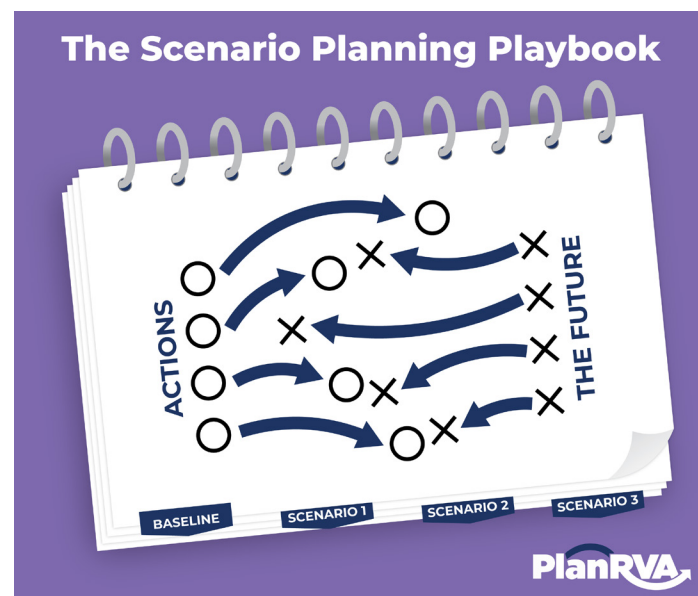
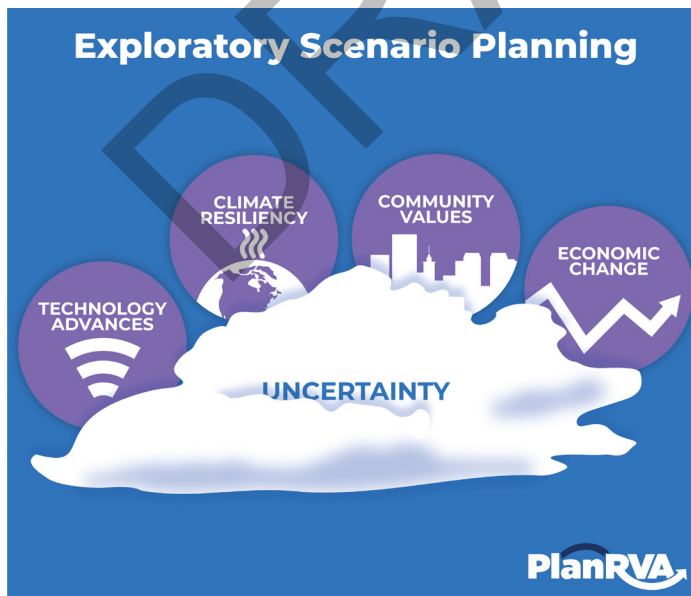
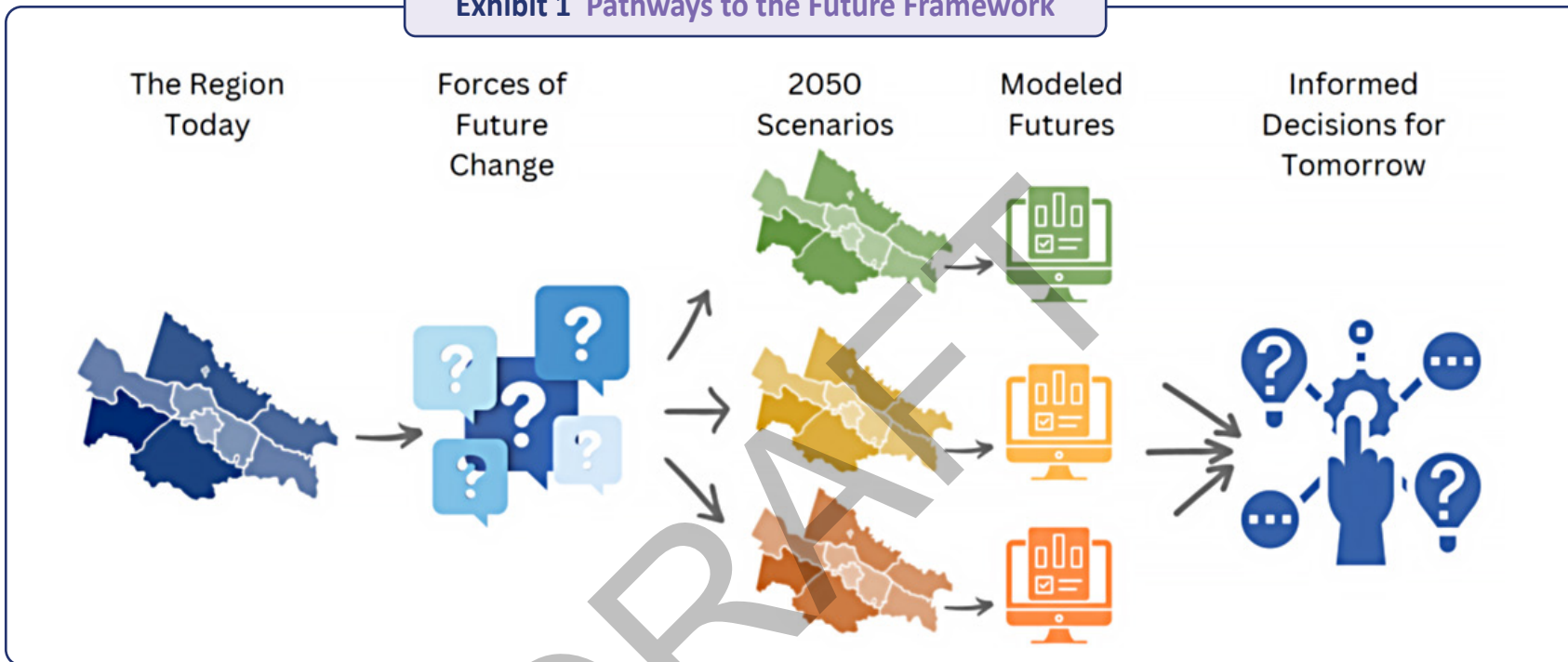


Exhibit 1 Pathways to the Future Framework



PlanRVA conducted a significant public engagement process to complement the technical P2F process. Community members provided valuable feedback through regional charrettes, public surveys, and a scenario-matchmaking exercise, with steering committee guidance from subject matter experts.

PlanRVA will use the outcome of the P2F process to illustrate the risks and opportunities of each scenario for our program areas: community development, housing, economic development, environment, emergency management, and transportation. In general, depending on the program area, the P2F process can result in three levels of applicability: education and awareness, strategic direction (vision setting or exploration), and action identification (in the form of policy recommendations and project identification and selection).



