

Photo: Half Way House Restaurant, Chesterfield County

PlanRVA Commission

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NOTES

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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 **PlanRVA@PlanRVA.org**.

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PlanRVA is where the region comes together to look ahead. Established in 1969, PlanRVA promotes cooperation across the region's nine localities and supports programs and organizations like the Richmond Regional Transportation Planning Organization, Central Virginia Transportation Authority, the Emergency Management Alliance of Central Virginia, Lower Chickahominy Watershed Collaborative and Don't Trash Central Virginia.

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PlanRVA Commission Meeting Agenda

Thursday, November 12, 2026 – 9:30 a.m.
PlanRVA's James River Boardroom, 424 Hull Street, Suite 300
and via Teams (webinar link located on agenda cover page)

PlanRVA Newsletter: The Better Together Connector (linked)

A. Call to Order, Welcome & Opening Remarks *(10 min)*

1. **Pledge of Allegiance** *(Chair Jordan Stewart)*
2. **Roll Call & Certification of a Physical Quorum** *(Sarah-Keel Crews)*
3. **Confirmation of Member Participation from a Remote Location** *(Chair Jordan Stewart)*
   Motion to confirm that the Chair's decision to approve or disapprove the member(s) request to participate from a remote location was in conformance with the PlanRVA Policy for Meetings Held Through Electronic Communication Means; and, the voice of the remotely participating member(s) can be heard by all persons at the primary or central meeting location (by voice vote).
   Action Item.
4. **Recognition of Guests** *(Chair Jordan Stewart)*
5. **Consideration of Amendments to the Agenda** *(Chair Jordan Stewart)*
6. **Public Comment Period** *(Chair Jordan Stewart)*

B. Strategic Vision Alignment & Update (30 min)

1. **Regional Pulse** *(Dr. Sarin Adhikari, Principal Data Manager)*
   Members will hear a snapshot of current data insights from our Data Team.
   Information Item.

2. **Community Voice** *(Holly Gordon, Senior Community Engagement Manager)*
   Members will hear an update of current and recent engagement activities.
   Information Item.

3. **Spotlight Topic – Advancing our Regional Strategic Vision** *(Scudder Wagg)*
   GRTC FY28 Regional Public Transportation Plan Scenario Review
   Information Item.

C. Decision Items (25 min)

1. **Consent Agenda** *(Chair Jordan Stewart)*
   Motion to approve the consent agenda Items as presented.
   Action Item(s).

   a. **Meeting Minutes** – page 4
      Minutes from the September 3, 2026 meeting are included for review and acceptance as submitted.

   b. **Intergovernmental and Environmental Reviews** – page 13
      Summary of reviews completed by staff for the period of May 21, 2026: August 14, 2026.

2. **Executive Committee Report** *(Chair Jordan Stewart)*

3. **Audit, Facilities, and Finance Committee Report**

   a. **Committee Updates.** *(Sean Davis)*
      Chair Davis will share additional updates from the Committee.
      Information Item.

   b. **FY2026 Audited Financial Statements** *(Lauren Shephard)* – page 18
      Action Item: Accept the audited financial statements and authorize staff to submit to the Virginia Auditor of Public Accounts and the Federal Clearinghouse and funders upon request.

4. **Pathways to the Future: Transportation 2050 Adoption** *(Sarah Stewart)* - page 64
   Action Item: Adopt the region's Long Range Transportation Plan into PlanRVA's suite of Core Plans for Pathways to the Future.

D. Regional Roundtable: Innovation & Collaboration Showcase (20 min)

1. **Mission Moment** *(Martha Shickle, Executive Director)*

2. **Convene the Region- Member & Commissioner Engagement: Local Showcase**
   The Town of Ashland will provide an update of a local issue or opportunity of regional interest.

E. Adjournment

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PlanRVA Commission Meeting Minutes

September 3, 2026 – 9:30 a.m.

PlanRVA James River Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224 and via Teams

Members and Alternates Present (X), Virtual (V):

36 votes / 19 for quorum

Town of Ashland	2	**Goochland County**	2	**New Kent County**	3
***Anita Barnhart**	X	***Jonathan Lyle**	X	Rev. Milton Hathaway	
Steve Trivett (A)		Neil Spoonhower (A)		*Amy Pearson	
Brent Chambers	V	Guy Kemmerly		***Jordan Stewart, Chair**	X
Charles City County	1	**Hanover County**	5	**Powhatan County**	3
***Ryan Patterson**, Vice Chair		***Sean Davis**		***Bill Donati**	V
Byron Adkins (A)		Sue Dibble (A)		*Steve McClung	
Chesterfield County	7	Larry Leadbetter		Robert Powers (A)	
*Kevin Carroll	X	*Faye Prichard	X	Jessica Winall	
Tim Davey	X	Charlie Waddell	X	**City of Richmond**	6
***Jim Ingle**	X	**Henrico County**	7	Dr. Priscilla Eddings	X
*Dr. Mark Miller	X	Chris Bast	X	*Katherine Jordan (2)	
Frank Petroski	X	***Rev. Roscoe Cooper (2)**	X	Dakia Knight	V
*Jessica Schneider	X	Jaron Dandridge		***Cynthia Newbille (2)**	**X**
*Dr. LeQuan Hylton	X	*Rev. Tyrone Nelson			
		*Jody Rogish	X		
		*Dan Schmitt			
		*Misty Roundtree			

The technology used for the PlanRVA Commission meeting was a web-hosted service created by Teams and YouTube Live Streaming and was open and accessible for participation by members of the public. A recording of this meeting is available on our Plan RVA YouTube Channel.

A. Call to Order, Welcome & Opening Remarks

Chair Jordan Stewart virtually welcomed all attendees and called the meeting to order at approximately 9:38 a.m.

After the Pledge of Allegiance, Sarah-Keel Crews, PlanRVA, called the roll for attendance and certified that a physical quorum was present. Chair Stewart welcomed attendees and recognized three Commission members participating remotely: Mr. Donati, Ms. Knight, and Mr. Chambers. With no other members participating remotely, she requested a motion to confirm her decision to approve the remote participation of Mr. Donati, Ms. Knight, and Mr. Chambers in accordance with PlanRVA's policy governing meetings held through electronic communications. A motion was made by Dr. Cynthia Newbille and seconded by Ms. Jessica Schneider. Following a vote, the motion was approved with no opposition, and Chair Stewart welcomed the remote participants to the meeting.

Next, she recognized guests in attendance and invited them to introduce themselves. Brian Anderson of ChamberRVA and Kevin Catlin, County Administrator for Chesterfield County, introduced themselves. Chair Stewart thanked them for attending and noted that Mr. Catlin would be speaking later in the meeting.

Chair Stewart also thanked PlanRVA staff for attending. She then asked whether members had any proposed amendments to the agenda. No amendments were identified. Chair Stewart asked whether any members of the public wished to provide comment, either in person or virtually. Ms. Crews confirmed that no public comments had been received, and no public comment was offered.

Misty Roundtree joined the meeting in person at 9:48am.

Dr. LeQuan Hylton joined the meeting in person at approximately 9:50 a.m.

B. Strategic Vision Alignment & Update

Regional Pulse
Chair Stewart moved the meeting into the strategic vision alignment and update portion of the agenda and introduced the Regional Pulse presentation. Ms. Shickle provided introductory remarks, recognizing the work of PlanRVA's data team and describing a summer-long partnership with the Virginia Early Childhood Foundation. She explained that the Foundation, a statewide organization that invests in early childhood education and childcare through federal funding, asked PlanRVA to develop a data methodology for assessing early childhood care and education access within Virginia's Ready Regions. The methodology will be shared with other planning district commissions across the Commonwealth, allowing them to conduct similar analyses in their respective regions. Ms. Shickle noted that the work advances PlanRVA's economic development strategy, supports regional sector leadership, and was funded through a contract.

Dr. Sarin Adhikari of PlanRVA presented selected findings from the ongoing regional assessment of early childhood care and education access across 17 localities in the PlanRVA and Crater Planning District Commission regions. The study examines where childcare needs are greatest, where households face barriers to care, whether the early childhood

workforce can meet demand, and where investments could have the greatest impact. Dr. Adhikari emphasized that childcare access is also an economic-development and workforce issue because it affects family stability, residential and employment choices, and reliable workforce participation.

The assessment uses Census block-group data to analyze conditions at the neighborhood level. Family access is measured by the number of licensed childcare seats reachable within a 15-minute drive in urban areas and a 25-minute drive in rural areas, while accounting for vehicle availability and public transit. These factors are combined into a weighted accessibility score ranging from very low to very high. The lowest levels of access are concentrated in Petersburg and portions of Chesterfield County, with smaller low-access areas elsewhere in the region, generally reflecting overlapping limits in capacity, transportation, and vehicle ownership.

The study also evaluates whether childcare providers can access enough workers to meet staffing needs and whether workers are located within practical travel distances of available jobs. At the locality level, 13 of the 17 localities in Ready Region Central were found to be workforce constrained, with estimated demand exceeding supply by more than 15 percent. Charles City was the only locality with estimated workforce capacity above demand; Dr. Adhikari noted that relative housing affordability may help explain this result. At the block-group level, the analysis identifies workforce opportunity zones and shortage zones and applies a floating catchment-area method to account for workers traveling beyond their immediate neighborhoods. This approach compares the available workforce within 15- or 25-minute travel areas with staffing demand from licensed providers competing for workers in the same area. Stronger workforce-access clusters were found in northern Richmond, central and eastern Henrico County, and the Tri-Cities, which also generally performed well in family access. The weakest workforce access was found in rural areas, including Charles City, Surry, Sussex, and Greensville Counties, where recruitment or transportation support may be needed.

Dr. Adhikari explained that the combined analysis provides a detailed picture of where childcare demand, workforce availability, affordability, and service access align or do not align. The results are intended to guide investments in workforce development, provider expansion, training, transportation, and housing affordability. The data is organized at the Census block-group level and is designed to be updated as new information becomes available. Analytical work is complete, and PlanRVA is preparing final reports and deliverables for the Virginia Early Childhood Foundation.

Members asked how the findings could support planning for new schools, planned pre-kindergarten classrooms, and other local needs. Staff explained that Thrive Birth to Five, which supports the Richmond-Central Virginia Ready Region, will be a principal user of the study and will help translate findings into advocacy and program decisions. PlanRVA noted that, although it does not deliver early childhood services, the assessment is relevant to its work in transportation, housing, workforce development, planning, and economic mobility. Staff indicated that they would work with localities and school systems to make the information useful for local decision-making.

Members requested clarification about the study's scope and definitions. Dr. Adhikari explained that provider data includes licensed childcare providers only and excludes informal arrangements, including care provided by relatives or unlicensed caregivers. The

analysis focuses on children from birth through age five and separates infant-and-toddler and preschool populations. Members emphasized that childcare affects households across income levels and has implications for workforce participation, community stability, and long-term child outcomes.

Dr. Adhikari confirmed that completed data will be available at the block-group level, allowing localities to examine conditions in relatively small areas. The final materials were not yet public because they were being packaged for the Virginia Early Childhood Foundation, with a project completion deadline of September 30. PlanRVA staff stated that they would discuss next steps with the Foundation and convey the Commission's interest in receiving the findings in a dynamic, usable format after the Foundation's review and approval process.

Members raised concerns regarding the accuracy and timeliness of population data, particularly in rapidly growing localities. Estimates of children were derived from 2020–2024 American Community Survey data through a related Reinvestment Fund analysis. Members noted that local school enrollment, pre-kindergarten waiting lists, development approvals, building permits, and capital-improvement plans could provide more current measures of emerging demand. They also suggested incorporating workforce-pipeline information from Brightpoint Community College and other early childhood education programs, including enrollment, graduation, placement, and employment-location data, as well as potentially relevant health-care utilization data available through the Virginia Hospital and Healthcare Association.

A Chesterfield County example underscored the need to interpret population growth carefully. Although the County has grown overall, public-school enrollment has remained relatively flat for approximately three years, with one district having more than 400 fewer students than when the member was first elected. Growth has reportedly been driven largely by residents age 55 and older and young professionals rather than households with young children, suggesting that future needs may center on maintaining, modernizing, or replacing existing school facilities rather than building new ones. Chair Stewart thanked members and staff for the discussion, noted the potential to incorporate early childhood access into a broader future Commission topic, and indicated that the Commission would revisit the subject at a future meeting.

Community Voice

Ms. Shickle then introduced Kristin Hott, PlanRVA, by connecting the Weaver Awards initiative to PlanRVA's regional economic mobility work, particularly the driver of just and responsive governance. She noted that the initiative reflects PlanRVA's commitment to meaningful citizen participation, community engagement, and inclusive decision-making. Ms. Shickle stated that PlanRVA is believed to be the only public-sector organization in the country participating in the Aspen Institute's Weaver Awards Program, thanked Ms. Hott for leading the effort, and recognized the YMCA for referring the opportunity and supporting the process.

Ms. Hott explained that PlanRVA was selected in November as one of 25 national community hosts for the Weaver Awards, an Aspen Institute Weave: The Social Fabric Project initiative. The program provides private funding to recognize residents, small groups, and small organizations that are already building relationships and strengthening community connections. "Weaving" involves sustained, intentional relationship-building

rather than a one-time event; eligible efforts must be locally focused, inclusive, mutual, and ongoing. The program is available throughout PlanRVA's nine localities.

Applications open in June and close in August, supported by PlanRVA outreach and information sessions. To reduce barriers to participation, PlanRVA developed bilingual English- and Spanish-language community connection cards and permitted written or recorded application responses. The application process is intended to recognize existing community-building efforts rather than require applicants to create new projects or navigate a traditional, complex grant process.

PlanRVA convened a 20-member regional volunteer review committee—the Weaver Award Application Review Partners, or WARP—to evaluate applications and identify local leaders and organizations strengthening community connections. PlanRVA expects to notify at least 20 recipients annually, with awards ranging from $2,500 to $5,000. Awards will be distributed in November, followed by a coordinated national announcement on December 2.

Ms. Hott emphasized that PlanRVA's community-host application was grounded in RVA Rising and its economic mobility goals. During 12 information sessions, staff described how local "weavers" support economic mobility through work related to childcare, youth development, public safety, housing, food security, arts and culture, and other local priorities. PlanRVA received 131 completed applications, including at least one from each locality; 72 applicants were small organizations and 59 were individuals. Sixty percent identified as Black, Indigenous, multiracial, or people of color, and many applicants were women.

Ms. Hott noted that PlanRVA was invited to assist with selecting the next cohort of community hosts and will reinvest the related stipend in its local Weaver Awards work. She expressed hope that neighboring planning district commissions will participate in the future, enabling expansion of the Weaver model across a broader region. Chair Stewart thanked Ms. Hott for her leadership and creativity and expressed appreciation that every PlanRVA locality was represented among the completed applications.

Kevin Carroll left the meeting at 10:30am

Spotlight Topic
Chair Stewart thanked Kristin Hott for her presentation and invited questions from members. With no questions raised, Chair Stewart expressed appreciation for Ms. Hott's work and stated that the Commission looked forward to learning the identities of the Weaver Award recipients. Ms. Hott noted that community connection cards would be available in the lobby for members to take and distribute. Because the cards do not include program-specific dates, they may also be used for outreach during next year's application cycle.

Chair Stewart then transitioned to the next agenda item and invited Brian Anderson to the podium. She welcomed Mr. Anderson, noting his familiarity with the Commission, and expressing appreciation for his participation.

Rev. Milton Hathaway joined the meeting in-person at 10:43am

Anita Barnhart left the meeting at 10:59am

Brian Anderson, President and CEO of ChamberRVA, briefed the Commission on RVA Rising and ChamberRVA's role in advancing its rewarding-work economic mobility driver. He emphasized that ChamberRVA serves the same regional footprint as PlanRVA and that progress depends on collaboration among local governments, businesses, nonprofits, educational institutions, and other partners.

RVA Rising is a 10-year regional alliance led by ChamberRVA, PlanRVA, the Community Foundation for a greater Richmond, United Way of Greater Richmond and Petersburg, and the Richmond Memorial Health Foundation. Rather than providing direct services, it seeks to improve economic mobility through coordination, data, shared storytelling, convening, and policy and strategy development. Its five focus areas are inclusive neighborhoods, rewarding work, quality education, health access, and responsive governance.

Mr. Anderson noted that a VCU workforce analysis identified 106 workforce programs and talent pipelines in the region. The primary challenge, he said, is aligning employers, education and training providers, and labor-market needs. Through the Brookings Regional Growth Network, the region is using a Next Generation Sector Partnership model to coordinate employers and training partners in high-growth sectors.