Charrette 1

Charrette 2

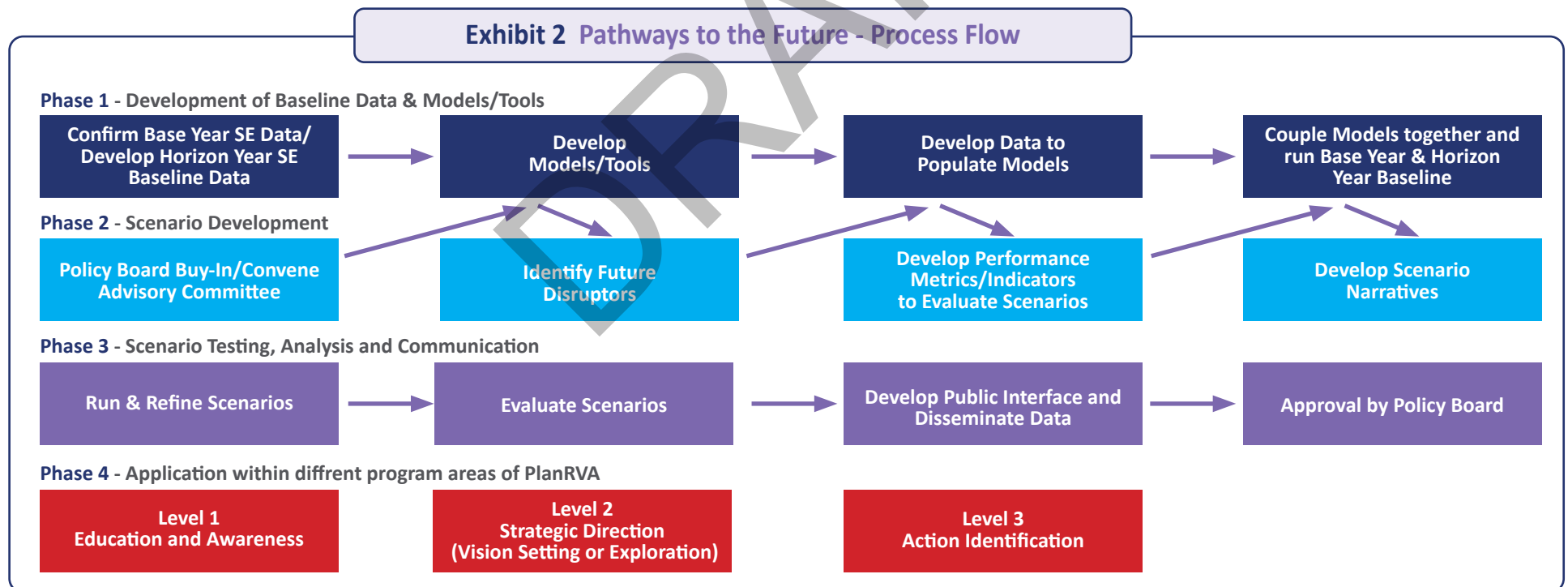
PATHWAYS TO THE FUTURE PROCESS

Exhibit 2 illustrates the Pathways to the Future Process Flow across the different phases and steps involved in the process. The process is divided into four main phases:

- **Phase 1** Development of Baseline Data & Models/Tools,
- **Phase 2** Scenario Development,
- **Phase 3** Scenario Testing, Analysis and Communication, and
- **Phase 4** Application within PlanRVA's different program areas.



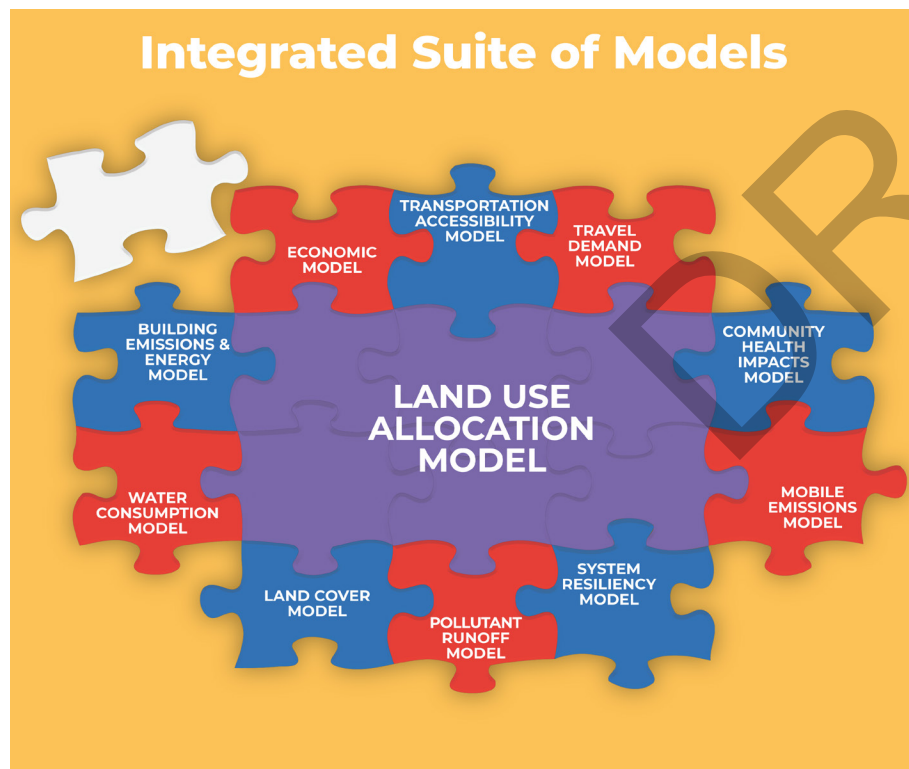
This report summarizes the work completed in Phases 1-3.



DATA & MODELS

Phase 1 of the P2F primarily involved identifying data sources, compiling data, and conducting final checks on the data. This phase prepared the groundwork for the project with accurate and comprehensive data. Once the data was developed, various models and tools were created to test the relationships between different variables and validate the P2F model. This process is crucial for understanding the dynamics of the region being studied and predicting future scenarios. By thoroughly vetting the data and developing robust models, Phase 1 sets the stage for subsequent project phases, providing a solid foundation for informed decision-making and planning.

The Land Use Allocation Model is the key to providing data to all the other models, illustrated by the puzzle pieces on the left.



Each model used Land Use data from the scenarios along with additional model-specific inputs. For example:

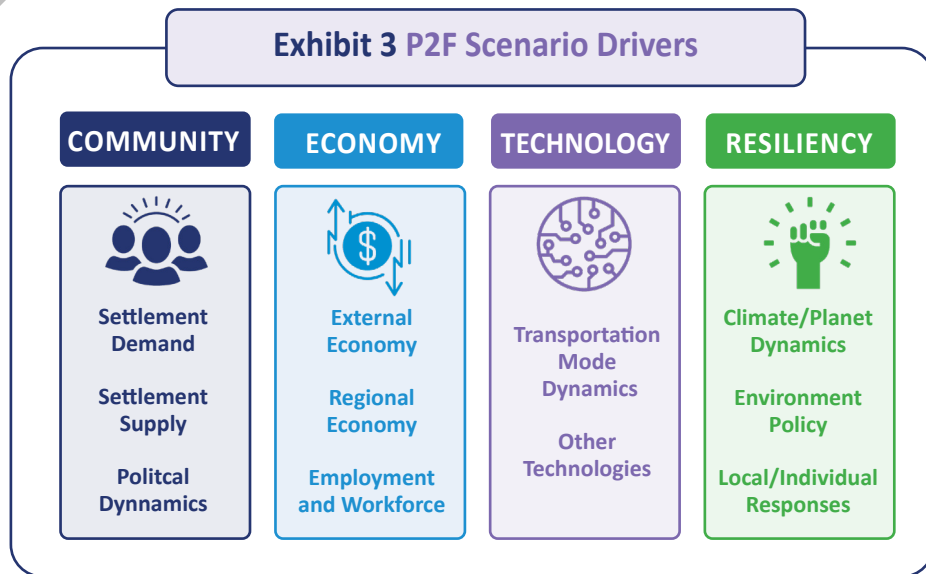
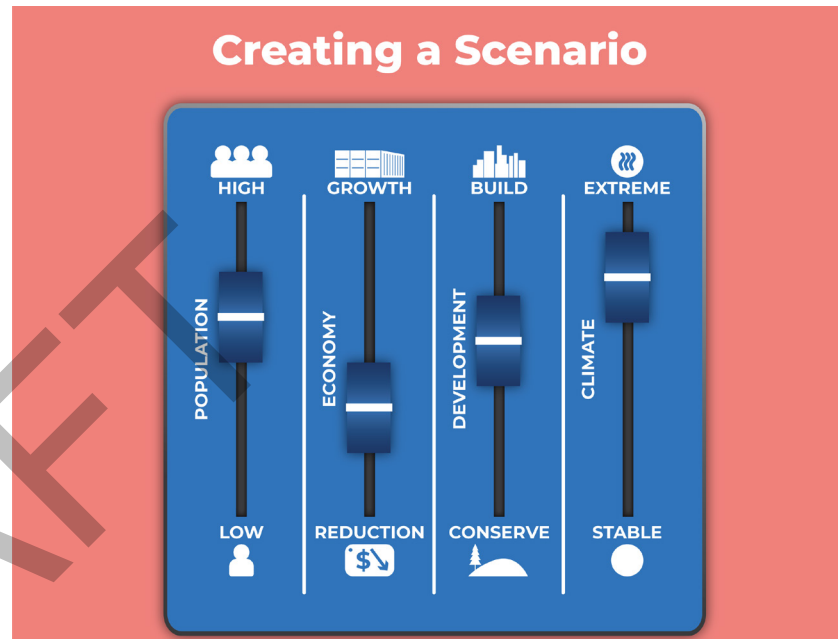
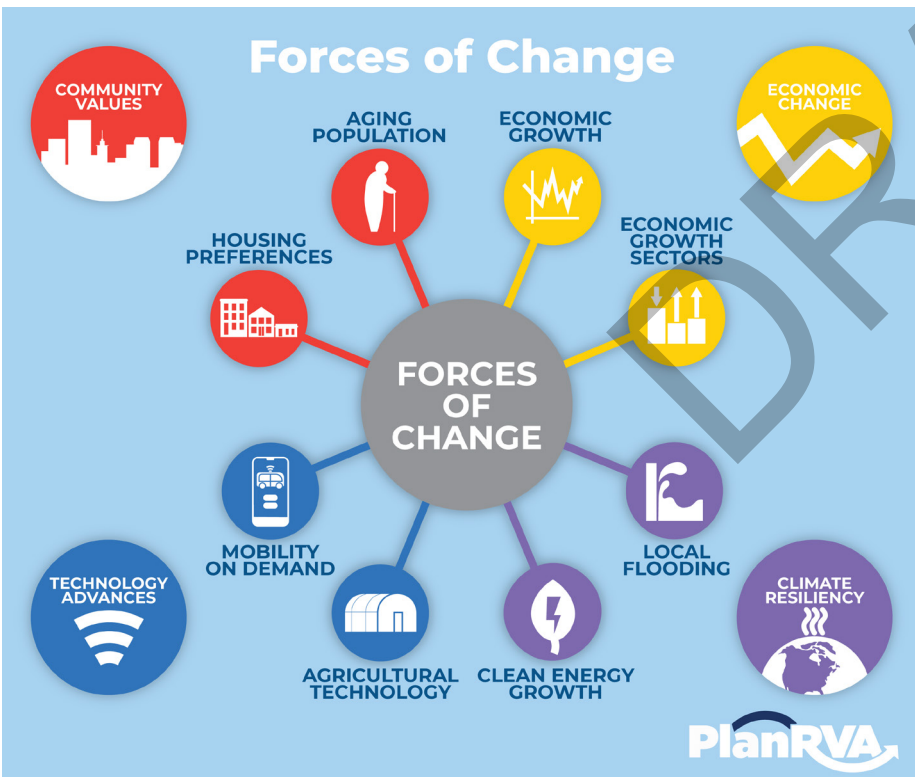
- The Land Use Allocation Model projected a greater concentration of population in urban areas in a few scenarios.
- The Travel Demand Model then projected greater use of transit in urban areas as a result of the land use pattern.
- Results from the combination of these inputs resulted in a lowering of vehicle miles traveled in the Richmond region.



DRIVERS OF CHANGE

The P2F process identified driving forces of change that are both highly uncertain and highly impactful. In this process, the study team researched forces of change and engaged experts, stakeholders, and the public to determine which change drivers are the most important to consider and could also reasonably be evaluated in the projects' scenario modeling framework.

The engagement process provided a set of drivers of change in categories of Community, Technology, Economy, and Resiliency. PlanRVA incorporated them into the scenarios by altering the assumptions about each one for each scenario. The graphic (right) illustrates the concept of altering the driver of change assumptions (by using sliding bars) to develop different scenarios.