Construction, health care, information technology, and manufacturing are the initial target sectors. Construction and health-care partnerships are underway, while IT and manufacturing partnerships are expected to begin in 2027 with grant support. The construction partnership has found strong student interest in construction careers, with training capacity often the main limitation. The health-care partnership is focused on clearer career pathways and advancement from entry-level to higher-wage roles.

Mr. Anderson said the initiative will require approximately $600,000 annually in sustained regional investment; more than $600,000 has been raised toward an approximately $2.5 million campaign. He clarified that the presentation was informational and not a request for local government funding.

He encouraged local governments to remain engaged, share relevant expertise, and help identify employers and organizations for participation. In response to questions, he confirmed engagement with regional economic development authorities and noted that worker perspectives, unions, and apprenticeship programs are important components of the sector partnerships. Chair Stewart thanked Mr. Anderson and indicated that the Commission would revisit RVA Rising at a future meeting.

C. Decision Items

There were no comments regarding the consent agenda, so Chair Stewart entertained a motion to approve. On a motion by Tim Davey, seconded by Jody Rogish, all voted in favor to approve the consent agenda.

Chair Stewart reported that the Executive Committee had discussed potential future Commission meeting topics and that further one-on-one discussion with Ms. Shickle would be needed to refine them and ensure alignment with the Commission's mission and goals.

She stated that members could expect a more defined meeting plan within four to six weeks.

Lauren Shephard, PlanRVA, provided a financial update and reported that PlanRVA's FY 2026 audit had begun with the agency's new audit firm, Baker Tilly. The auditors have read-only access to PlanRVA's financial management system, approvals, and supporting documentation, which is expected to improve efficiency and transparency. A draft audit report is anticipated for the November Commission meeting. Ms. Shephard noted that the financial information presented was preliminary but favorable.

PlanRVA is projecting a preliminary surplus of approximately $985,000, with approximately $6.1 million in total assets, $3.9 million in liabilities, and a net position of about $2.2 million. Cash and accounts receivable were reported as strong, with no significant aged receivables. Revenue of approximately $7.5 million was 56 percent above budget, driven largely by grants received after budget adoption, changes in reporting for Central Virginia Transportation Authority-exclusive staff, and prior-year cost recovery from the Central Virginia Planning District Commission. Expenses of approximately $6.5 million were also above budget and largely offset the additional revenue.

Ms. Shephard clarified that the projected surplus is not a recurring operating surplus or entirely available cash. Approximately $434,000 reflects a one-time prior-year CVTA cost recovery adjustment, while about $155,000 reflects non-cash accounting items. After these adjustments, estimated net income is just under $400,000, with some remaining in accounts receivable and expected to convert to cash or working capital. Temporary vacancies in the data and finance teams also contributed to the favorable position.

PlanRVA began invoicing its largest transportation customer monthly rather than quarterly to improve cash flow and reduce the operating cash needed for routine operations. Operating cash exceeded $2 million during the prior month, enabling staff to transfer just over $1 million to the Local Government Investment Pool to earn interest. Staff has also developed cash forecasts that consider risks such as federal funding disruptions. Following completion of the audit, staff expects to recommend transferring a portion of operating cash into reserves, with the goal of reaching three months of core operating expenses in reserves before the Commission's December 2027 target.

In response to questions, staff explained that higher federal funding resulted from additional grants received after the budget was adopted and from a conservative spring 2025 budgeting approach that excluded grants not yet formally awarded. Ms. Shephard confirmed that FY 2025 local dues increased by five cents per capita, generating approximately $51,000 across the nine localities. Ms. Shickle also reported that PlanRVA is pursuing establishment of a 501(c)(3) organization to broaden funding opportunities; staff expects to present a proposal and implementation timeline to the Finance Committee in October and subsequently seek Commission authorization.

Chair Stewart thanked Ms. Shephard, Ms. Shickle, the Finance Committee, and Finance Committee Chair Davis for their work in strengthening PlanRVA's financial position. She then moved to the next agenda section, adjusting the order to begin the member and Commission engagement local showcase with Chesterfield County.

D. Regional Roundtable: Innovation & Collaboration Showcase

Convene the Region
Mr. Ingle introduced Dr. Kevin Catlin, Chesterfield County's new County Administrator, and welcomed him to the region. He commended Dr. Catlin's energy, positive attitude, and willingness to engage fully during a particularly busy transition period.

Dr. Catlin thanked the Commission and summarized his background in public service. He most recently served as County Administrator and Controller in Kalamazoo County, Michigan, and previously held local-government leadership roles in Illinois, Oklahoma, South Dakota, and Michigan. He described growing up in a single-parent household with limited financial resources and stated that those experiences shaped his commitment to empathy, active listening, and understanding residents' circumstances. A first-generation college graduate, he earned bachelor's, master's, and doctoral degrees from the University of Illinois.

Dr. Catlin described leadership experience across transportation, public safety, planning and zoning, economic development, labor relations, technology, and county administration, including roles with the Illinois Department of Transportation and several local governments. He emphasized collaborative, relationship-based leadership and regional problem-solving.

He provided updates on major Chesterfield County initiatives, including LEGO's approximately $1 billion investment, expected to open in 2027, and Commonwealth Fusion Systems' planned commercial fusion plant at the James River Industrial Center. The fusion project is expected to generate about 400 megawatts of power and create substantial construction and permanent jobs. He also noted continued data-center development and the County's coordination with utilities and partners on infrastructure capacity and community concerns.

Dr. Catlin highlighted the 42-acre Springline redevelopment near Midlothian Turnpike and Chippenham Parkway, which is expected to include about 300 apartments, the Timmons Group headquarters, a Falling Creek Police Precinct, and a hotel and conference center anticipated to open in 2028.

Transportation, education, and recreation remain key priorities. He referenced interchange improvements, Fall Line Trail expansion, school-capacity projects, and West Ridge High School—a planned $135 million facility expected to open in August 2027. He also noted park and sports-tourism investments that supported nearly one million facility visits in FY 2026.

Dr. Catlin concluded that Chesterfield is experiencing significant growth across economic development, infrastructure, schools, public safety, recreation, and tourism. The County's goal, he said, is to manage that growth while preserving strong services, infrastructure, and quality of life. Chair Stewart thanked him for his presentation and commitment to regional collaboration.

Rev. Cooper left the meeting at 11:24am

E. Adjournment

With no other commentary, Chair Stewart entertained a motion to adjourn. On a motion by Dr. Newbille, seconded by Ms. Faye Prichard, all voted in favor and the meeting adjourned at 11:30 a.m. The next meeting is scheduled for November 12, 2026, at 9:30 a.m. in the PlanRVA James River Boardroom and via Teams.

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Environmental & Intergovernmental Reviews Report

PlanRVA Commission Meeting

DATE: November 5, 2026

Item C.1.b.

In cooperation with State Agencies, PlanRVA routinely is requested to provide environmental and intergovernmental reviews. PlanRVA staff circulate the review requests among member locality staff for comments and questions prior to submitting a response to the requesting State Agency.

Environmental reviews can include:

- **Environmental Assessments and Impact Reports** - Virginia code requires state agencies to prepare an environmental impact report (EIR) for each major state project.
- **Coastal Consistency Determinations and Certifications** - Due to receipt of Federal funds or permits, proposed projects must prove consistency with the enforceable policies of Virginia's Coastal Zone Management Program.
- **Groundwater Withdrawal Permits** - PlanRVA staff receives notice of Groundwater Withdrawal Permits in the Eastern Virginia Ground Water Management Area (GWMA). The eastern portion of PlanRVA is located in the Eastern Virginia GWMA. All jurisdictions in the Eastern Virginia GWMA are notified of pending permits as part of this process, therefore PlanRVA receives review requests for projects outside of the Richmond region. For more information about the Eastern Virginia GWMA see https://www.deq.virginia.gov/permits/water/water-withdrawal .
- **Virginia Water Protection (VWP) Permits** - DEQ issues VWP Permits for activities related to the quality of surface waters in the Commonwealth including the filling, dredging, draining or excavation of wetlands, streams, or other state waters. Surface water withdrawals are also permitted through VWP permits.
- **Virginia Pollutant Discharge Elimination System (VPDES) Permits** – DEQ issues VPDES permits to any person who discharges any pollutant into surface waters of the Commonwealth from a point source.
- **Virginia Pollution Abatement Permit -** A VPA permit may be issued by DEQ whenever an owner handles waste and wastewater in a manner that does not involve a point-source discharge to state waters.

Intergovernmental reviews can include:

- State Agency grant applications for Federal funding, including:
  - CERCLA grant funds from US EPA (Superfund programming and site remediation)
  - Virginia Coastal Zone Management Program funding from the

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National Oceanic and Atmospheric Administration
    - Diesel Emission Reduction Act (DERA) State Clean Diesel funds from US EPA
    - Capitalization funds for the Virginia Clean Water Revolving Loan Fund for wastewater treatment facility improvements from US EPA
- FHWA Section 5310 funding for projects involving transit and mobility enhancements for seniors and individuals with disabilities.

For additional information on the reviews, please go to the following: https://planrva.org/environment/reviews/.

Attachment:

A. 8-14-26 through 10-28-26 Environmental Reviews

Environmental & Intergovernmental Reviews

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Intergovernmental reviews can include:

- State Agency grant applications for Federal funding, including:
  - CERCLA grant funds from US EPA (Superfund programming and site remediation)
  - Virginia Coastal Zone Management Program funding from the National Oceanic and Atmospheric Administration
  - Diesel Emission Reduction Act (DERA) State Clean Diesel funds from US EPA
  - Capitalization funds for the Virginia Clean Water Revolving Loan Fund for wastewater treatment facility improvements from US EPA
- FHWA Section 5310 funding for projects involving transit and mobility enhancements for seniors and individuals with disabilities.

For additional information on the reviews, please go to the following: https://planrva.org/environment/reviews/.

Environmental Reviews Quarterly Board Report

Wednesday, October 28, 2026

Agency	Review Title	Review type	Locality/ Area	Summary
DEQ	GWI000505 Belle Haven	GWP	Fairfax	Belle Haven Country Club has applied for a reissuance of a permit for golf course irrigation. The permit would authorize the applicant to withdraw a maximum of 27,734,000 gallons per year and 10,540,000 gallons per month from the Potomac aquifer. The ground water withdrawal will support golf course irrigation. The top of the Potomac aquifer at the proposed withdrawal site was determined to be 152 feet below land surface. An aquifer is a body of rock or layer of sediment in the ground in which ground water is stored and transported. DEQ has made a tentative decision to issue the permit. The draft permit can be viewed at https://www.deq.virginia.gov/news-info/shortcuts/publicnotices/water/water-withdrawal
DEQ	HUD Stonebridge Project, DEQ 26-134F	EIR	Chesterfield	The subject property is proposed for development with the Stonebridge multifamily apartment complex. The development will consist of two (2) four-story apartment buildings housing a total of 340 residential units. Additional improvements will consist of a clubhouse, basketball courts and recreational area, paved surface parking areas, and community landscaping. Based on the proposed development plan, AEI has determined that the proposed Stonebridge Project will not have an adverse effect on the coastal uses and/or natural resources of Virginia that are addressed by the twelve (12) enforceable policies of the Virginia Coastal Zone Management Program (CZM).
DEQ	DCR Pocahontas State Park Bathhouse Renovations, DEQ 26-133S	EIR	Chesterfield	The Pocahontas State Park Bathhouse Renovations project involves the renovation of three bathhouses within Pocahontas State Park, for the addition of a family restroom & shower, accessible parking & route to the bath house, and replacing the aging materials and systems within the bathhouses. ECS conducted a review of publicly available information, utilized information provided by the Virginia Department of Conservation and Recreation (DCR) Division of Planning and Recreation Resources, and made a visit to the project site to assist with the preparation of this EIR. Provided mitigation measures and proper development best practices are followed, the proposed project does not appear to have any long-term direct or indirect anticipated impacts to the environment. The project should not have any permanent impact on air quality or water quality. Given its small footprint and proposed use, it is not anticipated to consume significant land or water resources. No long-term demands on other natural resources are expected. As such, long-term irreversible environmental changes due to this proposed project are not expected. • ECS recommends submitting a project specific review to the Department of Historic Resources (DHR) in order to determine if adverse affects on historic resources may result from the proposed action. • Based on the results of the Determination Key, tree clearing must occur outside of the Pup Season (April to August of any year) for the Tricolored bat.

Agency	Review Title	Review type	Locality/ Area	Summary
DEQ	Operational Improvements at Existing USDVA National Cemeteries	Other	Virginia	The U.S. Department of Veterans Affairs National Cemetery Administration is preparing a Programmatic Environmental Assessment (PEA) for typical operational-improvement projects within the existing boundaries of VA National Cemeteries. The PEA is intended to provide a National Environmental Policy Act review pathway for projects anticipated to have less-than-significant environmental effects. Potential improvements include developing new burial-interment plots and associated infrastructure; repairing, replacing, or improving buildings, utilities, and other supporting infrastructure; and demolishing utilitarian buildings and structures. The purpose is to accommodate interment requests and maintain sufficient facilities and infrastructure for eligible Veterans, spouses, dependents, and cemetery staff. VA initially conducted scoping in December 2023, paused the project during 2024, and has now resumed the NEPA process. The proposed action remains unchanged, but the PEA will incorporate VA's updated NEPA implementing procedures. VA anticipates publishing the final PEA in fall 2026. Virginia DEQ's Office of Environmental Impact Review has advised that future NEPA and, where applicable, Coastal Zone Management Act federal-consistency materials should be submitted for coordinated state review with adequate project detail, mapping, and preferably GIS shapefiles. DEQ requests a minimum 60-day review period for those future documents.
DEQ	U.S. Department of Veterans Affairs State Home Construction Grant Program	EA	Virginia	The U.S. Department of Veterans Affairs is preparing a Programmatic Environmental Assessment for its State Home Construction Grant Program. The program provides funding to eligible state partners for construction, renovation, and repair of state-owned and operated nursing homes, domiciliary residences, adult day health care facilities, and other eligible State Home facilities. The proposed action is intended to help states provide sufficient long-term care capacity for eligible Veterans and their families. VA is preparing the programmatic review to assess potential environmental impacts from typical grant-funded projects and to establish an efficient National Environmental Policy Act review pathway for projects expected to have less-than-significant impacts. NOTES: VA requested comments on the scope of analysis, potential alternatives, and relevant information within 30 days of the September 15, 2026 notice. That comment period ended October 15, 2026. The attached DEQ scoping response requests that future NEPA and, where applicable, federal consistency materials be submitted to DEQ's Office of Environmental Impact Review and that VA allow a minimum 60-day coordinated state review period.

e: PlanRVA@PlanRVA.org
p: 804.323.2033
w: www.PlanRVA.org

Memorandum

To: **PlanRVA Commission Members**

From: **Lauren Shephard, CFAO**

Re: **FY2026 Audited Financial Statements**

Date: **November 5, 2026**

Agenda Item: C.3.b.

Background:

Baker Tilly completed PlanRVA's FY2026 financial statement audit and issued an unmodified opinion—the most favorable standard audit opinion – on the financial statements for the fiscal year ended June 30, 2026.

The audited financial statements reflect strong financial performance and growth. PlanRVA's revenues increased by approximately $2.3 million to $7.6M, and net position increased by approximately $1.1 million to $2.3 million.

PlanRVA's FY2026 Single Audit remains pending because the applicable final federal compliance guidance has not yet been issued by the Office of Management and Budget (OMB). This timing affects all entities subject to the FY2026 federal compliance audit requirements; PlanRVA will complete the Single Audit promptly once the final guidance is available.

Recommended Action: Accept the audited financial statements and authorize staff to submit to the Virginia Auditor of Public Accounts and the Federal Clearinghouse and funders upon request.

The FY 2026 Audited Financial Statements are available using this QR code, or at the link below.

Attachment:

A. Audited Financial Statements

For additional information, please contact Lauren Shephard at lshephard@planrva.org or (804) 924-7036.

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Report of Independent Auditors and
Financial Statements with
Required Supplementary Information

Richmond Regional Planning District Commission

June 30, 2026

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Report of Independent Auditors

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Management's Discussion and Analysis

Richmond Regional Planning District Commission
Management's Discussion and Analysis
Year Ended June 30, 2026

This section of the Richmond Regional Planning District Commission's (PlanRVA) annual financial report presents our discussion and analysis of PlanRVA's financial performance during the fiscal year ended June 30, 2026. Please read it in conjunction with PlanRVA's basic financial statements.

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Overview of the Financial Statements

The Richmond Regional Planning District Commission, doing business as PlanRVA, is a regional planning commission established under the laws of the Commonwealth of Virginia. PlanRVA promotes the orderly and efficient development of the Richmond region by coordinating regional planning, providing technical assistance, and supporting its member governments and regional partners.

PlanRVA's basic financial statements consist of three components: (1) government-wide financial statements, (2) governmental fund financial statements, and (3) notes to the financial statements.

- The government-wide statements provide both short-term and long-term information about PlanRVA's overall financial position and results of operations.
- The governmental fund statements provide additional details about near-term inflows and outflows of spendable resources and the resources available for future spending.
- The notes explain selected amounts and accounting policies and provide information needed to understand the basic financial statements.

Following the notes, the required supplementary information includes the budgetary comparison schedule, schedule of changes in net pension liability, schedule of employment contributions, and notes to required supplementary information.

Financial Summary

Detailed Analysis - Government-Wide Statements

The government-wide statements report information about PlanRVA as a whole using accounting methods similar to those used by private-sector companies. The Statement of Net Position includes all of the government's assets, deferred outflows of resources, liabilities, deferred inflows of resources and net position. All of the current year's revenues and expenses are accounted for in the Statement of Activities as soon as the underlying transaction occurs, regardless of when cash is received or paid. These two government-wide statements report PlanRVA's net position and how it has changed. This is one way to measure PlanRVA's financial health or position. Over time, increases or decreases in PlanRVA's net position are an indicator of whether its financial health is improving or deteriorating, respectively.

The government-wide financial statements can be found on pages 11 to 12 of this report.

Table 1
Condensed Statement of Net Position

Financial summary	2026	2025	$ Change 2026-2025	% Change 2026-2025
Current and other assets	$3,222,759	$1,915,207	$1,307,552	68.3%
Capital and right-to-use assets, net	$1,886,970	$1,952,467	($65,497)	-3.4%
Total assets	**$5,109,729**	**$3,867,674**	**$1,242,055**	**32.1%**
Deferred outflows of resources	**$447,394**	**$293,002**	**$154,392**	**52.7%**
Current liabilities	$1,148,649	$695,097	$453,552	65.3%
Noncurrent liabilities	$1,901,217	$2,070,176	($168,959)	-8.2%
Total liabilities	**$3,049,866**	**$2,765,273**	**$284,593**	**10.3%**
Deferred inflows of resources	**$179,976**	**$161,134**	**$18,842**	**11.7%**
Net investment in capital assets	$261,531	$318,544	($57,013)	-17.9%
Unrestricted net position	$2,065,750	$915,725	$1,150,025	125.6%
Total net position	**$2,327,281**	**$1,234,269**	**$1,093,012**	**88.6%**

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For the fiscal year ended June 30, 2026, PlanRVA's total net position is $2,327,281, which is an increase of $1,093,012 or 88.6% compared to prior year. The largest portion of PlanRVA's net position, $2,065,750, was unrestricted and primarily driven by an excess of revenues over expenditure generated; a portion of these revenues relate to recovery of funding on prior year costs. An additional $261,531 of PlanRVA's net position reflects its investments in capital assets, less any related accumulated depreciation in those assets.

Current and other assets increased by $1,307,552 or 68.3% primarily due to an increase in cash and cash equivalents of approximately $870 thousand and accounts receivable of approximately $424 thousand as accounts and grants receivable activity increased during the year. A portion also relates to previously unrecovered prior year costs that were invoiced in fiscal year 2026. Increased receivable activity corresponds to a current liability reflecting an increase in unearned revenue of approximately $264 thousand.

Current liabilities increased by $453,552 or 65.3% primarily due to an increase in current unearned revenue as grant and project funding was received before qualifying costs were incurred. Noncurrent liabilities decreased by $168,959 or 8.2% primarily due to a decline in lease liability resulting from payments on the existing lease commitment. Additionally, the net pension liability portion of noncurrent liabilities decreased as a result of PlanRVA's contributions to obligations being made in accordance with the annual required contribution rate, as well as changes in assumptions regarding investment earnings and discount rates.

Table 2
Condensed Statement of Activities

Financial summary	2026	2025	$ Change 2026-2025	% Change 2026-2025
Operating grants and contributions	$6,712,085	$4,497,851	$2,214,234	49.2%
Charges for services	$876,068	$812,514	$63,554	7.8%
Total program revenues	**$7,588,153**	**$5,310,365**	**$2,227,788**	**42.9%**
Investment earnings	$8,044	$18,228	($10,184)	(55.9%)
Total revenues	**$7,596,197**	**$5,328,593**	**$2,267,604**	**42.6%**
General government and administration	$305,898	$304,092	$1,806	0.6%
Projects	$6,197,287	$4,793,694	$1,403,593	29.3%
Total expenses	**$6,503,185**	**$5,097,786**	**$1,405,399**	**27.6%**
Change in net position	**$1,093,012**	**$230,807**	**$862,205**	**373.6%**
Net position, beginning of year	$1,234,269	$1,003,462	$230,807	23.0%
Net position, end of year	**$2,327,281**	**$1,234,269**	**$1,093,012**	**88.6%**

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For the fiscal year ended June 30, 2026, total revenue is $7,596,197, an increase of $2,267,604 or 42.6% compared to fiscal year 2025. Operating grants and contributions increased $2,214,234 or 49.3% due to new private grants and a higher volume of regional service activity that generated additional revenue; recovery of prior year costs were invoiced in fiscal year 2026. Charges for services increased $63,554. Investment earnings decreased $10,184 due to lower interest earned on bank deposits and the Local Government Investment Pool.

Total expense is $6,503,185, an increase of $1,405,399 or 27.6% compared to fiscal year 2025. Projects expense increased $1,403,593 or 29.3% due to professional fees owing to additional private grant and regional service activity.

All costs shown in the financial statements are solely related to transportation and regional planning and other services to member governments and operating agencies. Indirect costs are PlanRVA's costs (labor and nonlabor) that cannot be attributed to any specific project as a direct cost. PlanRVA allocates indirect costs to projects based on the ratio of pooled indirect costs over total direct labor and fringe costs incurred for either a monthly, quarterly or semi-annual basis.

Detailed Analysis – General Fund

PlanRVA reports one governmental fund, the General Fund, which accounts for all revenues and expenditures applicable to PlanRVA's general operations. The governmental fund statements use the current financial resources measurement focus and modified accrual basis of accounting and therefore emphasize near-term financial resources.

Governmental fund statements do not report capital assets and certain long-term obligations; reconciliations are presented to connect General Fund balance and operating results to governmental activities reported in the government-wide statements. Those reconciling items include capital assets, right-to-use lease activity, pension-related amounts, and compensated absences.

The governmental fund financial statements can be found on pages 13 to 15 of this report.

Table 3
General Fund Results

Financial summary	2026	2025	Change	% Change
Total revenues	**$7,596,197**	**$5,325,084**	**$2,271,113**	**42.6%**
Total expenditures	**$6,647,951**	**$5,256,410**	**$1,391,541**	**26.5%**
Excess of revenues over expenditures	$948,246	$68,674	$879,572	1280.8%
Fund balance - beginning of year	$1,315,265	$1,246,591	$68,674	5.5%
Fund balance - end of year	**$2,263,511**	**$1,315,265**	**$948,246**	**72.1%**
Nonspendable fund balance	$43,594	$20,700	$22,894	110.6%
Unassigned fund balance	$2,219,917	$1,294,565	$925,352	71.5%

For the fiscal year ended June 30, 2026, the fund balance is $2,263,511, an increase of $948,246 or 72.1% primarily due to private grants and service revenue and professional fees as discussed above.

Of the $2,263,511 fund balance, the unassigned fund balance increased by $925,352 or 71.5% primarily due to increased private grants and service revenue. As of June 30, 2026, PlanRVA reported no restricted, committed, or assigned fund balances. The unassigned fund balance exceeds the Commission's $1.0 million fund balance target and remains available for working capital, contingencies, and other purposes approved through the Commission's budget process. During fiscal year 2026, the Commission approved an amendment to its fund balance policy. The amended policy establishes a long-term reserve target equal to six months of core operating expenses comprised of cash and receivables. As an interim benchmark, the Commission established a target of maintaining reserves equal to three months of core operating expenses by the end of calendar year 2027.

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Significant Capital Asset Activity

For the fiscal year ended June 30, 2026, net capital assets total $438,019, an increase of $119,475 from 2025. PlanRVA added $185,433 of capital assets during fiscal year 2026 primarily related to implementing a new grants and financial management system. Assets with total original costs of $15,962 and accumulated depreciation of $2,296 were disposed of, resulting in a net carrying amount disposed of $13,666. Depreciation expense was $52,292.

PlanRVA entered into no new long-term financing agreements during fiscal year 2026. Amortization of the right-to-use asset for leased office space was $184,972, reducing the asset to $1,448,951 as of June 30, 2026. Lease principal payments reduced the lease liability by $145,093 to $1,625,439, and lease interest expense was $70,753. Additional information is provided in the notes to the financial statements.

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Currently Known Facts, Decisions, or Conditions

In June 2026, the Commission approved its Key Imperatives for fiscal year 2027. The imperatives establish annual operating priorities and guide development of PlanRVA's annual work program. PlanRVA continued implementation of its existing Regional Strategic Vision, a five-year strategic plan covering fiscal years 2025 through 2030. The plan is intended to integrate work across PlanRVA's functional areas and continue the agency's emphasis on diversifying revenue through contracted fee-for-service projects and expanded technical planning assistance to member localities. Management expects these initiatives to continue affecting the mix and volume of project revenues and expenditures in future periods.

Contacting PlanRVA's Financial Management Team

This financial report is intended to provide Federal, State, and Local grantors, as well as member localities, with a general overview of PlanRVA's finances and to show accountability for the funds it receives and expends. If you have questions about this report or need additional information, contact the Executive Director at PlanRVA, 424 Hull Street, Richmond, Virginia 23224, and telephone (804) 323-2033.

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Financial Statements

Richmond Regional Planning District Commission
Statement of Net Position
June 30, 2026

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	Governmental Activities
ASSETS	
Cash and cash equivalents	$ 1,020,184
Grants receivable	1,254,952
Accounts receivable	904,029
Prepaid expenses	43,594
Capital assets, net	438,019
Lease assets, net	1,448,951
Total assets	5,109,729
Deferred outflows of resources	
Pension contributions subsequent to the measurement date	217,978
Differences between expected and actual experience	161,530
Changes in assumptions	67,886
Total deferred outflows of resources	447,394
LIABILITIES	
Current liabilities	
Accounts payable	300,690
Accrued expenses	168,460
Compensated absences - current portion	90,687
Accrued salaries	145,255
Lease liability - current portion	162,191
Unearned revenue - current portion	281,366
Noncurrent liabilities	
Compensated absences - net of current portion	96,812
Lease liability - net of current portion	1,463,248
Unearned revenue - net of current portion	63,477
Net pension liability	277,680
Total liabilities	3,049,866
Deferred inflows of resources	
Net difference between projected and actual earnings on plan investments	179,976
Total deferred inflows of resources	179,976
NET POSITION	
Net investment in capital assets	261,531
Unrestricted	2,065,750
Total net position	$ 2,327,281

See accompanying notes.

Richmond Regional Planning District Commission
Statement of Activities
Year Ended June 30, 2026

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Program Activities	Expenses	Charges for Services	Operating Grants and Contributions	Net (Expenses) Revenue and Changes in Net Assets
Governmental activities				
General government and administration	$ 305,898	$ 876,068	$ -	$ 570,170
Projects	6,197,287	-	6,712,085	514,798
Total governmental activities	$ 6,503,185	$ 876,068	$ 6,712,085	1,084,968
GENERAL REVENUES				
Investment earnings				8,044
Total general revenues				8,044
CHANGE IN NET POSITION				1,093,012
NET POSITION, beginning of year				1,234,269
NET POSITION, end of year				$ 2,327,281

See accompanying notes.

Richmond Regional Planning District Commission
Balance Sheet – Governmental Funds
June 30, 2026

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	General Fund
ASSETS	
Cash and cash equivalents	$ 1,020,184
Grants receivable	1,254,952
Accounts receivable	904,029
Prepaid expenses	43,594
TOTAL ASSETS	3,222,759
LIABILITIES	
Accounts payable	300,690
Accrued expenses	168,460
Accrued salaries	145,255
Unearned revenue	344,843
TOTAL LIABILITIES	959,248
FUND BALANCE	
Nonspendable	43,594
Unassigned	2,219,917
TOTAL FUND BALANCE	2,263,511
TOTAL LIABILITIES AND FUND BALANCE	3,222,759

Reconciliation of fund balances on the balance sheet for governmental funds to net position of governmental activities on the statement of net position:

Fund balance - total governmental funds	2,263,511
Amounts reported for governmental activities in the statement of net position are different because:	
Capital assets used in governmental activities are not financial resources and therefore are not reported in the governmental fund balance sheet:	438,019
Lease assets used in governmental activities are not financial resources and therefore are not reported in the funds:	1,448,951
Long-term liabilities and related deferred items are not due and payable in the current period and therefore are not reported in the governmental fund balance sheet but are reported on the government-wide statement of net position:	
Pension contributions subsequent to the measurement date	217,978
Changes in assumptions	67,886
Net pension liability	(277,680)
Differences between expected and actual experience	161,530
Net difference between projected and actual earnings on plan investments	(179,976)
Compensated absences	(187,499)
Lease liability	(1,625,439)
	(1,823,200)
NET POSITION OF GOVERNMENTAL ACTIVITIES	$ 2,327,281

See accompanying notes.

Richmond Regional Planning District Commission
Statement of Revenues, Expenditures, and Changes in Fund Balance – Governmental Funds
Year Ended June 30, 2026

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REVENUES	
Federal grants	$ 3,537,664
State grants	452,835
State appropriations	152,956
Local grants	1,835
Local membership dues	723,112
Private grants and service revenue	2,719,751
Other revenue - dividends and interest	8,044
Total revenues	7,596,197
EXPENDITURES	
Salaries	2,700,606
Benefits and payroll taxes	1,201,478
Professional fees	1,779,310
Technology	239,961
Professional development	51,487
Travel	36,677
Office expenses	108,745
Occupancy	263,023
Interest	70,753
Capital outlay	185,433
Other	10,478
Total expenditures	6,647,951
Excess of revenues over expenditures	948,246
Fund balance - beginning of year	1,315,265
Fund balance - end of year	$ 2,263,511

See accompanying notes.

Richmond Regional Planning District Commission
Statement of Revenues, Expenditures, and Changes in Fund Balance – Governmental Funds
Year Ended June 30, 2026

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NET CHANGE IN FUND BALANCE – GOVERNMENTAL FUNDS	$	948,246
Capital outlays are reported as expenditures in the governmental funds. However, the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense in the statement of activities. In the current period these amounts are:		
Capital outlay		185,433
Depreciation expense		(52,292)
Net book value of capital assets disposed		(13,666)
Governmental funds report lease principal and interest as expenditures. However, amortization expense in the statement of activities is recognized for the reduction of the lease asset, interest expense is recognized on the lease liability for reporting in the government-wide statement of net position, and principal payments reduce the lease liability. This amount represents the excess of amortization expense over the lease principal.		(39,879)
Some expenses reported on the statement of activities do not require the use of current financial resources and therefore are not reported as expenditures in the governmental funds:		
Net change in net pension liability, deferred inflows and outflows		93,634
Increase in compensated absence liability		(28,464)
Change in net position reported on the Statement of Activities	$	1,093,012

See accompanying notes.

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Note 1 – Summary of Significant Accounting Policies

Organization – The Richmond Regional Planning District Commission, doing business as PlanRVA, is a regional planning commission established under the laws of the Commonwealth of Virginia. The purpose of PlanRVA is to promote the orderly and efficient development of the physical, social and economic elements of the Richmond Regional Planning District by encouraging and assisting governmental subdivisions in planning for the future.

PlanRVA acts as the legal entity that receives funding while the Richmond Area Metropolitan Planning Organization, generally referred to as the Richmond Regional Transportation Planning Organization (RRTPO), is responsible for the utilization of certain funding. The RRTPO is the federally designated regional transportation planning organization that serves as the forum of cooperative transportation decision-making in the Richmond Metropolitan Area. The RRTPO was established under Section 134 of the Federal Aid Highway Act of 1973, as amended, for maintaining and conducting a "continuing, cooperative and comprehensive" transportation planning process that results in plans and programs consistent with the comprehensively planned development of the Richmond urbanized area.

Compliance with Grant Provisions - PlanRVA participates in several federal financial assistance programs. Although PlanRVA's grant programs have been audited in accordance with the provisions of the Single Audit Act, these programs are still subject to financial and compliance audits. The amount of expenditures, if any, that may be disallowed by the granting agencies cannot be determined at this time, although PlanRVA expects such amounts, if any, to be immaterial.