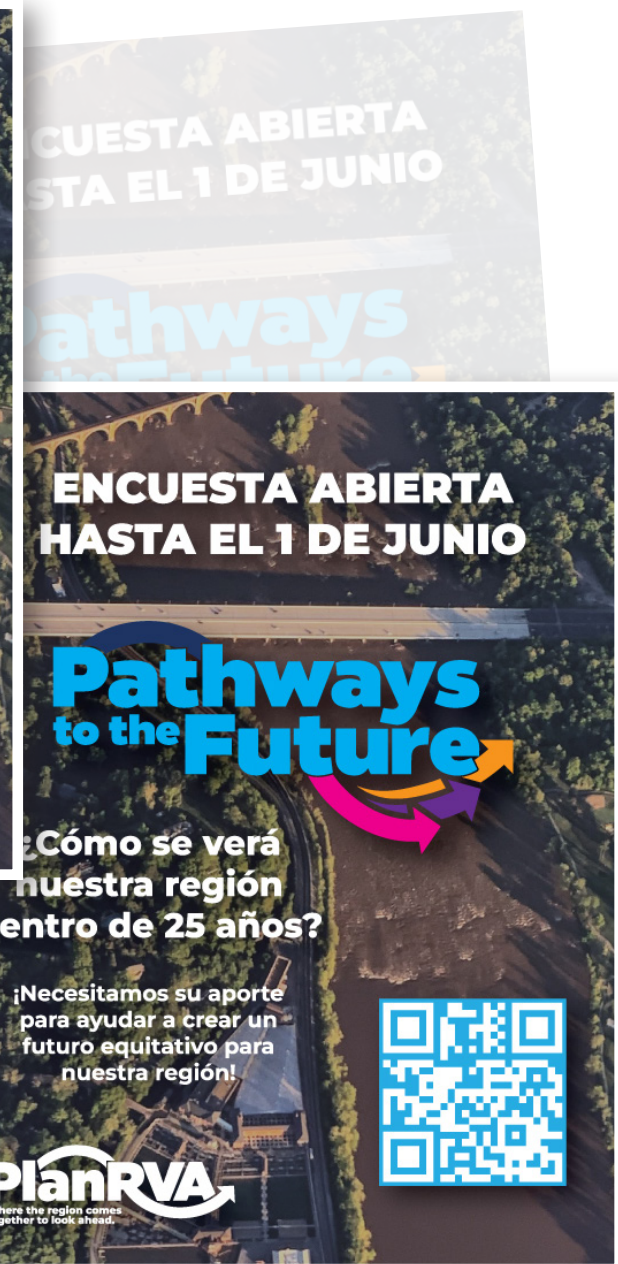
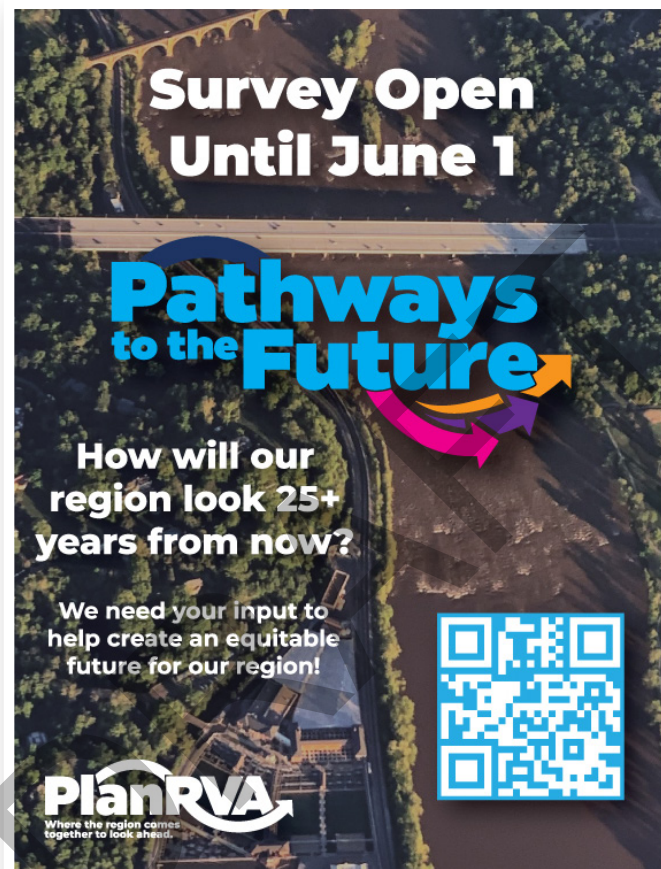


STAKEHOLDERS, REGIONAL EXPERTS AND PUBLIC ENGAGEMENT

Pathways to the Future process examined the risks and opportunities posed by future uncertainty. The process included robust engagement of public and regional stakeholders. Benchmarks in the engagement process included:

- The formation of a stakeholder committee called the Scenario Planning Advisory Committee (or SPAC) that met periodically throughout the process to shape and guide the development of the scenarios and the modeling of the results.
- Surveys of the general public that asked for their input on the potential drivers of future change in the region and their ideas or thoughts on the scenario modeling results.
- Participatory charettes that brought together a cross-section of regional stakeholders and influencers to help affirm the scenario narratives and review the results of the modeling.

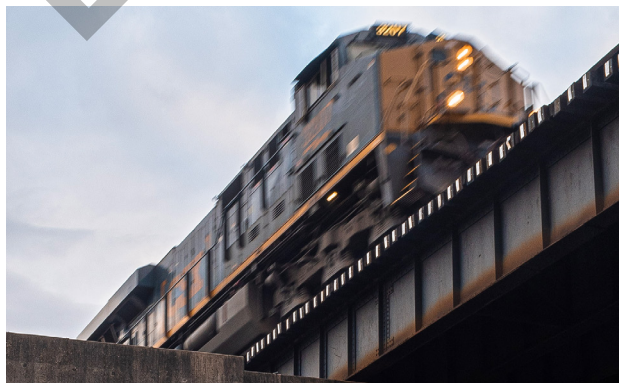
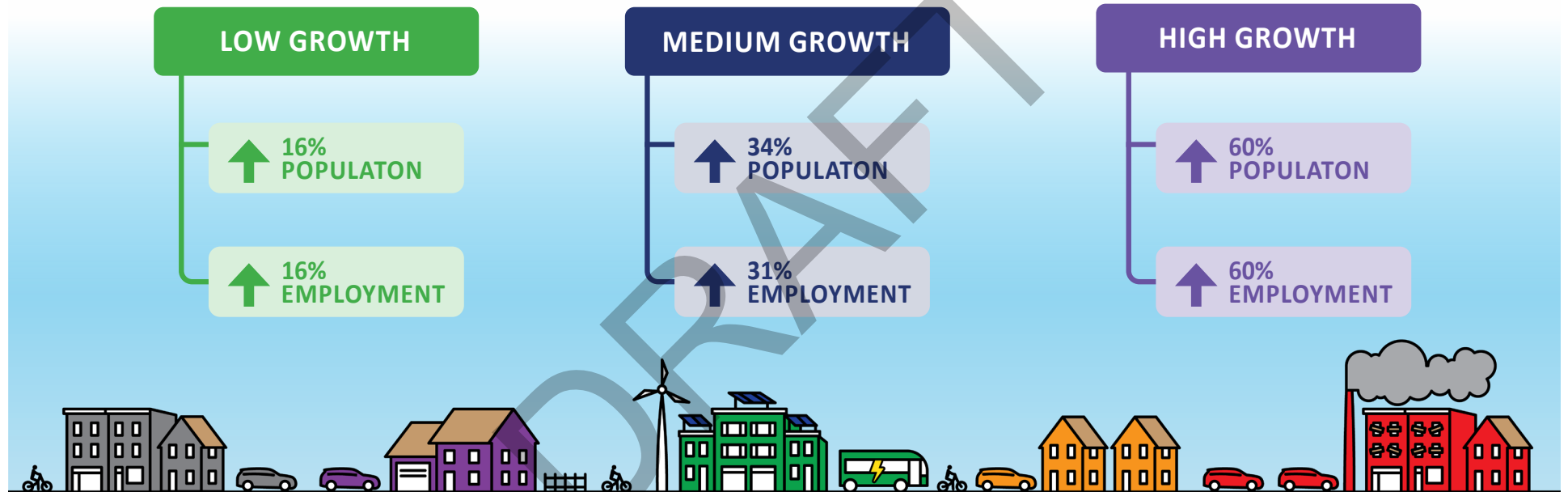
PlanRVA developed a set of five scenario narratives based on public and stakeholder input. The scenarios reflected three alternative levels of growth forecasted for 2050 and incorporated drivers of change in each of the areas of Community, Technology, Economy, and Resiliency. Each scenario narrative reflects a theme, developed through the engagement process. Collectively, the scenarios provide a wide range of plausible regional futures.



REGIONAL GROWTH FORECASTS

The scenarios use three levels of growth of population, employment, and associated land use to create varied possible futures. The medium level of growth matched the 2050 baseline forecast for population and employment growth from 2017 to 2050. This forecast was developed by PlanRVA staff, vetted

by the localities, and approved by the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board. The low growth forecast has approximately half of the baseline growth. The high growth scenario assumes a doubling of regional in-migration plus an increase in natural population growth (births minus deaths), and a slightly higher ratio of workers in the population, resulting in approximately two times the baseline growth.



FINAL SCENARIO NARRATIVES



BASELINE

MEDIUM GROWTH

BASELINE

The Baseline Scenario is built on the idea that currently projected growth patterns will continue into the future. This means that there will be significant regional growth in suburban areas, more dense development in urban cores, and growth in rural areas as well. In the Baseline Scenario, Health care dominates employment sectors, and the share of professional service jobs grows. Clean energy and technology are adopted based on national trends. Settlement patterns are guided by the currently adopted Comprehensive Plans of our jurisdictions.



ECOTOPIA

HIGH GROWTH

ECOTOPIA

This scenario depicts a region that is actively mitigating the impacts of climate change. Under the Ecotopia Scenario, the region is experiencing considerable growth – attracting climate refugees and digital nomads seeking high-quality communities. Ecotopia's future is multimodal, meaning people can travel throughout the region without relying solely on automobiles. Lifestyle shifts in this scenario lead to no/low carbon footprints. The economy shifts to one based on technology and entrepreneurialism.



BACK TO THE FUTURE

HIGH GROWTH

BACK TO THE FUTURE

The Back to the Future Scenario sees a return to lower-density development patterns. In this scenario, growth mainly occurs in the suburbs and rural areas. Professional and service industry jobs take a larger share of employment. Single-income families become more common, and most households are car-centric. The region does not attempt to mitigate the impacts of climate change and instead reacts to climate events and disasters after they occur.



MEH & SAFE

MEDIUM GROWTH

MEH & SAFE

The Meh and Safe Scenario depicts a future that matches the growth levels of the Baseline Scenario but with widely varied development patterns based on each locality's preference. Meh and Safe means adopting some proactive strategies for climate resilience but also reacting to climate events and disasters after they occur. The Meh and Safe Scenario incorporates more varied technology adoption and a shift towards a more transit-oriented culture.



RVA SINKS

LOW GROWTH

RVA SINKS

This scenario represents the doomsday alternative – a sort of worst-case scenario. For RVA Sinks to become a reality, both man-made and natural disasters would result in a slow recovery. These disasters are worsened by a lack of affordable housing and jobs. The result of the RVA Sinks scenario is low population and economic growth, with businesses and residents leaving the region in favor of better working and living conditions elsewhere.

MODELING THE SCENARIOS






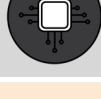


The P2F process went beyond asking "what if" questions by supporting "what ifs" with data analysis. When we try to predict what might happen in the future based on changes to individual elements, it is called "modeling." In Phases 1 and 2 of the P2F process, PlanRVA developed the modeling tools, growth assumptions, and the basis for scenario testing. Staff prepared alternative land use scenarios in the land use allocation model, feeding those outputs to the downstream models, and applying modifications to the baseline assumptions in each model to reflect the technology, resiliency, and economic assumptions of the scenario narratives.

The scenario outcomes were analyzed via performance measures: quantitative metrics used to assess the models and to report the unique results of each set of assumptions applied in the models. These measures were used to objectively compare different scenarios. First, staff gauged the level of differentiation between scenarios to determine if the models and scenarios fulfilled the project objectives. Then, after final model adjustments, the performance measures were used to compare and evaluate the scenario outcomes.

In Phase 2 of the P2F process, stakeholders provided input on the most desired performance measures and outcomes to compare in the scenario analysis. Based on this input and the modeling framework, staff combined various direct performance measures of the individual models developed into eight indices (singular: index). The indices can best describe the results of the scenarios in relation to the baseline results in a simplified dashboard.