PlanRVA serves as the fiscal agent for RRTPO, which has no staff or bank account and cannot contract independently. Per federal regulation, PlanRVA contracts and provides staff support on behalf of RRTPO. Federal and Commonwealth of Virginia contracts are cost-reimbursable, and reimbursement is requested after eligible costs are incurred and related work is performed.

Basis of presentation - The government-wide financial statements (the statement of net position and the statement of activities) report information of all the nonfiduciary activities. The governmental activities of PlanRVA are supported by intergovernmental revenues. Internally imposed designations or resources are not presented as restricted net assets.

The government-wide Statement of Activities is designed to report the degree to which the direct expenses of a given function are offset by program revenues. Program revenues include charges to customers, and grants and contributions attributable to the activities of the respective function.

Governmental Funds account for expendable financial resources, which differs from the manner in which long-term assets, liabilities, and other economic resources are reported in the government-wide financial statements. The individual governmental fund of PlanRVA is comprised of the General Fund, which accounts for all revenues and expenditures applicable to the general operation of PlanRVA.

Basis of accounting – The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recognized when earned and expenses are recognized when a liability is incurred, regardless of the timing of related cash flows.

The governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized when they are both measurable and available. PlanRVA considers revenues to be available if they are collected within 90 days after year-end. Expenditures generally are recognized when the related fund liability is incurred; however, expenditures related to certain long-term obligations are recognized in accordance with the applicable governmental fund accounting requirements.

Expenditure-driven grant revenues are recognized when applicable eligibility requirements, including the incurrence of allowable costs, have been satisfied. In the governmental fund financial statements, such revenues also must meet the measurable and available criteria.

The accounting and financial reporting policies of PlanRVA conform to accounting principles generally accepted in the United States of America applicable to state and local governmental entities, as prescribed by the Governmental Accounting Standards Board.

Use of estimates – The presentation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amount of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amount of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Cash and cash equivalents – State statute authorizes PlanRVA to invest in obligations of the U.S. Treasury, agencies, and instrumentalities, repurchase agreements, certificates of deposit or time deposits insured by the FDIC, and the local government investment pool. Deposits are carried at cost, which approximates fair value. Cash and cash equivalents include the following for the year ended:

	June 30, 2026
Local banks	$ 804,770
Local government investment pool	215,414
Total	$ 1,020,184

Custodial risk is the risk that in the event of a bank failure, the government deposits might not be returned to it. There is no custodial credit risk to these accounts, as the entire bank balance was covered by federal depository insurance or collateralized in accordance with the Virginia Security for Public Deposits Act (Act). Under the Act, banks holding public deposits in excess of the amounts insured by the FDIC must pledge collateral in the amount of 50% of excess deposits to a collateral pool in the name of the State Treasury Board. Savings and loan institutions are required to collateralize 100% of deposits in excess of FSLIC limits. The State Treasury Board is responsible for monitoring compliance by banks and savings and loans.

There is no custodial risk for local government investments as the amounts are fully collateralized. In addition, there is no interest rate risk as the interest rates are adjusted daily for the repurchase agreement and periodically for the investment in the local government investment pool.

Grants receivable – Grants receivable consists of unbilled amounts due from federal, state and local grantors under nonexchange arrangements. These receivables represent grant revenues earned through June 30, 2026, for which reimbursement requests had not yet been submitted as of year-end.

In accordance with Governmental Accounting Standards Board (GASB) Statement No. 33, *Accounting and Financial Reporting for Nonexchange Transactions*, grants receivable and related revenues are recognized when applicable eligibility requirements have been met, generally upon incurring allowable expenditures under expenditure-driven grants. In the governmental fund financial statements, revenues are recognized when measurable and available. Revenues are considered measurable when amounts can be reasonably determined and available when collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period.

Accounts receivable – Accounts receivable consist of amounts due from governmental entities for contractual planning, administrative, and technical services provided by PlanRVA. Receivables include billed amounts for services rendered but not yet collected and unbilled amounts for services performed through year-end for which invoices have not yet been issued.

Management assesses grants and accounts receivable for credit losses based on relevant factors, including the nature of the customer or grantor, historical collections, the age and status of outstanding receivables, and current conditions affecting collectability. Based on management's assessment, grants and accounts receivable are considered fully collectible. Accordingly, no allowance for credit losses has been recorded as of June 30, 2026 and 2025.

Capital assets, net – Capital assets are recorded at historical cost. Donated capital assets are recorded at acquisition value as of the date of donation. Capital assets with an initial individual cost exceeding $5,000 are capitalized. Capital assets are depreciated using the straight-line method over their estimated useful lives. Capital assets have estimated useful lives as follows:

Equipment	5 years
Leasehold improvements	Life of lease

Assets that have been purchased with grantor funds may revert to the grantor in the event the program is discontinued prior to the end of the assets' useful life.

Lease assets, net – PlanRVA leases office space which is included in the lease assets as required by GASB 87. Lease assets represent PlanRVA's right to use the underlying asset for the term of the lease. The lease assets are initially measured at an amount equal to the initial measurement of the related lease liability plus any lease payments made prior to the lease term, less lease incentives, plus ancillary charges necessary to place the lease into service. Lease assets are amortized on a straight-line basis over the life of the related lease.

Compensated absences – PlanRVA recognizes a liability for leave attributable to services already rendered that accumulates and is more likely than not to be used for time off or otherwise paid or settled. The liability is measured using employees' applicable pay rates in effect at June 30, 2026 and includes salary-related payments that are directly and incrementally associated with payments for leave, as applicable. Salary-related payments associated with defined benefit pension or OPEB plans are excluded from the measurement of the compensated absences liability.

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In the governmental fund financial statements, expenditures and related liabilities for compensated absences are recognized to the extent amounts normally would be liquidated with expendable available financial resources.

Activity for the year ended June 30, 2026, is summarized as follows:

	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
Compensated absences	$ 159,035	$ 96,250	$ 67,786	$ 187,499	$ 90,687

Net pension liability and deferred outflows/inflows of resources – For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of PlanRVA's proportionate share of the Virginia Retirement System (VRS) plan and additions to and deductions from the plan's fiduciary net position have been determined on the same basis as reported by VRS. For this purpose, benefit payments, including refunds of employee contributions, are recognized when due and payable in accordance with the benefit terms, and investments are reported at fair value.

Deferred outflows of resources and deferred inflows of resources related to pensions result from differences between expected and actual experience, changes in actuarial assumptions, differences between projected and actual earnings on pension plan investments, and employer contributions made subsequent to the pension measurement date, as applicable. Employer contributions made subsequent to the measurement date are recognized as a deferred outflow in the following reporting period.

Net position – In the government-wide financial statements, net position is classified in the following categories:

> **Net Investment in capital assets** – This amount consists of capital assets, net of accumulated depreciation and lease assets, reduced by outstanding debt, leases payable, and information technology subscriptions payable attributable to these assets.
>
> **Unrestricted net position** – This amount contains all net position amounts that do not meet the definition of net investment in capital assets or restricted net position.

Revenue recognition – Intergovernmental revenues, consisting primarily of federal, state, local, and private grants for the purpose of funding specific expenditures, are recognized when applicable eligibility requirements have been satisfied. For expenditure-driven grants, revenue generally is recognized when allowable costs have been incurred and other applicable eligibility requirements have been met. In the governmental fund financial statements, revenue also must meet the measurable and available criteria. Resources received before applicable eligibility requirements have been satisfied are reported as unearned revenue until those requirements are met.

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Implementation of GASB Statement No. 103 - Effective July 1, 2025, PlanRVA implemented GASB Statement No. 103, *Financial Reporting Model Improvements*. The Statement establishes revised financial reporting requirements intended to improve key components of the financial reporting model, including management's discussion and analysis and budgetary comparison information. As a result of implementing the Statement, PlanRVA revised the presentation and content of management's discussion and analysis and presents the General Fund budgetary comparison schedule as required supplementary information. The budgetary comparison schedule presents the original budget, final budget, variances between the original and final budgets, actual amounts on the budgetary basis, and variances between the final budget and actual amounts. Explanations of significant budget variances are presented in the notes to required supplementary information. The implementation of GASB Statement No. 103 did not result in a change to beginning fund balance or beginning net position.

Implementation of GASB Statement No. 104 - During fiscal year 2026, PlanRVA implemented GASB Statement No. 104, *Disclosure of Certain Capital Assets*. The Statement establishes additional disclosure requirements for certain capital assets, including lease assets. Implementation of the Statement resulted in the separate disclosure of lease assets by major class of underlying assets. The implementation did not result in a change to amounts previously recognized in the financial statements.

Note 2 – Accounts and Grants Receivable

Accounts and Grants receivable, including unbilled receivables, are recorded in the governmental activities and are reflected net of an allowance for estimated credit losses. As of June 30, 2026, approximately 36% and 24% of grants receivable were due from the Virginia Department of Transportation and Virginia Department of Rail and Public Transportation, respectively. Collectively, these two entities accounted for approximately 61% of total grants receivable. As of June 30, 2026, approximately 91% of accounts receivable were due from the Central Virginia Transportation Authority.

These concentrations expose PlanRVA to potential collection delays and cash flow risks associated with these entities. Receivables are reduced by the estimated portion that is expected to be uncollectible.

Accounts and grants receivable consisted of billed and unbilled amounts for the year ended:

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	June 30, 2026
Virginia Department of Emergency Management	$ 1,233
Total billed amounts - Grants Receivable	1,233
Central Virginia Transportation Authority	434,181
Total billed amounts - Accounts Receivable	434,181
Virginia Department of Transportation	457,597
Virginia Department of Rail and Public Transportation	302,093
Federal Emergency Management Agency	145,172
Virginia Department of Emergency Management	110,180
Federal Highway Administration	75,437
Virginia Housing Development Authority	61,425
Virginia Department of Environmental Quality	47,375
Green & Healthy Homes Initiative	41,196
Chesapeake Bay Trust	10,328
Virginia Department of Health	1,964
Environmental Protection Agency	952
Total unbilled amounts - Grants Receivable	1,253,719
Central Virginia Transportation Authority	387,348
Virginia Early Childhood Foundation	82,500
Total unbilled amounts - Accounts Receivable	469,848
Total receivables	$ 2,158,981

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Note 3 – Capital Assets, net

A summary of capital asset activity for the year ended June 30, 2026 is as follows:

	Balance July 1, 2025	Additions	Disposals	Balance June 30, 2026
Capital assets being depreciated				
Office furniture and equipment	$ 30,881	$ 185,433	$ (4,428)	$ 211,886
Leasehold improvements	365,428	-	(11,534)	353,894
Total capital assets being depreciated	396,309	185,433	(15,962)	565,780
Less accumulated depreciation for				
Office furniture and equipment	(13,051)	(15,266)	886	(27,431)
Leasehold improvements	(64,714)	(37,026)	1,410	(100,330)
Total accumulated depreciation	(77,765)	(52,292)	2,296	(127,761)
Capital assets, net	$ 318,544	$ 133,141	$ (13,666)	$ 438,019

Note 4 – Retirement Plans

The Virginia Retirement System (VRS) Political Subdivision Retirement Plan is a multi-employer, agent plan. For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about PlanRVA's proportionate share of the fiduciary net position of the Political Subdivision Retirement Plan and the additions to/deductions from the Political Subdivision Retirement Plan's fiduciary net position have been determined on the same basis as they were reported by VRS. For this purpose, benefit payments including refunds of employee contributions, are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value. PlanRVA reports the proportionate share of the VRS actuarially determined net pension liability measurement date of June 30, 2025 for its June 30, 2026 financial statements. The valuation as of June 30, 2025 was determined by rolling forward the VRS pension liability as of June 30, 2024 to June 30, 2025.

Plan description – All full-time, salaried permanent employees of PlanRVA are automatically covered by a VRS Retirement Plan upon employment. This plan is administered by the VRS along with plans for other employer groups in the Commonwealth of Virginia. Members earn one month of service credit for each month they are employed and for which they and their employer pay contributions to VRS. Members are eligible to purchase prior service, based on specific criteria as defined in the *Code of Virginia*, as amended. Eligible prior service that may be purchased includes prior public service, active military service, certain periods of leave, and previously refunded service.

VRS administers three different benefit structures for covered employees – Plan 1, Plan 2, and Hybrid. Each of these benefit structures has different eligibility criteria. The specific information for each plan and the eligibility for covered groups within each plan are set out in the table below:

RETIREMENT PLAN PROVISIONS		
PLAN 1	**PLAN 2**	**HYBRID RETIREMENT PLAN**
About Plan 1 Defined benefit plan. The retirement benefit is based on a member's age, service credit and average final compensation at retirement using a formula.	**About Plan 2** Same as Plan 1.	**About the Hybrid Retirement Plan** Combines the features of a defined benefit plan and a defined contribution plan. • The defined benefit is based on a member's age, service credit and average final compensation at retirement. • The benefit from the defined contribution component of the plan depends on the member and employer contributions and the investment performance of those contributions. • In addition to the monthly benefit payment payable from the defined benefit plan at retirement, a member may start receiving distributions from the balance in the defined contribution account, reflecting the contributions, investment gains or losses, and any required fees.
Eligible Members Employees are in Plan 1 if their membership date is before July 1, 2010, and they were vested as of January 1, 2013, and they have not taken a refund. *Hybrid Opt-In Election* VRS non-hazardous duty covered Plan 1 members were allowed to make an irrevocable decision to opt into the Hybrid Retirement Plan during a special election window held January 1 through April 30, 2014. The Hybrid Retirement Plan's effective date for eligible Plan 1	**Eligible Members** Employees are in Plan 2 if their membership date is on or after July 1, 2010, or their membership date is before July 1, 2010, and they were not vested as of January 1, 2013. *Hybrid Opt-In Election* Eligible Plan 2 members were allowed to make an irrevocable decision to opt into the Hybrid Retirement Plan during a special election window held January 1 through April 30, 2014. The Hybrid Retirement Plan's effective date for eligible Plan 2	**Eligible Members** Employees are in the Hybrid Retirement Plan if their membership date is on or after January 1, 2014. This includes: • Political subdivision employees* • Members in Plan 1 or Plan 2 who elected to opt into the plan during the election window held January 1 through April 30, 2014; the plan's effective date for opt-in members was July 1, 2014

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RETIREMENT PLAN PROVISIONS		
PLAN 1	**PLAN 2**	**HYBRID RETIREMENT PLAN**
members who opted in was July 1, 2014. If eligible deferred members returned to work during the election window, they were also eligible to opt into the Hybrid Retirement Plan. Members who were eligible for an optional retirement plan (ORP) and had prior service under Plan 1 were not eligible to elect the Hybrid Retirement Plan and remain as Plan 1 or ORP.	members who opted in was July 1, 2014. If eligible deferred members returned to work during the election window, they were also eligible to opt into the Hybrid Retirement Plan. Members who were eligible for an optional retirement plan (ORP) and have prior service under Plan 2 were not eligible to elect the Hybrid Retirement Plan, and remain as Plan 2 or ORP.	**Non-Eligible Members* Some employees are not eligible to participate in the Hybrid Retirement Plan. They include: • Political subdivision employees who are covered by enhanced benefits for hazardous duty employees Those employees eligible for an optional retirement plan (ORP) must elect the ORP plan or the Hybrid Retirement Plan. If these members have prior service under Plan 1 or Plan 2, they are not eligible to elect the Hybrid Retirement Plan and must select Plan 1 or Plan 2 (as applicable) or ORP.
Retirement Contributions Employees contribute 5% of their compensation each month through a pretax salary reduction. Member contributions are tax-deferred until they are withdrawn as part of a retirement benefit or as a refund. The employer makes a separate actuarially determined contribution to VRS for all covered employees. VRS invests both member and employer contributions to provide funding for the future benefit payment.	**Retirement Contributions** Same as Plan 1.	**Retirement Contributions** Retirement benefits are funded through mandatory and voluntary contributions. Mandatory contributions are based on a percentage of the employee's creditable compensation and are required from both the member and the employer. Additionally, members can make voluntary contributions to the defined contribution component and the employer is required to match those voluntary contributions.
Service Credit Service credit includes active service. Members earn service credit for each month they are employed in a covered position. It also may include credit for prior service the member has purchased or additional service credit the member was granted. A member's total service credit is	**Service Credit** Same as Plan 1.	**Service Credit** *Defined Benefit Component:* Under the defined benefit component of the plan, service credit includes active service. Members earn service credit for each month they are employed in a covered position. It also may include credit for prior service the member has purchased or

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RETIREMENT PLAN PROVISIONS		
PLAN 1	**PLAN 2**	**HYBRID RETIREMENT PLAN**
one of the factors used to determine their eligibility for retirement and to calculate their retirement benefit. It also may count toward eligibility for the health insurance credit in retirement, if the employer offers the health insurance credit.		additional service credit the member was granted. A member's total service credit is one of the factors used to determine their eligibility for retirement and to calculate their retirement benefit. It also may count toward eligibility for the health insurance credit in retirement, if the employer offers the health insurance credit. *Defined Contributions Component:* Under the defined contribution component, service credit is used to determine vesting for the employer contribution portion of the plan.
Vesting The minimum length of service a member needs to qualify for a future retirement benefit. Members become vested when they have at least five years (60 months) of service credit. Members are also eligible to qualify for retirement if they meet the age and service requirements for their plan. Members also must be vested to receive a full refund of their member contribution account balance if they leave employment and request a refund. Members are always 100% vested in the contributions that they make.	**Vesting** Same as Plan 1.	**Vesting** *Defined Benefit Component:* Defined benefit vesting is the minimum length of service a member needs to qualify for a future retirement benefit. Members are vested under the defined benefit component of the Hybrid Retirement Plan when they reach five years (60 months) of service credit. Plan 1 or Plan 2 members with at least five years (60 months) of service credit who opted into the Hybrid Retirement Plan remain vested in the defined benefit component. *Defined Contributions Component:* Defined contribution vesting refers to the minimum length of service a member needs to be eligible to withdraw the employer contributions from the defined

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RETIREMENT PLAN PROVISIONS		
PLAN 1	**PLAN 2**	**HYBRID RETIREMENT PLAN**
		contribution component of the plan. Members are always 100% vested in the contributions that they make. Upon retirement or leaving covered employment, a member is eligible to withdraw a percentage of employer contributions to the defined contribution component of the plan, based on service. • After two years, a member is 50% vested and may withdraw 50% of employer contributions. • After three years, a member is 75% vested and may withdraw 75% of employer contributions. After four or more years, a member is 100% vested and may withdraw 100% of employer contributions. Distribution is not required, except as governed by law until age 73.
Calculating the Benefit The basic benefit is determined by using the average final compensation, service credit and plan multiplier. An early retirement reduction is applied to this amount if the member is retiring with a reduced benefit. In cases where the member has elected an optional form of retirement payment, an option factor specific to the option chosen is then applied.	**Calculating the Benefit** See definition under Plan 1.	**Calculating the Benefit** *Defined Benefit Component:* See definition under Plan 1. *Defined Contribution Component:* The benefit is based on contributions made by the member and any matching contributions made by the employer, plus net investment earnings on those contributions.