Exhibit 5 Scenario Performance Indices

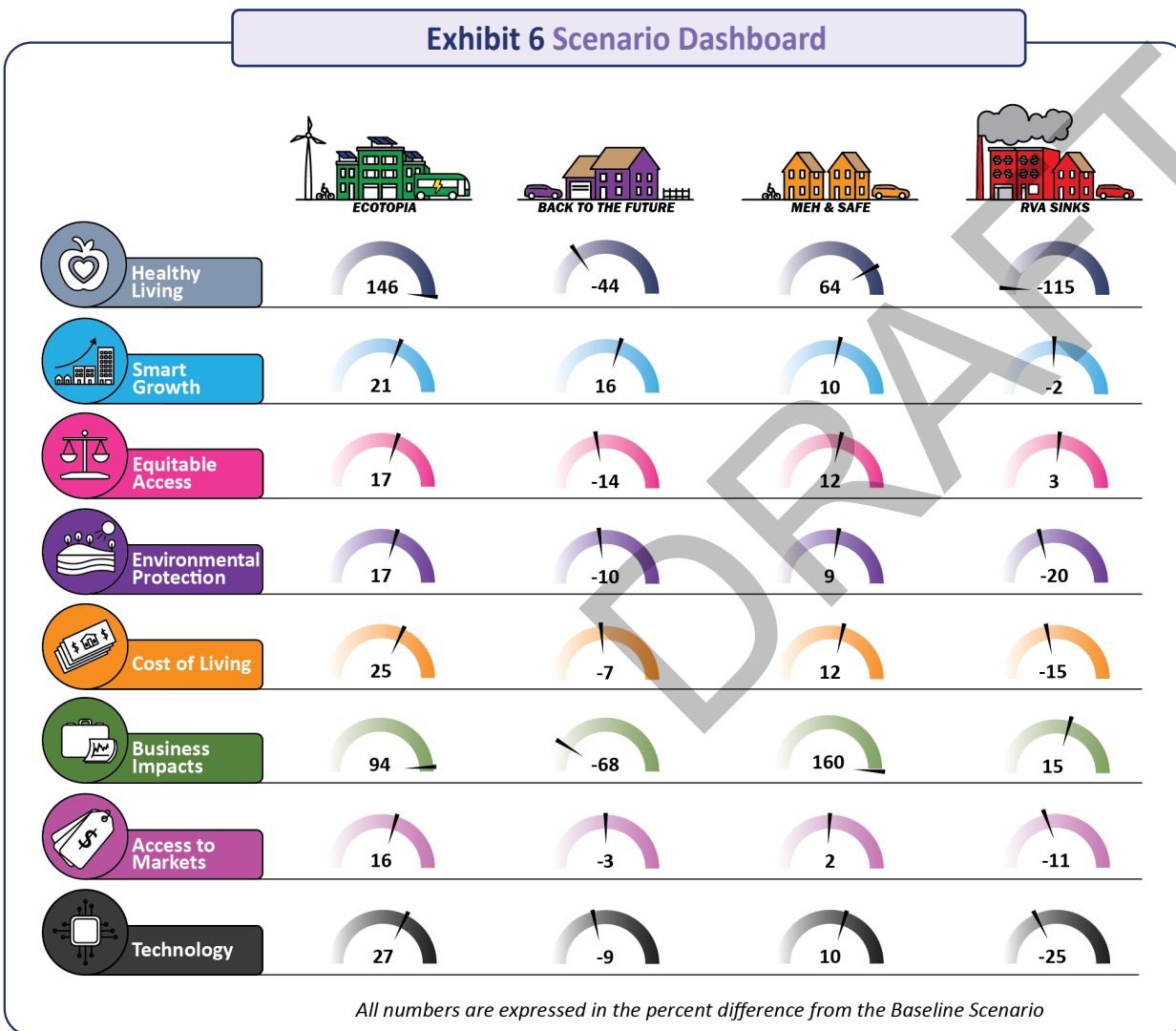
	Healthy Living Index	Human health measures, food insecurity, transportation safety.
	Smart Growth Index	Total area (acres) in use for housing and jobs, households in high density land use.
	Environmental Protection Index	Pollution measures, wildfire potential, water inundation potential.
	Access to Markets Index	Markets within 45 minutes away.
	Business Impacts Index	Regional productivity (Gross Regional Product).
	Technology Index	Amount of vehicle miles traveled by CAV, changes in energy use and emissions.
	Cost of Living Index	Household cost, travel cost.
	Accessibility for Equity Emphasis Areas Index	Access to key destinations, access to employment.

SCENARIO DASHBOARD

The scenario dashboard illustrates how each scenario ranks on the performance index, shown in terms of the percent difference relative to the

baseline scenario results. This facilitates easy comparison of the performance measures (across rows) and the strengths and weaknesses of each scenario (down columns). Key insights of the scenario results for each index are summarized below.

Exhibit 6 Scenario Dashboard





Healthy Living Index: This index shows the best results in Ecotopia, positive results in Meh & Safe, and negative results for Back to the Future and RVA Sinks, which rates the lowest. Some of the assumptions driving these results in Ecotopia and Meh & Safe are more connected/autonomous electric vehicles improving air quality and more compact development patterns improving the outcomes for food security measures.



Smart Growth Index: The Smart Growth results show improvements over the Baseline for all scenarios except RVA sinks, with Ecotopia rated the highest. Ecotopia and Meh & Safe show improvements due to more compact development patterns. Back to the Future's higher rating results from a greater amount of higher-density development in this scenario's higher growth rate, despite the overall greater land use consumption in acres.



Accessibility for Equity Emphasis Areas Index: Accessibility for Equity Emphasis Areas is improved over the Baseline in all but the Back to the Future scenario. The Ecotopia and Meh & Safe scenarios rate best largely due to their more compact development patterns.



Environmental Protection Index: Ecotopia and Meh & Safe score better than the Baseline for this measure, largely because these scenarios assume improved household and commercial conservation of electricity, water, and water pollutants. The Back to the Future and RVA Sinks scenarios have worse-than-baseline results partly due to reduced measures to mitigate climate change and sea-level rise.



Cost of Living Index: The household conservation assumptions and travel cost efficiencies in Ecotopia and Meh & Safe drive the improved cost of living. RVA Sinks and the Back to The Future scenarios negatively impact the cost of living.



Business Impacts Index: The Meh & Safe scenario scores the highest in Business Impacts, representing overall regional productivity. This is partly because this scenario has improved efficiency in development patterns without the impacts of higher traffic congestion in the two high-growth scenarios (Ecotopia and Back to the Future). Ecotopia scores the second highest in this category due to the efficiencies in travel automation and subsequent reductions in travel costs, fuel costs, and costs associated with accidents/fatalities/injuries.



Access to Markets Index: Due to high efficiency in travel time/cost measures resulting from assumed high connected and automated vehicle (CAV) implementation, the Ecotopia and the Meh & Safe scenarios show positive accessibility to the Central Business District (i.e. downtown Richmond). The RVA Sinks and Back to the Future scenarios show negative impacts. Population growth is also a contributing factor in this measure, leading to relatively higher accessibility in Ecotopia and the Meh & Safe than in the RVA Sinks scenario.