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RETIREMENT PLAN PROVISIONS		
PLAN 1	**PLAN 2**	**HYBRID RETIREMENT PLAN**
Average Final Compensation A member's average final compensation is the average of the 36 consecutive months of highest compensation as a covered employee.	**Average Final Compensation** A member's average final compensation is the average of the 60 consecutive months of highest compensation as a covered employee.	**Average Final Compensation** Same as Plan 2. It is used in the retirement formula for the defined benefit component of the plan.
Service Retirement Multiplier ***VRS:*** The retirement multiplier is a factor used in the formula to determine a final retirement benefit. The retirement multiplier for non-hazardous duty members is 1.70%.	**Service Retirement Multiplier** ***VRS:*** Same as Plan 1 for service earned, purchased or granted prior to January 1, 2013. For non-hazardous duty members the retirement multiplier is 1.65% for service credit earned, purchased or granted on or after January 1, 2013.	**Service Retirement Multiplier** *Defined Benefit Component:* VRS: The retirement multiplier for the defined benefit component is 1.00%. For members who opted into the Hybrid Retirement Plan from Plan 1 or Plan 2, the applicable multipliers for those plans will be used to calculate the retirement benefit for service credited in those plans.
Normal Retirement Age ***VRS:*** Age 65.	**Normal Retirement Age** ***VRS:*** Normal Social Security retirement age.	**Normal Retirement Age** *Defined Benefit Component:* VRS: Same as Plan 2.
Earliest Unreduced Retirement Eligibility ***VRS:*** Age 65 with at least five years (60 months) of service credit or at age 50 with at least 30 years of service credit.	**Earliest Unreduced Retirement Eligibility** ***VRS:*** Normal Social Security retirement age with at least five years (60 months) of service credit or when their age plus service equals 90.	**Earliest Unreduced Retirement Eligibility** *Defined Benefit Component:* VRS: Normal Social Security retirement age and have at least five years (60 months) of service credit or when their age plus service equals 90.
Earliest Reduced Retirement Eligibility ***VRS:*** Age 55 with at least five years (60 months) of service credit or age 50 with at least 10 years of service credit.	**Earliest Reduced Retirement Eligibility** ***VRS:*** Age 60 with at least five years (60 months) of service credit.	**Earliest Reduced Retirement Eligibility** *Defined Benefit Component:* VRS: Age 60 with at least five years (60 months) of service credit.

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RETIREMENT PLAN PROVISIONS		
PLAN 1	**PLAN 2**	**HYBRID RETIREMENT PLAN**
Cost-of-Living Adjustment (COLA) in Retirement The Cost-of-Living Adjustment (COLA) matches the first 3% increase in the Consumer Price Index for all Urban Consumers (CPI-U) and half of any additional increase (up to 4%) up to a maximum COLA of 5%. *Eligibility:* For members who retire with an unreduced benefit or with a reduced benefit with at least 20 years of service credit, the COLA will go into effect on July 1 after one full calendar year from the retirement date. For members who retire with a reduced benefit and who have less than 20 years of service credit, the COLA will go into effect on July 1 after one calendar year following the unreduced retirement eligibility date. *Exceptions to COLA Effective Dates:* The COLA is effective July 1 following one full calendar year (January 1 to December 31) under any of the following circumstances: • The member is within five years of qualifying for an unreduced retirement benefit as of January 1, 2013. • The member retires on disability. • The member retires directly from short-term or long-term disability.	**Cost-of-Living Adjustment (COLA) in Retirement** The Cost-of-Living Adjustment (COLA) matches the first 2% increase in the CPI-U and half of any additional increase (up to 2%), for a maximum COLA of 3%. *Eligibility:* Same as Plan 1 *Exceptions to COLA Effective Dates:* Same as Plan 1	**Cost-of-Living Adjustment (COLA) in Retirement** *Defined Benefit Component:* Same as Plan 2. *Defined Contribution Component:* Not applicable. *Eligibility:* Same as Plan 1. *Exceptions to COLA Effective Dates:* Same as Plan 1.

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RETIREMENT PLAN PROVISIONS		
PLAN 1	**PLAN 2**	**HYBRID RETIREMENT PLAN**
• The member is involuntarily separated from employment for causes other than job performance or misconduct and is eligible to retire under the Workforce Transition Act or the Transitional Benefits Program. • The member dies in service and the member's survivor or beneficiary is eligible for a monthly death-in-service benefit.		
Disability Coverage Members who are eligible to be considered for disability retirement and retire on disability, the retirement multiplier is 1.70% on all service, regardless of when it was earned, purchased or granted.	**Disability Coverage** Members who are eligible to be considered for disability retirement and retire on disability, the retirement multiplier is 1.65% on all service, regardless of when it was earned, purchased or granted.	**Disability Coverage** Employees of political subdivisions (including Plan 1 and Plan 2 opt-ins) participate in the Virginia Local Disability Program (VLDP) unless their local governing body provides an employer-paid comparable program for its members. Hybrid plan members (including Plan 1 and Plan 2 opt-ins) covered under VLDP are subject to a one-year waiting period before becoming eligible for non-work-related disability benefits.
Purchase of Prior Service Members may be eligible to purchase service from previous public employment, active duty military service, an eligible period of leave or VRS refunded service as service credit in their plan. Prior service credit counts toward vesting, eligibility for retirement and the health insurance credit. Only active members are eligible to purchase prior service. Members also may be eligible to purchase periods of leave without pay.	**Purchase of Prior Service** Same as Plan 1.	**Purchase of Prior Service** *Defined Benefit Component:* Same as Plan 1, with the following exceptions: • Hybrid Retirement Plan members are ineligible for ported service. *Defined Contribution Component:* Not applicable.

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Employees Covered by Benefit Terms - As of the June 30, 2024 actuarial valuation, the following PlanRVA employees were covered by the benefit terms of the pension plan:

Employees covered by benefit terms	Number
Inactive members or their beneficiaries currently receiving benefits	14
Inactive members:	
Vested inactive members	5
Non-vested inactive members	7
Long-term disability	0
Inactive members active elsewhere in VRS	18
Active members	29
Total covered employees	73

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Contribution – The contribution requirement for active employees is governed by § 51.1-145 of the *Code of Virginia*, as amended, but may be impacted as a result of funding options provided to political subdivisions by the Virginia General Assembly. Employees are required to contribute 5.00% of their compensation toward their retirement. PlanRVA's contractually required employer contribution rate for the year ended June 30, 2026 was 7.50% of covered employee compensation. This rate was based on an actuarially determined rate from an actuarial valuation as of June 30, 2024. This rate, when combined with employee contributions, was expected to finance the costs of benefits earned by employee during the year, with an additional amount to finance any unfunded accrued liability. Contributions to the pension plan from PlanRVA were $217,978 and $198,794 for the years ended June 30, 2026 and June 30, 2025, respectively.

Net pension liability – The net pension liability (NPL) is calculated separately for each employer and represents that particular employer's total pension liability determined in accordance with GASB Statement No. 68, less that employer's fiduciary net position. For PlanRVA, the net pension liability was measured as of June 30, 2025. The total pension liability used to calculate the net pension liability was determined by an actuarial valuation performed as of June 30, 2024, rolled forward to the measurement date of June 30, 2025.

Actuarial assumptions - general employees – The total pension liability was determined by an actuarial valuation as of June 30, 2024, using the Entry Age Normal actuarial cost method and the following actuarial assumptions, applied to all periods included in the measurement and rolled forward to the June 30, 2025 measurement date:

Assumption	Rate / Description
Inflation	2.50%
Salary increases, including Inflation	
Non-hazardous duty	3.50% to 5.35%
Enhanced hazardous duty	3.50% to 4.75%
Investment rate of return	6.75%, net of investment expenses

Mortality rates:

Metro, Non-Hazardous Duty: 20% of deaths are assumed to be service related

Pre-Retirement: Pub-2010 Amount Weighted Safety Employee Rates projected generationally; 100% of rates for males set forward 2 years; 105% of rates for females set forward 3 years.

Post-Retirement: Pub-2010 Amount Weighted Safety Employee Rates projected generationally; 95% of rates for males set forward 2 years; 95% of rates for females set forward 1 year.

Post-Disablement: Pub-2010 amount Weighted General Disabled Rates projected generationally; 110% of rates for males set forward 3 years; 110% of rates for females set back 3 years.

Beneficiaries and Survivors: Pub-2010 Amount Weighted Safety Contingent Annuitant Rates projected generationally; 100% of rates for males and females.

Mortality Improvement: Rates projected generationally with Modified MP-2021 Improvement Scale that is 75% of the MP-2021 rates.

Non-Metro, Non-Hazardous Duty: 15% of deaths are assumed to be service related

Pre-Retirement: Pub-2010 Amount Weighted Safety Employee Rates projected generationally; 100% of rates for males set forward 2 years; 105% of rates for females set forward 3 years.

Post-Retirement: Pub-2010 Amount Weighted Safety Healthy Retiree projected generationally; 95% of rates for males set forward 1 year; 95% of rates for females set forward 1 year.

Post-Disablement: Pub-2010 Amount Weighted General Disabled Rates projected generationally; 110% of rates for males set forward 3 years; 110% for females set forward 3 years.

Beneficiaries and Survivors: Pub-2010 Amount Weighted Safety Contingent Annuitant Rates projected generationally; 100% rates for males and females.

Mortality Improvement: Rates projected generationally with Modified MP-2021 Improvement Scale that is 75% of the MP-2021 rates.

Changes in actuarial assumptions – On April 16, 2025, the VRS Board of Trustees adopted revised actuarial assumptions resulting from an actuarial experience study covering the four-year period from July 1, 2020 through June 30, 2024. The revised assumptions were reflected in the measurement of the total pension liability as of June 30, 2025 for purposes of the June 30, 2026 financial statements. As a result of the experience study and subsequent VRS Board action, the following actuarial assumptions were revised:

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Assumption	Change
Mortality rates	Maintained PUB-2010 mortality tables with adjustments; updated the mortality improvement projection scale to MP-2021 at 75%
Retirement rates	Moved approximately 25% toward observed experience on a liability-weighted basis
Termination rates	Moved approximately 25% toward observed experience on a liability-weighted basis
Disability rates	Moved approximately 50% toward observed experience on a headcount-weighted basis to maintain margin
Salary increases	Increased merit and longevity assumptions by 50 basis points

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Long-term expected rate of return - The long-term expected rate of return on pension plan investments was determined using a log-normal distribution analysis in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) were developed for each major asset class. The target asset allocation and best estimates of arithmetic long-term expected real rates of return for each major asset class are summarized in the following table:

Asset Class (Strategy)	Long-Term Target Asset Allocation	Arithmetic Long-Term Expected Real Rate of Return	Weighted Average Long-Term Expected Rate of Return*
Public Equity	32.00%	6.60%	2.11%
Fixed Income	16.00%	5.09%	0.81%
Credit Strategies	16.00%	8.21%	1.31%
Real Assets	15.00%	7.10%	1.07%
Private Equity	15.00%	8.60%	1.29%
PIP – Private Investment Partnerships	1.00%	7.95%	0.08%
Diversifying Strategies	6.00%	6.82%	0.41%
Cash	2.00%	4.07%	0.08%
Leverage	-3.00%	4.57%	-0.14%
Total	100.00%		
*Expected arithmetic nominal return			7.02%

The long-term expected rate of return on pension plan investments used in measuring the total pension liability was 6.75%. The actuarial assumptions used in measuring the total pension liability were based on a four-year experience study for the period ended June 30, 2024. On April 16, 2025, the VRS Board of Trustees adopted new assumptions associated with the experience study. The updated assumptions were reflected in the measurement of the total pension liability as of June 30, 2025.

Discount rate – The discount rate used to measure the total pension liability as of the June 30, 2025 measurement date was 6.75%. The long-term expected rate of return on pension plan investments was 6.75%, and the municipal bond rate considered in determining the single discount rate was 5.20%. The projection of cash flows used to determine the discount rate assumed that plan member contributions would be made in accordance with VRS statutes and that employer contributions would be made in accordance with the VRS funding policy. Based on those assumptions, the pension plan's fiduciary net position was projected to be sufficient to make all projected future benefit payments. Therefore, the long-term expected rate of return was applied to all periods of projected benefit payments, resulting in a single discount rate of 6.75%.

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Changes in the net pension liability – Changes in PlanRVA's net pension liability for the measurement period ended June 30, 2025 were as follows:

	Total Pension Liability (a)	Increase (Decrease) Plan Fiduciary Net Pension (b)	Net Pension Liability (a)-(b)
Balances at June 30, 2024	$ 5,482,613	$ 5,246,849	$ 235,764
Changes for the year:			
Service cost	237,443	-	237,443
Interest	376,264	-	376,264
Changes in benefit terms	-	-	-
Changes in assumption	103,243	-	103,243
Differences between expected and actual experience	196,029	-	196,029
Employer contributions	-	198,794	(198,794)
Employee contributions	-	117,629	(117,629)
Net investment income	-	557,579	(557,579)
Benefit payments, including refunds of employee contributions	(291,563)	(291,563)	-
Pension plan administrative expense	-	(3,085)	3,085
Other changes	-	146	(146)
Net changes	621,416	579,500	41,916
Balances at June 30, 2025	$ 6,104,029	$ 5,826,349	$ 277,680

Sensitivity of the net pension liability to changes in the discount rate – The following presents PlanRVA's net pension liability calculated using the discount rate of 6.75%, as well as what the net pension liability (asset) would be if it were calculated using a discount rate that is one percentage point lower (5.75%) or one percentage point higher (7.75%) than the current rate:

	1% Decrease 5.75%	Current Discount Rate 6.75%	1% Increase 7.75%
Net Pension Liability (asset)	$ 1,098,119	$ 277,680	$ (392,692)

Pension expense and deferred outflows of resources and deferred inflows of resources related to pensions – For the year ended June 30, 2026, PlanRVA recognized pension expense of $124,344. On June 30, 2026, PlanRVA reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

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	Deferred Outflows of Resources	Deferred Intflows of Resources
Differences between expected and actual experience	$ 161,530	$ -
Change in Assumptions	67,886	-
Net Difference between projected and actual earning on pension plan	-	179,976
Employer contribution subsequent to the measurement date	217,978	-
Total	$ 447,394	$ 179,976

The $217,978 reported as deferred outflows of resources resulting from PlanRVA's contributions subsequent to the June 30, 2025 measurement date will be recognized as a reduction of the net pension liability during the year ending June 30, 2027. Other amounts reported as deferred outflows and deferred inflows of resources related to pensions will be recognized in pension expense in future periods as presented in the following schedule.