Technology Index: The two scenarios with higher connected and autonomous vehicle use assumptions, Ecotopia and Meh & Safe, rate best in the technology measure. The less environmentally favorable scenarios, Back to the Future and RVA Sinks, rate poorly because they have higher per capita energy use than the Baseline and other scenarios.



SCENARIO IMPLICATIONS

In the final stakeholder engagement activity of the study, small groups of stakeholders discussed the following aspects of each scenario, looking at the dashboard results both vertically (by scenario) and horizontally (comparing scenarios): strengths/positive outcomes, risks/negative outcomes, investments to support more positive outcomes or avert negative ones, and policies to do the same. The themes that emerged in each area from these small group discussions are summarized below.

Exhibit 7 Scenario Themes

 <p>ECOTOPIA</p> <ul style="list-style-type: none"> • Positive for the environment and multimodal travel • Risks for housing affordability • Invest in transit, affordable housing, green infrastructure. • Policies – rent control, complete streets. 	 <p>BACK TO THE FUTURE</p> <ul style="list-style-type: none"> • Something for everyone (less opposition) • Risks – car dependence, obstacles to affordable & accessible housing, high cost of living, exacerbating climate change. • Invest in land preservation and equitable transportation. • Policies – inclusive zoning, mixed-use centers
 <p>MEH & SAFE</p> <ul style="list-style-type: none"> • Balanced outcomes, positive for quality of life – congestion, accessibility, health • Risks from concentrated development patterns (market access, growth have/have-nots) • Invest in transit and neighborhood resiliency grants. • Policies – inclusive zoning, ADUs, revenue-sharing, investment hubs. 	 <p>RVA SINKS</p> <ul style="list-style-type: none"> • Less congestion & more economic efficiency • Risks – health and environment • Invest less in infrastructure, more in environmental resiliency, and reinvest in existing housing. • Policies – resiliency requirements for development, green space and social distancing, normalize green transportation.

PlanRVA’s innovative P2F framework is plausible and useful for various planning purposes. The scenario planning tools and performance measures designed in P2F Phases 1 through 3 have laid a foundation that will enable regional stakeholders to refine and apply the scenario narratives and tools effectively in upcoming long-range planning projects (Phase 4).



**Pathways
to the Future**



PlanRVA
Where the region comes together to look ahead.

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ACTION ITEM August 13, 2024

TO Technical Advisory Committee

SUBJECT 2050 Long Range Transportation Plan: Scope, Schedule, and Advisory Committee

BRIEF:

The Long-Range Transportation Plan (LRTP) is a significant decision tool and a dynamic living document that projects regionally significant transportation needs in the Richmond region over 20 years and beyond. The 2050 LRTP update is due by October 2026.

RECOMMENDED ACTION:

Review and recommend to the Richmond Regional Transportation Planning Organization (RRTPO) policy board the approval of the general scope and schedule of the 2050 Long-Range Transportation Plan (LRTP) update. Also recommend that the LRTP Advisory Committee (LRTP-AC) be established for the purpose of providing input and oversight in the development of the plan.

DISCUSSION:

Background

The Long-Range Transportation Plan (LRTP) is a significant decision tool and a dynamic living document that projects regionally significant transportation needs in the Richmond region over 20 years and beyond. The LRTP is also a fiscally constrained document that simultaneously develops a vision and goals for the region but also reflects the application of those programmatic transportation goals to project prioritization. In October 2021, the Richmond Regional Transportation Planning Organization (RRTPO) adopted its 2045 LRTP update - [ConnectRVA 2045](#). The LRTP must be updated at least every five years to remain consistent with existing conditions, and to re-evaluate proposed plans, programs, and projects. The 2050 LRTP update is due by October 2026. The 2050 LRTP will identify transportation needs out to the year 2050 across all jurisdictions and will include all travel modes.

LRTP Advisory Committee (LRTP-AC)

The LRTP Advisory Committee (LRTP-AC) will spearhead the development of the LRTP with autonomy to make decisions guiding the process and outcomes. The LRTP-AC would be composed of RRTPO TAC representatives (or designee) plus additional stakeholders. Overall, the LRTP-AC will have locality representatives; regional and state transportation partners; transportation and environmental

advocates; and representatives from special interest groups (minority, people with disabilities, elderly, and youth) from the Richmond region. The LRTP-AC will meet often over the planning timeframe with more frequent meetings around specific milestones. The LRTP-AC is expected to have its kick-off meeting in mid-October.

General Scope of Work and Schedule

The general scope of work and schedule for the 2050 LRTP is added as an attachment.

For more information, please contact Sulabh Aryal (saryal@planrva.org).

ATTACHMENTS:

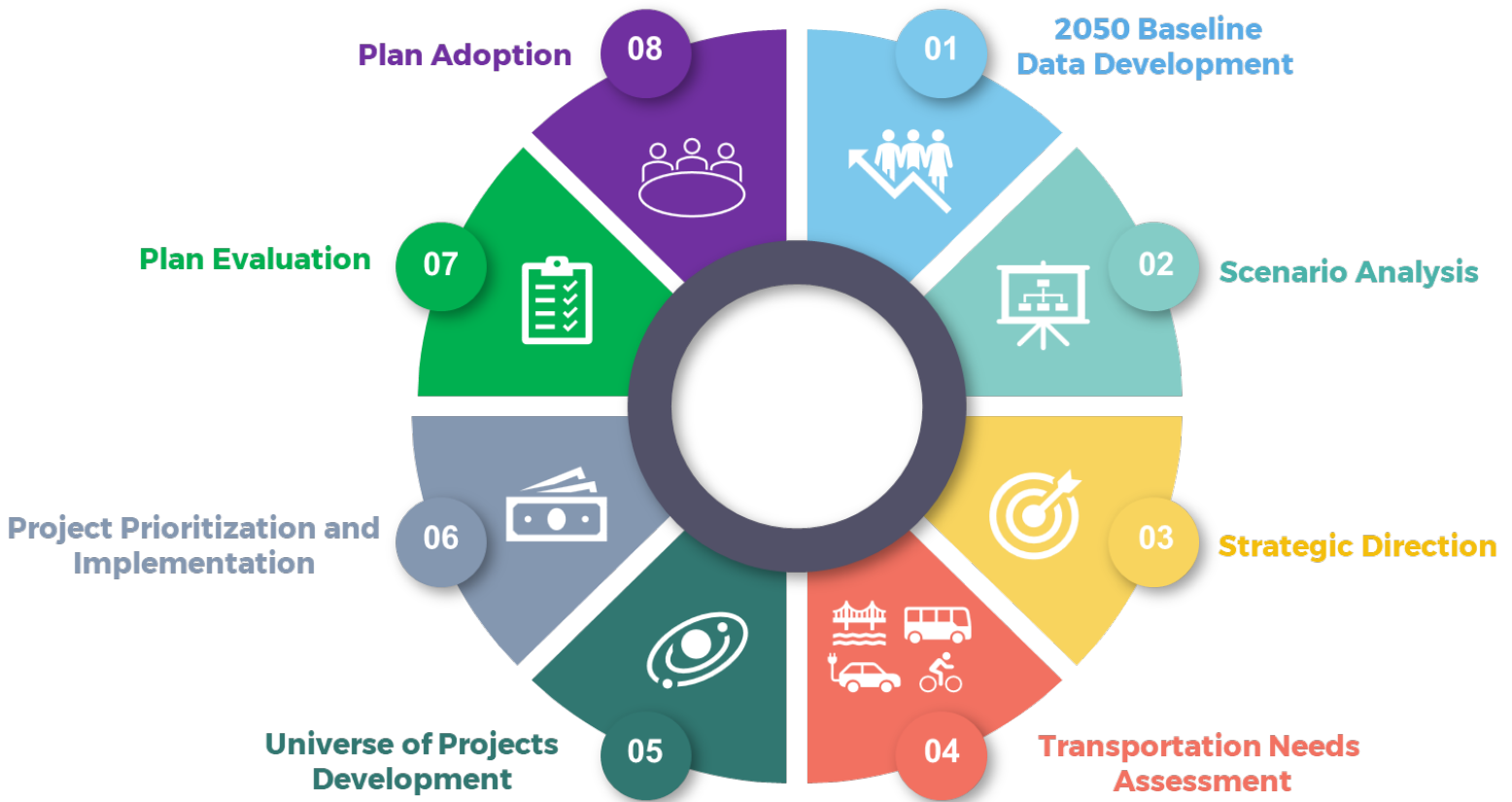
- A. 2050 LRTP Update – General Scope of Work and Schedule

2050 LRTP General Scope of Work & Schedule

Main Project Timeline: September 2024 – September 2026

Public Engagement: October 2024- August 2026

2050 LRTP Process Flow



1. How does the Future look like? *Task Complete*
2050 Baseline Data Development (2022 - 2023)

- 2050 Baseline Growth Assumptions
- 2050 Baseline Demographic Data

Policy Board Adoption - July 6, 2023

2. What if there is more than one possible Future? *Task Complete*
Scenario Analysis (2023-2024)

- Pathways to the Future Process
- Four Scenarios Development
- Scenario Tools Development

Policy Board Adoption - September 5, 2024 (anticipated)

3. What Matters most for the Future?
Strategic Direction (2024- 2025)

- Regional Vision and Priorities
- Planning Goals
- Objectives and Performance Measures
- Strategies

Policy Board Adoption - June 2025 (tentative)

4. What are the Transportation issues to be addressed?
Transportation Needs Assessment (2024- 2025)

- Existing Transportation System Analysis
- Existing Transportation Needs and Forecasted Demand
- Regional Transportation Equity Needs

Policy Board Adoption - July 2025 (tentative)

5. What are the options?
Universe of Transportation Projects Development (2025)

- Regional Project Selection Guidelines
- Universe of Candidate Projects Development
- Total Funding Requirement

Policy Board Adoption - December 2025 (tentative)

6. How can we realistically get there?

Transportation Project Prioritization and Implementation (2025- 2026)

- Project Prioritization Process and Tools Development
- Transportation Revenues and Budget
- Fiscal Constraint Guidelines
- Funding Scenarios
- Constraint Plan
- Implementation Strategies
- Unfunded Transportation Needs

Policy Board Adoption - June 2026 (tentative)

7. How did we do this time and how can we do better next time?

Plan Evaluation (2026)

- Systemwide Transportation Performance Evaluation
- Environmental Justice and Accessibility Analysis
- Economic Impact Analysis
- Air Quality Conformity
- Public Engagement Evaluation

Policy Board Adoption - July 2026 (tentative)

8. Plan Adoption (2026)

- Project Documentation
- Story Map and Citizens Guide
- Policy Board Plan Adoption (September 2026)
- Plan Transmittal to FHWA and FTA (October 2026)

Policy Board Adoption - September 2026 (tentative)

Public Engagement for 2050 LRTP (Tentative)

Phase	LRTP Process Question	Public Input/Education	Start	End	Type	Medium
0	Overall Education	Educate about PLanRVA, RRTPO, 2050 LRTP update and MPO planning process in general.	September-24	October-26	General Outreach	Email, Website, Social Media
3	What Matters most for the Future?	Share Vision Statement from the Regional Strategic Plan. Provide comments on previously adopted Goals for ConnectRVA 2045; Are these still appropriate goals? Are any goals missing. Input on the development of new Goals and Objectives	October-24	March-25	General Outreach	Public Survey, Virtual and In-person Community Outreach
		Comments on and Goals and Objectives as approved by LRTP- Advisory Committee	May-25	May-25	Formal Public Review (15 Days)	Email, Website, Social Media
4	What are the Transportation issues to be address?	Identify "What Matters Most" for the transportation system in the Richmond region today and in the future. Identify transportation issues in the Richmond Region. Identify Equitable Transportation Needs in the Richmond region.	October-24	April-25	General Outreach	Online Mapping, Public Survey, Virtual and In-person Community Outreach
		Share input on transportation needs assessment and opportunities for improving transportation in the region	June-25	June-25	Formal Public review (15 days)	Email, Website, Social Media
5	What are the options?	Comments on Universe of Projects to be evaluated for project ranking	November-25	November-25	Formal Public review (15 days)	Email, Website, Social Media
6	How can we realistically get there?	Indicate preferences between investment scenarios, informed by their predicted impacts on the overall future transportation system.	February-26	March-26	General Outreach	Public Survey
		Review candidate projects and investment programs and weigh in on RRTPO funding decisions	May-26	May-26	Formal Public Review (15 days)	Email, Website, Social Media
7	How did we do this time and how can we do better next time?	Review project having impact on Air quality and provide any comments	June-26	June-26	Formal Public Review (15 days)	Email, Website, Social Media
8	Plan Adoption	Comment on selected projects, investment strategy, and draft plan document.	July-26	Aug-26	Formal Public Review (30 days) + Printed/Digital document to be sent to libraries and environmental and government agencies including tribal government for comments	Email, Website, Social Media, Newspaper
					Public Meetings (6-9)	In-person in Libraries or other available spaces
					Locality Board Presentations (9)	In-person in Locality Government Centers