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense in future reporting periods as follows:

Year ended June 30,	
2027	$ 131,136
2028	27,710
2029	(68,869)
2030	(40,537)
2031	-
Thereafter	-
Total	$ 49,440

Pension plan data – Information about the VRS Political Subdivision Retirement Plan is also available in the separately issued VRS 2025 Annual Report. A copy of the 2025 VRS Annual Report may be downloaded from the VRS website at https://www.varetire.org/hi/media/shared/pdf/publications/2025-annual-report.pdf, or by writing to the System’s Chief Financial Officer at P.O. Box 2500, Richmond, VA, 23218-2500.

Note 5 – Assessments to Participating Localities and State Appropriation

PlanRVA's revenues include federal, state and local grants, from assessments to participating localities and state appropriation. Assessments to participating localities and state appropriation consist of the following for the year ended June 30, 2026:

Chesterfield County	$	220,996	*
Henrico County		220,947	
City of Richmond		148,873	
Hanover County		68,413	**
Powhatan County		20,654	
Goochland County		17,309	
New Kent County		16,688	
Town of Ashland		5,054	
Charles City County		4,178	
State appropriation		152,956	
Total	$	876,068	

*Chesterfield County's assessment reflects an adjustment to its population for its dual membership in PlanRVA and the Crater Planning District Commission.

**Hanover County's assessment reflects an adjustment to its population to exclude the Town of Ashland, which is assessed separately.

Note 6 – Lease Assets

Lease assets activity for the year ended June 30, 2026, is as follows:

	July 1, 2025	Additions	June 30, 2026
Lease assets being amortized			
Leased office space	$ 2,127,183	$ -	$ 2,127,183
Total lease assets	2,127,183	-	2,127,183
Less accumulated amortization for:			
Leased office space	493,260	184,972	678,232
Total accumulated amortization	493,260	184,972	678,232
Lease assets, net	$ 1,633,923	$ (184,972)	$ 1,448,951

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Note 7 – Long-Term Obligations

PlanRVA leases office space in Richmond, Virginia, under an eleven-year and six months lease agreement, which expires on April 30, 2034. The lease agreement qualifies as other than short-term under GASB 87 and therefore has been recorded at the present value of the future minimum lease payments as of the commencement date of the lease. The lease calls for annual rent increases of 2.5% over the lease term. The lease liability is measured at a discount rate of 3.85%. For the years ending June 30, 2026, interest expense on the lease liability was $70,753.

Future principal and interest payments related to the lease liability are as follows:

Years ending June 30,	Principal	Interest	Total
2027	$ 162,191	$ 59,051	$ 221,242
2028	174,194	52,579	226,773
2029	186,808	45,634	232,442
2030	200,061	38,192	238,253
2031	213,982	30,227	244,209
Thereafter	688,203	37,480	725,683
Total payments	$ 1,625,439	$ 263,163	$ 1,888,602

Note 8 – Fringe Benefit Allocation

Fringe benefit costs are allocated to programs and projects based on a fringe benefit rate applied to eligible labor costs. The fringe benefit rate for the year ended June 30, 2026 was calculated as follows:

Fringe benefit cost:	
Leave	$ 325,560
Payroll taxes	208,585
Health insurance	300,111
Pension	289,158
Other benefits	78,064
Total fringe benefit costs	$ 1,201,478
Total labor costs	$ 2,729,069
Fringe benefit rate	44.03%

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Note 9 – Indirect Costs

Indirect costs are allocated to programs and projects based on an indirect cost rate applied to eligible direct labor and fringe benefit costs. The indirect cost rate for the year ended June 30, 2026 was calculated as follows:

Total indirect costs	$	1,572,605
Total direct labor and fringe costs	$	3,142,676
Indirect cost rate		50.04%

The components of indirect costs for the year ended June 30, 2026 were as follows:

Salaries	$	787,870
Professional fees		59,970
Travel		17,244
Technology		232,129
Office expenses		57,119
Professional development		30,161
Occupancy		333,776
Depreciation		52,292
Other		2,044
Total Indirect Costs	$	1,572,605

Note 10 - Evaluation of Subsequent Events

PlanRVA has evaluated subsequent events through November __, 2026, the date on which the financial statements were available to be issued.

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Required Supplementary Information

Richmond Regional Planning District Commission
Budgetary Comparison Schedule – General Fund
Year Ended June 30, 2026

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	Original Budget	Final Budget	Variance - Original to Final	Actual - Budgetary Basis	Variance - Final to Actual
BUDGETARY REVENUES					
Federal grants	$ 3,257,976	$ 3,257,976	$ -	$ 3,537,664	$ 279,688
State grants and appropriations	459,992	459,992	-	605,791	145,799
Local grants and appropriations	863,112	863,112	-	724,947	(138,165)
Private grants and service revenue	240,664	240,664	-	2,719,751	2,479,087
Other revenue - dividends and interest	-	-	-	8,044	8,044
TOTAL BUDGETARY REVENUES	4,821,744	4,821,744	-	7,596,197	2,774,453
BUDGETARY EXPENDITURES					
Salaries and wages	2,832,756	2,832,756	-	2,700,606	(132,150)
Benefits and payroll taxes	818,442	818,442	-	1,201,478	383,036
Professional fees	389,200	389,200	-	1,779,310	1,390,110
Technology	304,797	304,797	-	239,961	(64,836)
Professional development	101,000	101,000	-	51,487	(49,513)
Travel	-	-	-	36,677	36,677
Office expenses	39,500	39,500	-	108,745	69,245
Occupancy	332,312	332,312	-	263,023	(69,289)
Interest expense				70,753	70,753
Capital outlay	-	-	-	185,433	185,433
Other	-	-	-	10,478	10,478
TOTAL BUDGETARY EXPENDITURES	4,818,007	4,818,007	-	6,647,951	1,829,944
EXCESS OF REVENUES OVER EXPENDITURES - BUDGETARY BASIS	$ 3,737	$ 3,737	$ -	$ 948,246	$ 944,509

Reconciliation with change in Net Position:	
Capital outlays reported as expenditures in budget	185,433
Depreciation expense not budgeted	(52,292)
Net book value of capital assets disposed not budgeted	(13,666)
GASB 68 net adjustments	93,634
GASB 87 lease liability payments	$ (39,879)
Change in compensated absences not reported in budget	(28,464)
Total adjustments	144,766
Change in net position (page 12)	$ 1,093,012

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Richmond Regional Planning District Commission

Schedule of Changes in Richmond Regional Planning District Commission's Net Pension Liability and Related Ratios

Years Ended June 30, 2016 Through 2025

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Total pension liability										
Service cost	$ 237,443	$ 189,944	$ 162,414	$ 116,070	$ 135,602	$ 107,051	$ 107,807	$ 127,961	$ 151,156	$ 139,877
Interest on total pension liability	376,264	345,960	337,909	329,058	298,823	275,896	272,172	246,717	233,234	237,166
Changes in assumptions	103,243	-	-	-	94,540	-	122,408	-	(109,867)	-
Differences between expected and actual experience	196,029	155,782	(126,850)	(109,923)	24,866	173,058	(99,999)	145,786	127,919	(144,632)
Benefit payments, including refunds of employee contributions	(291,563)	(288,938)	(274,520)	(226,314)	(217,646)	(215,029)	(191,387)	(122,267)	(297,391)	(279,758)
Net change in total pension liability	621,416	402,748	98,953	108,891	336,185	340,976	211,001	398,197	105,051	(47,347)
Total pension liability - beginning	5,482,613	5,079,865	4,980,912	4,872,021	4,535,836	4,194,860	3,983,859	3,585,662	3,480,611	3,527,958
Total pension liability - ending (a)	$ 6,104,029	$ 5,482,613	$ 5,079,865	$ 4,980,912	$ 4,872,021	$ 4,535,836	$ 4,194,860	$ 3,983,859	$ 3,585,662	$ 3,480,611
Plan fiduciary net position										
Contributions - employer	$ 198,794	$ 200,188	$ 148,045	$ 144,252	$ 129,037	$ 84,666	$ 67,339	$ 77,475	$ 90,253	$ 125,871
Contributions - employee	117,629	102,537	75	65	58,791	56	46,488	62,229	72,044	67,944
Net investment income (loss)	557,579	464,136	292,713	(5,938)	987,579	69,344	228,701	238,886	357,931	45,278
Benefits payments, including refunds of employee contributions	(291,563)	(288,938)	(274,520)	(226,314)	(217,646)	(215,029)	(191,387)	(122,267)	(297,391)	(279,758)
Administrative expense	(3,085)	(2,901)	(2,887)	(2,802)	(2,418)	(2,354)	(2,286)	(2,008)	(2,174)	(1,872)
Other	146	103	118	107	94	(81)	(144)	(215)	(313)	(653)
Net change in plan fiduciary net position	579,500	475,125	163,544	(90,630)	955,437	(63,398)	148,711	254,100	220,350	(43,190)
Plan fiduciary net position - beginning	5,246,849	4,771,724	4,532,815	4,558,378	3,602,941	3,610,601	3,461,890	3,207,790	2,987,440	3,030,630
Plan fiduciary net position - ending (b)	$ 5,826,349	$ 5,246,849	$ 4,696,359	$ 4,467,748	$ 4,558,378	$ 3,547,203	$ 3,610,601	$ 3,461,890	$ 3,207,790	$ 2,987,440
Commission's net pension liability - ending (a)-(b)	$ 277,680	$ 235,764	$ 383,506	$ 513,164	$ 313,643	$ 988,633	$ 584,259	$ 521,969	$ 377,872	$ 493,171
Plan fiduciary net position as a percentage of the total Pension liability	95.45%	95.70%	92.45%	89.70%	93.56%	78.20%	86.07%	86.90%	89.46%	85.83%
Covered employee payroll	$ 2,650,590	$ 2,277,226	$ 1,665,849	$ 1,428,936	$ 1,289,454	$ 1,305,394	$ 1,036,313	$ 1,068,066	$ 1,312,339	$ 1,480,513
Commission's net pension liability as percentage of covered payroll	10.48%	10.35%	18.50%	31.36%	24.32%	71.46%	56.38%	48.87%	28.79%	33.31%

See report of independent auditors.

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Richmond Regional Planning District Commission
Schedule of Employer Contributions
Years Ended June 30, 2017 Through 2026

Date	Contractually Required Contributions (1)	Contributions in Relation to Contractually Required Contributions (2)	Contribution Excess (Deficiency) (3)	Employer's Covered Payroll (4)	Contributions as a % of Covered Payroll (5)
2026	216,108	217,978	1,870	2,881,443	7.50%
2025	198,794	198,794	-	2,650,590	7.50%
2024	200,188	228,861	28,673	2,277,226	8.79%
2023	148,045	167,418	19,373	1,665,849	8.89%
2022	144,252	159,755	15,503	1,428,936	10.10%
2021	129,037	144,161	15,124	1,289,454	10.01%
2020	84,666	103,648	18,982	1,305,394	6.49%
2019	67,339	82,283	14,944	1,036,313	6.50%
2018	77,475	72,094	(5,381)	1,068,066	7.25%
2017	91,316	88,583	(2,733)	1,312,339	6.96%

See report of independent auditors.

Richmond Regional Planning District Commission
Notes to Required Supplementary Information

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Note 1 – Budgetary Information

PlanRVA adopts an annual operating budget for its General Fund. PlanRVA staff prepares a proposed operating budget for the fiscal year beginning July 1. The proposed budget includes estimated revenues and expenditures and is reviewed by the Audit, Facilities and Finance Committee and approved by the Board of Commissioners before the beginning of the fiscal year.

The budget may be amended during the fiscal year in accordance with PlanRVA's established budgetary procedures. The final budget presented in the accompanying Budgetary Comparison Schedule includes all approved amendments.

Note 2 – Basis of Budgeting

The General Fund budget is prepared on the modified accrual basis of accounting, consistent with the basis used in the Statement of Revenues, Expenditures, and Changes in Fund Balance – Governmental Funds. Accordingly, no reconciliation between the budgetary basis and generally accepted accounting principles is necessary.

Note 3 – Significant Budget Variances

Revenues exceeded budget by $2,774,453, primarily due to private grant revenue and service fees exceeding the budget as new grants were awarded after the budget was approved. Expenditures exceeded budget by $1,829,944, primarily due to professional fees owing to additional private grant and regional service activity occurring after the budget was approved.

Note 4 – Changes in Benefit Terms

There have been no actuarially material changes to the VRS benefit provisions since the prior actuarial valuation.

Note 5 – Changes in Assumptions

The actuarial assumptions used in the June 30, 2024 valuation were based on the results of an actuarial experience study for the period from July 1, 2020 through June 30, 2024. On April 16, 2025, the VRS Board of Trustees adopted new assumptions associated with the experience study. The changes in assumptions were reflected in the measurement of the total pension liability as of June 30, 2025.

Assumption	Change
Mortality rates	Maintained PUB-2010 mortality tables with adjustments; updated the mortality improvement projection scale to MP-2021 at 75%
Retirement rates	Moved approximately 25% toward observed experience on a liability-weighted basis
Termination rates	Moved approximately 25% toward observed experience on a liability-weighted basis
Disability rates	Moved approximately 50% toward observed experience on a headcount-weighted basis to maintain margin
Salary increases	Increased merit and longevity assumptions by 50 basis points

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e: PlanRVA@PlanRVA.org
p: 804.323.2033
w: www.PlanRVA.org

Memorandum

To: **PlanRVA Commissioners**
From: **Martha Shickle, Executive Director**
Re: **Pathways to the Future: Transportation 2050**
Date: **November 12, 20256**
Agenda Item: C.4

Background:

Transportation 2050, the regional Long-Range Transportation Plan (LRTP), serves as the blueprint for developing the Richmond region's network of transportation facilities and services through a multimodal approach including automobiles, transit, transportation demand management (vanpools/carpools), passenger rail, bicycles & pedestrians and freight. The long-range transportation plan sets the vision for the next 20+ years of transportation improvements in the region and includes a financially constrained list of projects which are expected to be built over that time period. The Long-Range Transportation Plan – Advisory Work Group (LRTP-AWG) spearheaded the development of the LRTP with autonomy to make decisions guiding the development of process and outcomes, including:

- Regional transportation Vision, Goals, Objectives, and Strategies;
- Regional multimodal transportation issues and needs inventory;
- Constrained Long Range Project List

The RRTPO policy board approved the financially constrained list of projects for Transportation 2050 at their April 23, 2026 meeting. Transportation 2050 was adopted by the Richmond Regional Transportation Planning Organization (RRTPO) on September 10, 2026.

Discussion of the Plan

The development of the Long-Range Transportation Plan was a four-year process which followed the transportation planning model which seeks to:

1. Identify Issues and Solutions
2. Prioritize Solutions
3. Fund Projects
4. Authorize Projects
5. Program Projects
6. Evaluate Outcomes

The first two years of the 2050 LRTP development cycle focused on setting baseline data calculations, gathering data, and establishing public priorities. Early work centered on consultant procurement, committee setup, and launching public outreach to define the region's vision, goals, and performance measures. On the technical side, PlanRVA updated socioeconomic forecasts—such as population, housing, and employment projections—and calibrated the regional Travel Demand Model. These inputs allowed staff to assess existing infrastructure conditions, analyze safety and congestion trends, evaluate multimodal freight and transit needs, and pinpoint key equity considerations across the network.

Transportation 2050 Goals:

- **Goal A** – A transportation system where no one is killed or seriously injured, and people feel secure and comfortable regardless of how they travel.
- **Goal B** – A cleaner transportation system that provides choices and meets the needs of the current generation and provides the same opportunity for future generations.
- **Goal C** – A consistent and predictable transportation experience for all people regardless of how they travel.
- **Goal D** - A transportation system that prepares, withstands, and recovers quickly from disruptions caused by natural disasters, extreme weather events, and other emergencies.

Years three and four shifted to project selection, financial modeling, and formal adoption. Candidate projects submitted by local jurisdictions and partner agencies undergo technical scoring to prioritize investments that best align with plan goals. Staff then constructed a fiscally constrained financial plan, matching prioritized projects against long range revenue projections from federal, state, and local sources. In the final phase, the draft plan underwent required air quality conformity analysis, interagency review, and a formal public comment period before being presented to the MPO Policy Board for final adoption.

Transportation 2050 remains a living document; the plan can be formally amended at any time to adapt to shifting demographic needs, economic shifts, or new funding opportunities, so long as all proposed revisions adhere strictly to established public participation, technical review, and policy board approval procedures.

Constrained Plan Overview – Project Breakdown:

- **Highway** dominates both volume and total funding allocation, representing over two-thirds of all projects (67.7%) and nearly two-thirds of total capital costs (65.3%). Capacity- change only projects account for 47% of all highway projects, while the remaining 53% cover improvements such as new or modified interchanges, major intersection improvements, safety improvements, etc.

- **Transit** projects represent the second-largest share of capital expenditure (16.6%) despite a lower project count (9 total), driven primarily by major Bus Rapid Transit (BRT) investments.
- **Bridges** capture nearly 10% of total costs spread across 6 major replacement and rehabilitation projects.

- **Active Transportation** represents the second-largest project volume (21 projects, or 16.5% of total count), though it accounts for under 8% of total spending.

- **Travel Demand Management (TDM)** comprises 5 Park & Ride initiatives (4 new, 1 expansion), making up under 0.5% of the overall program budget.

Mode	Project Type	# of Projects	Cost Estimate*
Highway	New interchanges/ interchange modifications	13	$1,276,344,699
	Realignment, extension, or relocation	3	$795,817,236
	Spot safety or ITS improvements bundled at the corridor level	9	$478,898,954
	Active Transportation and/or Transit Infrastructure bundled with a Highway Project	6	$417,584,162
	Capacity Change - LRTP Network	15	$1,047,881,319
	Capacity Change/new alignment - Minor Arterial	21	$ 1,057,523,811
	Capacity change/other improvements providing access to Interstate/ Freeways interchanges	5	$369,463,725
	Grade separations on the rail corridors	2	$39,013,288
	Major Intersection Improvements	12	$241,196,627
	All Highway Projects	**86**	**$5,723,723,821**
Active Transportation	Bicycle infrastructure that serves regional travel needs	3	$81,672,626
	Multi-use trails that connect significant destinations	18	$594,952,684
	All Active Transportation Projects	**21**	**$676,625,310**
Transit	New Transit Hubs/Centers/Transfer Stations	3	$52,605,183
	New Bus Rapid Transit (BRT) Corridors	4	$1,142,526,141
	Expansion of Existing BRT Corridors	2	$262,705,170
	All Transit Projects	**9**	**$1,457,836,494**
Travel Demand Management	New Park & ride lots	4	$33,502,620
	Park & ride lot expansions	1	$7,878,562
	All Travel Demand Management Projects	**5**	**$41,381,182**
Subtotal		**121**	**$7,899,566,807**
Bridges	Replacement/Rehabilitation	6	$859,497,000
Total		**127**	**$8,759,063,807**

Regional Strategic Vision Consistency

The Transportation 2050 content is consistent with the Vision's Strategic and Resilient Infrastructure and Strong Economy themes. There is also alignment with the Vision's theme for Opportunity and Choice for Everyone; as referenced in Goal B, transportation provides access to jobs, housing, and other elements that allow all individuals and families to thrive.

Requested Action:

Staff requests adoption of *Pathways to the Future: Transportation 2050* and incorporation of this core functional area plan into the Regional Strategic Plan adopted June 12, 2025. A draft resolution of approval is included for consideration.

Attachments

A. Pathways to the Future: Transportation 2050 Long-Range Transportation Plan Document

B. Draft Resolution of Approval

For more information, please contact Dorian Allen at 804-924-9614 or email Dallen@PlanRVA.org.

Pathways to the Future
TRANSPORTATION

Transportation 2050

Long Range Transportation Plan

2050



Richmond Regional
Transportation
Planning Organization
POWERED BY PlanRVA

ACKNOWLEDGEMENT

Pathways to the Future: Transportation 2050 was prepared in cooperation with the U.S. 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, local and special interest representatives of the RRTPO 2050 Long-Range Transportation Plan Advisory Workgroup.

DISCLAIMER

The contents of this report do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Virginia Department of Rail and Public Transportation (VDRPT) or the Virginia Department of Transportation (VDOT). This report does not constitute a standard, specification, or regulation. PlanRVA and RRTPO are responsible for the facts and accuracy of the data presented herein.

NOTICE

This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The United States Government, the Commonwealth of Virginia, PlanRVA and the RRTPO member organizations assume no liability for the contents or use thereof.

NONDISCRIMINATION

PlanRVA and the RRTPO fully comply with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. PlanRVA, on behalf of the RRTPO, will strive to provide reasonable accommodation and services for people who require special assistance to participate in this public involvement opportunity. For more information on meeting accessibility, or to obtain a Title VI Complaint Form, see PlanRVA.org/TitleVI or call the Title VI Coordinator at 804- 323-2033.

NO DISCRIMINACIÓN

Aviso de Título VI abreviado al público: RRTPO cumple plenamente con Título VI de la ley de Derechos Civiles de 1964 y con estatutos relacionados en todas programas y actividades. El RRTPO se esforzará por proporcionar alojamiento y servicios razonables para las personas que requieren asistencia especial para participar en esta oportunidad de participación pública. Para más información sobre accesibilidad de la reunión o para obtener los documentos de reclamación de Título VI, por favor visita https://planrva.org/TitleVI o llama el Coordinador del Título VI en 804-323-2033.

NOTE PlanRVA is the brand of the legal entity known as Richmond Regional Planning District Commission. RRTPO is the brand of the federally designated Richmond Area Metropolitan Planning Organization.

Richmond Regional Transportation Planning Organization Policy Board

The Richmond Regional Transportation Planning Organization (RRTPO) is the federal and state designated regional transportation planning organization that serves as the forum for cooperative transportation decision-making in the Richmond Region. PlanRVA is the contracting agent and staff for RRTPO. RRTPO bylaws allow weighted voting for local jurisdictions with two or more votes. Jurisdictions with more than one vote may allow its members and/or alternate(s) to cast the vote of any absent member. Note that only local elected officials representing RRTPO member jurisdictions are eligible to vote on behalf of their appointing jurisdiction. Staff and non-elected officials are not eligible to vote on behalf of a RRTPO member.

Town of Ashland (1)
Drew Molloy
Anita Barnhart

Charles City County (1)
Ryan Patterson
Byron M. Adkins, Sr.

Chesterfield County (4)
Kevin P. Carroll
Jessica Schneider
Mark S. Miller
LeQuan Hylton

Goochland County (2)
Jonathan Lyle
Charlie Vaughters

Hanover County (3)
Sean M. Davis
Faye O. Prichard
Ryan Hudson

Henrico County (4)
Roscoe D. Cooper, III
Jody K. Rogish (FY26, Chair)
Dan Schmitt

New Kent County (2)
John P. Moyer
Jordan Stewart

Powhatan County (2)
Mark Kinney
Denise Morissette
Steve W. McClung
Robert (Bob) Powers

City of Richmond (4)
Andrew Breton
Dr. Cynthia I. Newbille

Capital Region Airport Commission (CRAC) (1)
John B. Rutledge

GRTC Transit System (1)
Adriene Torres
Sheryl Adams

Richmond Metropolitan Transportation Authority (RMTA) (1)
Joi Taylor Dean

Virginia Secretary of Transportation Designee (1)
Dale R. Totten
Mark E. Riblett, P.E

Non-voting Member Organizations/Appointees

Federal Highway Administration (FHWA)
Edward Ofori, P.E.
Ivan Rucker

Federal Transit Administration (FTA)
Daniel Koenig

RideFinders
Cherika Ruffin
John O'Keeffe

Virginia Department of Aviation (VDOA)
Stephen Smiley

Virginia Department of Rail and Public Transportation (DRPT)
Wood Hudson
Tiffany T. Dubinsky

RRTPO Community Transportation Advisory Committee (CTAC)
Gordon Dixon
Bill Walton

RRTPO Long-Range Transportation Plan Advisory Work Group*

Town of Ashland
Bannon Luckert
Nora Amos (A)

Charles City County
Sheri Adams

Chesterfield County
JJ Banuelos
Barb Smith (A)

Goochland County
Ray Cash

Hanover County
Philip Kempf
Joseph Vidunas (A)

Henrico County
Ashley Austin
Sharon Smidler (A)

New Kent County
Amy Inman

Powhatan County
Ligon Webb

City of Richmond
Dironna Moore Clarke
Kelli Rowan (A)
Atiba Muse (A)
Brandon King (A)

Virginia Department of Transportation (VDOT)
Todd Scheid
Liz McAdory (A)

Virginia Department of Rail and Public Transportation (DRPT)
Mitch Huber
Wood Hudson

Port of Virginia
Thomas Cross

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POLICY BOARD AGENDA 9/10/2026; Item B-1

Pathways to the Future: Transportation 2050 Long-Range Transportation Plan Approval

Richmond Regional Transportation Planning Organization

On motion by Ms. Jessica Schneider, seconded by Dr. Cynthia Newbille, the members of the RRTPO Policy Board voted to adopt the following resolution (voice vote):

WHEREAS, the Richmond Regional Transportation Planning Organization is the designated Metropolitan Planning Organization (MPO) responsible for carrying out the continuous, cooperative, and comprehensive (3C) multimodal transportation planning process for the region; and

WHEREAS, the Long-Range Transportation Plan (LRTP) serves as a core product of the MPO, establishing the regional vision, policy framework, and fiscally constrained multimodal transportation investments over a 20+ year horizon; and

WHEREAS, federal regulations require the LRTP to be updated at least once every five years to maintain compliance and align regional transportation strategies with updated demographic, economic, and land use forecasts; and

WHEREAS, the region's current adopted LRTP is set to expire in October 2026; and

WHEREAS, the MPO has conducted robust public outreach, stakeholder engagement, and a formal public review period in accordance with federal requirements and the MPO's adopted Public Participation Plan; and

WHEREAS, the MPO authorized and conducted the required Air Quality Conformity Assessment which has been reviewed and approved by the responsible federal agencies; and

WHEREAS, the proposed project portfolio balances regional highway capacity, transit expansion, active transportation networks, travel demand management, and critical infrastructure preservation to support future growth and regional mobility.

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Richmond Regional Transportation Planning Organization hereby approves and formally adopts the Pathways to the Future: transportation 2050 Long-Range Transportation Plan.

BE IT FURTHER RESOLVED, that staff is authorized to transmit the final 2050 LRTP documentation to Virginia Department of Transportation, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) to fulfill all statutory requirements.

****

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held September 10, 2026.

WITNESS:

Sarah-Keel Crews

Sarah-Keel Crews
Manager of Board Operations
PlanRVA

BY:

Martha Shickle (Sep 14, 2026 13:10:00 EDT)

Martha Shickle
Secretary
Richmond Regional Transportation Planning Organization

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Pathways to the Future
TRANSPORTATION

Chapter One

Executive Summary

Long Range Transportation Plan 2050

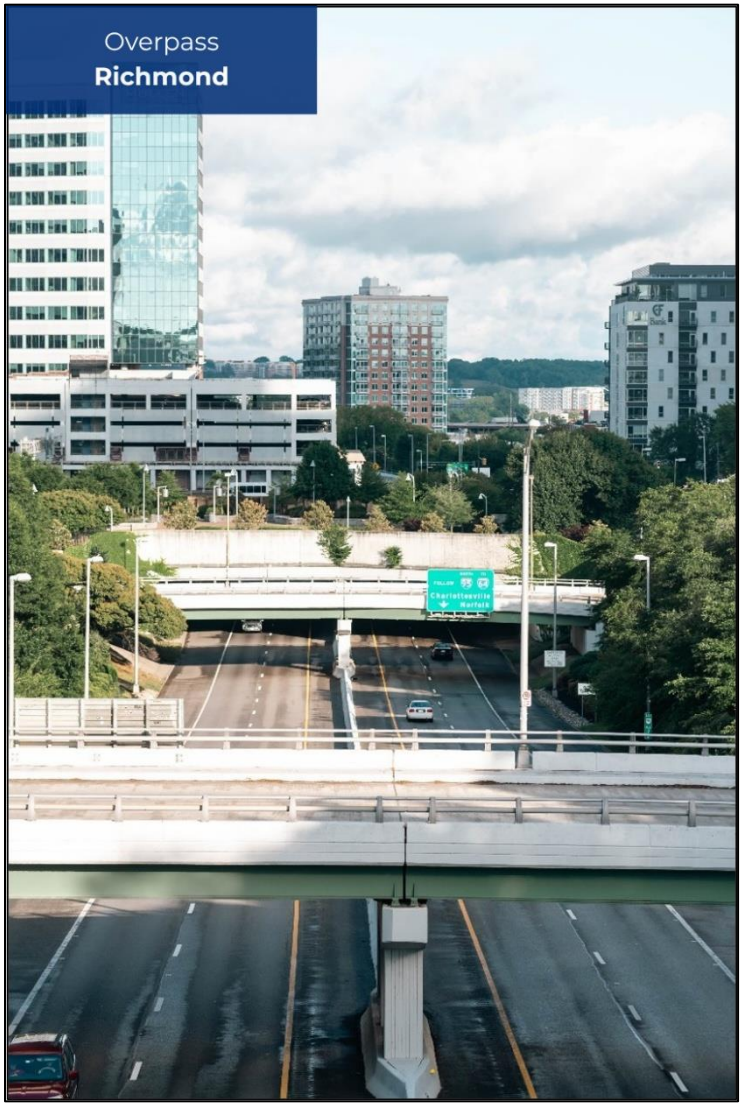


Richmond Regional Transportation Planning Organization
POWERED BY PlanRVA

Chapter 1 - Executive Summary

Transportation 2050 represents the 25-year vision for the community's transportation needs and expectations. It considers all types of travel and identifies projects that will best serve bicyclists, pedestrians, people using public transportation, and occupants of single-occupancy vehicles, as well as ensure the efficient movement of goods and services.

A coordinated transportation plan for the Richmond region's future depends on a clear understanding of how people and goods move around the region and country today and how these movements are expected to occur in the next 20 to 25 years. Every five years, planners at PlanRVA, along with partners from member localities, the Virginia Department of Transportation (VDOT), and the Virginia Department of Rail and Public Transportation (DRPT) bring their expertise to the development of the long-range transportation plan. Regional plan development is influenced by ideas and opinions of community members participating in public meetings, workshops, and surveys. The last plan was adopted in 2021 and evaluated needs through 2045; *Transportation 2050* projects regional needs out to the year 2050.



What is Transportation 2050?

The RRTPO is a federally mandated and funded transportation policy-making body serving as a Metropolitan Planning Organization (MPO) made up of representatives from local government and transportation providers. The RRTPO provides planning guidance for how federal funding for transportation projects and programs is applied in the Richmond Region, with one of its major activities being the management of the long-range transportation plan.

The long-range transportation plan is a federally mandated document guided by a vision, guiding principles, goals, and objectives. It addresses comprehensive transportation needs of the region over at least the next 20 years, with updates added every five years.

Transportation 2050 is the latest five-year update. It is a multimodal plan that makes recommendations for transit, bicycle, pedestrian, air, road, and freight-related projects with identified short-term and long-term strategies.

Transportation 2050 includes three major focus areas to meet the ever-changing mobility needs of the region:

1. **Identify what's needed:** *Transportation 2050* identifies all the transportation projects anticipated to be needed over the next 20 years to handle future growth. The plan assesses how the projects collectively affect the transportation system by analyzing such factors as policy, demand for services from future population and employment growth, changes in transportation technology, and community input about what transportation improvements are desired moving forward.

2. **Create a cost-affordable plan:** *Transportation 2050* identifies which needs can be funded with available transportation revenues from federal, state, and local sources, and considers all modes of travel. With input from the public and the RRTPO member localities, transportation needs are addressed by project, ranked and prioritized using approved technical criteria, and placed in an implementation timeline.

3. **Consider Future Uncertainty.** The future is uncertain. Long Range Planning, by design, looks far enough ahead to capture substantive regional change in land use, economics, and other regional dynamics that can shift future outcomes. Through use of scenario planning, *Transportation 2050* considers how the future transportation system will meet the plan's Objectivities across a range of different plausible futures.

What was the planning process for *Transportation 2050*?

The long-range planning process includes:

- Evaluating the current transportation system and existing conditions in the region;
- Developing projections of population and employment growth to the year 2050;
- Creating a travel demand model to help predict future impacts of transportation decisions;
- Developing vision, goals and objectives to guide the plan (**see boxes to the right**);
- Identifying issues and needs for the region;
- Locating and describing problems with the current system;
- Developing a Universe of Projects, containing possible solutions to meet identified needs and issues;
- Understanding the ability of the region to afford the range of possible improvements; and
- Creating a budget-realistic (or constrained) plan of projects by time bands.
- Evaluating the future transportation system against the plan's Objectives in a range of different plausible futures.

Transportation 2050 was a multi-year process that began in 2024 and was completed for public review on July 29, 2026. It was considered for adoption by the RRTPO Policy Board on September 10, 2026, with the plan's schedule having provided a variety of opportunities for the community to get involved.

2050 Vision

The transportation system in the Richmond Region will reliably and safely connect people, provide opportunities for all to thrive and live healthy lives, promote a strong economy, and respect conservation of natural resources.

2050 Goals

Goal A: *Safety*
A transportation system where no one is killed or seriously injured, and people feel secure and comfortable regardless of how they travel.

Goal B: Sustainability:
A cleaner transportation system that provides choices and meets the needs of the current generation and provides the same opportunity for future generations.

Goal C: Reliability:
A consistent and predictable transportation experience for all people regardless of how they travel.

Goal D: Resiliency:
A transportation system that prepares, withstands, and recovers quickly from disruptions caused by natural disasters, extreme weather events, and other

What's required for Transportation 2050 to be effective?

Federal and State Requirements

Transportation 2050 was developed to be consistent with Federal and State requirements. Federal transportation reauthorization legislation acts update federal laws and regulations and direct the approach and amount of federal transportation funding. The most recent is the Infrastructure Investment and Jobs Act (IIJA) (also known as the Bipartisan Infrastructure Act/BIL). As with previous transportation laws, the IIJA included a series of metropolitan planning factors that ensure that the work of the RRTPO is based on a continuous, cooperative, and comprehensive process.

RRTPO is also responsible for following and carrying out other federal laws pertinent to transportation planning, such as federal nondiscrimination and environmental protection laws. These and other federal laws, policies and programs set the context for state and regional transportation planning, including updates to regional Long-Range Transportation Plans (further described in Chapter 2).

Community Input & Engagement

Federal and state guidelines and requirements set the larger framework for Transportation 2050 and ensure that the plans for all metropolitan areas are consistent in process and basic content. Engaging the public through a variety of involvement activities during the plan development process is vital to accurately capture the needs and collective vision for the area and region.

Engagement with public and community stakeholders occurred throughout the process of updating Transportation 2050. Public engagement was carried out in accordance with the LRTP Public Engagement Strategy adopted by the RRTPO Board and RRTPO's Public Engagement Plan. In particular, the needs assessment, the vision, goals, and objectives, and the investment programs and projects in the plan reflect public engagement during each stage of development. Members of the community shared thousands of comments, ideas, and survey responses about the region's transportation needs, investment priorities, and opportunities for improving the transportation system. Much of the active discussion has taken place through an Advisory Workgroup that is representative of the community.

An effective plan will also have a solid foundation, consisting of a framework of established local, comprehensive, and other regional and short-term transportation plans. It is a unifying document that considers and builds upon the projects and initiatives of all local and regional transportation implementing agencies for a cohesive plan. *Transportation 2050*

comprehensively considers other plans and initiatives within and around the Richmond Region, sets priorities, and applies fiscal constraint to develop the most accurate picture of the region's future transportation system.

Provides Resources for Regional Planning

Transportation 2050 provides valuable source material and resources for planning and implementing improvements to the overall transportation system. Elements of the process include:

- Socioeconomic Data Analysis & Growth Forecast Analysis, 2017-2050;
- Richmond/Tri-Cities Regional Travel Demand Model & Regional Land Use Model for assessing impacts;
- Project Prioritization Process using quantifiable data to measure project impacts on performance metrics within the four goal categories;
- Supporting studies and plans including the State of Transportation Report, Richmond Regional Structural Inventory & Assessment Report, and Congestion Management Process Report;
- Comprehensive Financial Plan projecting potential investment from all available funding sources including those possible for allocation through the Central Virginia Transportation Authority (CVTA) over the next 25 years. See Chapter 6 for a full accounting of projected resources; and
- Scenario Planning models (data and analysis tools) representing a range of different plausible futures.

Why is Transportation 2050 important?

The RRTPO has served as a collaborative table for the region's localities and partner transportation agencies since the first long-range transportation plan was developed in 1980. At that time, the study area was much smaller in geographic scope and the plan was limited to new highway facilities and a transit element. The region and its urbanized area have grown and so have the needs for addressing a wider variety of modes of travel for people and goods. Adopted in 2016, *plan2040* was the first to consider financial projections from DRPT in addition to those provided by VDOT. The next update of the LRTP in 2021, *ConnectRVA 2045,* built on those previous projections by acknowledging the diversity of available financial resources, recognizing the necessary commitment to environmental stewardship, and focusing attention on equity toward a multimodal future. It also used performance measures to both identify priority projects and evaluate project effectiveness for all communities. *Transportation 2050* continues these practices and furthered the analysis of past plans by considering multiple financial investment scenarios, as well as by assessing how well the proposed projects meet the region's needs across a spectrum of possible futures.

This plan is intended to be an active tool used by decisionmakers to prioritize and implement regional transportation projects, collectively contributing to a better quality of life for the Richmond Region.

View Interactive Map of Transportation 2050 Projects

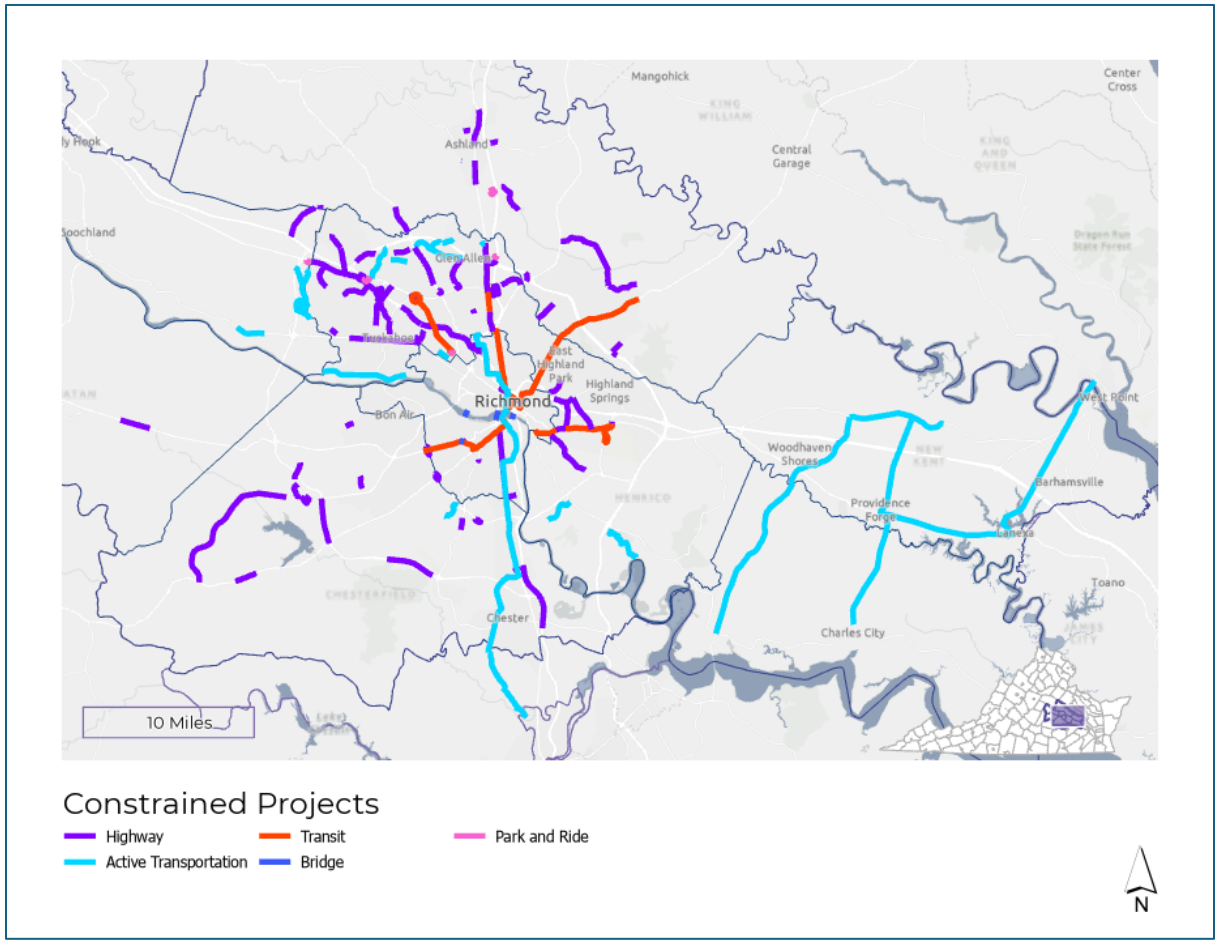


Exhibit 1: 2050 Long Range Transportation Plan Constrained Projects

Pathways to the Future
TRANSPORTATION

Chapter Two

Introduction

Long Range Transportation Plan

2050



Richmond Regional Transportation Planning Organization
POWERED BY PlanRVA

Chapter 2 - Introduction

The Richmond Region is defined as the area covered by PlanRVA, which is comprised of the City of Richmond, the Town of Ashland, and the counties of Charles City, Chesterfield, Goochland, Hanover, Henrico, New Kent, and Powhatan (Exhibit 2). The Richmond Region covers 2,165 square miles and is located approximately 100 miles south of Washington D.C. and midway between Atlanta and Boston.

According to the *2050 Long Range Growth Forecast Analysis* (see *Technical Report A: Socioeconomic Data Report*), the region had a population of 1.1 million people as of base year 2017. The Richmond Region is forecasted to grow to over 1.46 million residents by 2050. The largest gains in population are projected in the three largest localities, Chesterfield, Henrico and the City of Richmond. In percentage terms, New Kent, Goochland, Powhatan and Chesterfield are expected to see the highest population growth. This regional population will live in approximately 580,600 households; an increase of over 153,000 households compared to the base year.

The City of Richmond is the capital of the Commonwealth of Virginia. Regional employers provide more than 550,000 jobs for area residents as of base year 2017, with Henrico County as the region's largest employment center. The region is forecasted to reach 716,943 jobs by 2050.

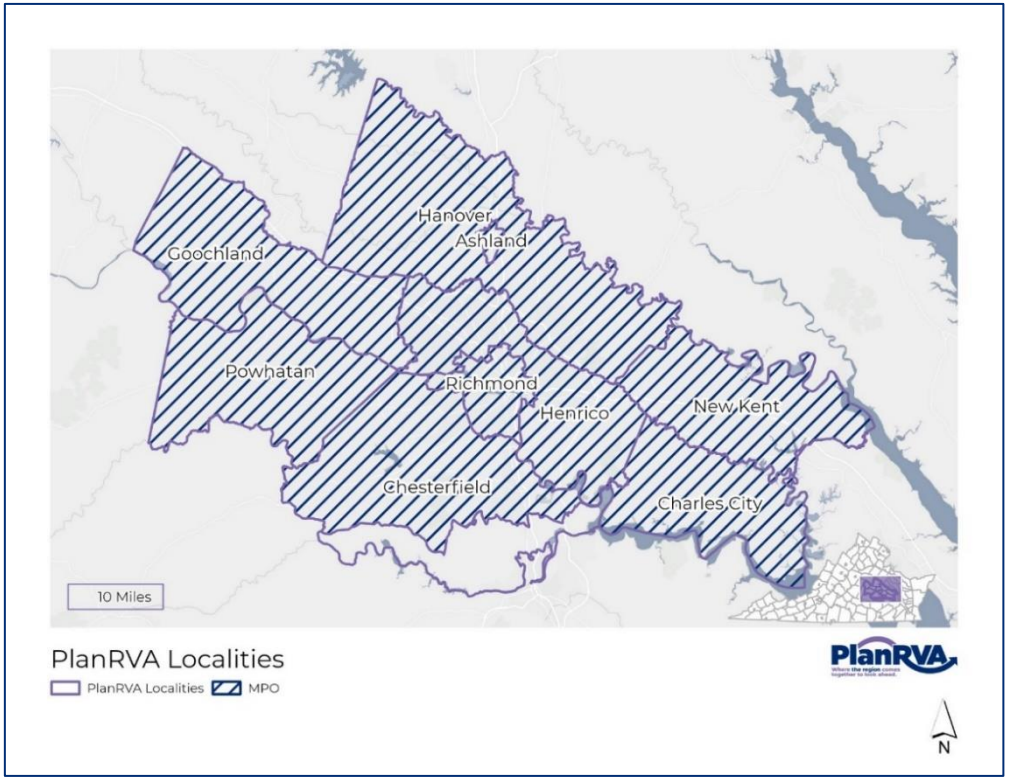


Exhibit 2: Richmond Region and TPO/MPO Study Area

The region serves as home to Virginia Commonwealth University, the University of Richmond, Virginia Union University, Virginia State University, Randolph Macon College, and Reynolds and Brightpoint Community Colleges with a collective enrollment of approximately 76,000 students as of base year 2017.

The region's strategic location, South of Washington D.C. and West of the Hampton Roads coastal area, positions it to capitalize on the opportunities offered by its geography. The region is well served by the interstate transportation network, with I-95 and I-64 intersecting near its center. Routes 295 and 288 form an outer circular beltway system, and businesses and residents both benefit from the relatively short 28-minute work commute, on average. Rail access provides connections to East coast and Midwest markets, and the region is well positioned to capitalize on anticipated increases in freight movement through the Richmond Marine Terminal and the Port of Virginia in Hampton Roads.

The region includes both a well-developed urban core surrounded by older suburban neighborhoods and traditional subdivisions expanding into the more sparsely populated rural counties. The City of Richmond is the densest center of population, with the emerging development pattern of a higher density ring following major thoroughfares extending from the center to meet the outer expressways. However, the Southeastern quadrant of the region represents a noticeable departure from this concentric pattern. The James River creates the natural boundary while Route 895 provides a connection between the 1-295 bypass and I-95 with potential to facilitate more development in coming decades. Employment densities following much the same pattern start to merge with population concentrations to define activity centers throughout the region.

Richmond Regional Transportation Planning Organization (RRTPO)

The Richmond Regional Transportation Planning Organization (RRTPO) coordinates transportation plans and policies as the Metropolitan Planning Organization (MPO) for the region. The RRTPO is a policy-making organization made up of local elected officials from each of the region's nine member jurisdictions, state and federal transportation agencies, and area transportation service/system operators. PlanRVA serves as lead staff providing administrative and technical services for the RRTPO. The Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT) provide additional technical support.

The RRTPO structure includes a decision-making Policy Board and a standing Community Transportation Advisory Committee (CTAC) and Technical Advisory Committee (TAC). Special purpose committees, sub-committees and work groups are established as needed and may include representatives from the TPO member organizations and various groups and organizations from throughout the region. One such special purpose committee, the LRTP Advisory Workgroup, guided the *2050 Transportation* update.

The RRTPO serves as the forum for cooperative regional transportation decision-making. The RRTPO develops the region's transportation plans and programs in cooperation with the state and transit providers. The LRTP is one of the primary regional transportation documents produced by RRTPO, together with the Transportation Improvement Program (TIP), the Congestion Management Process (CMP), and Unified Planning Work Program (UPWP). RRTPO must prepare these documents for the region to comply with federal requirements and receive federal transportation funds.

The LRTP is used to guide a region's planning while reflecting the vision and goals of the region. The LRTP is federally mandated to cover at least the next 20 years; the RRTPO creates a 25-year plan and updates it every five years. Under federal law, the plan must be "financially constrained," meaning only revenues that can reasonably be expected can be considered in funding the recommended projects within the LRTP.

Member Jurisdictions and Partner Agencies

The following nine jurisdictions in the region are voting members of the RRTPO. with the number of votes apportioned according to population indicated in parenthesis:

Charles City County (1)
Chesterfield County (4)
Goochland County (2)
Hanover County (3)
Henrico County (4)
New Kent County (2)
Powhatan County (2)
City of Richmond (4)
Town of Ashland (1)

Partner agencies that hold one vote include the Capital Region Airport Commission, Greater Richmond Transit System (GRTC), Richmond Metropolitan Transportation Authority (RMTA), and VDOT (as the Secretary of Transportation's designee). Non-voting members represent other RRTPO committees and partner agencies.

TPO Study Area

Under federal requirements, the study area for the RRTPO must encompass both the existing urbanized area and contiguous area expected to become urbanized during the time period covered by *Transportation 2050* (for this document the horizon year is 2050). It must also cover areas designated by the Environmental Protection Agency (EPA) under the Clean Air Act as part of the non-attainment / maintenance area for air quality standards.

To ensure that the plan covers all urbanized areas, air quality attainment areas, and areas expected to become urbanized by 2050, the study area has been defined to include the entirety of all localities in the region other than Chesterfield County. For Chesterfield County, a majority of the County is included in the RRTPO study area, and the remainder, which includes those areas of the County near Hopewell, Colonial Heights, and Petersburg, is contained in the Tri-Cities MPO study area. The RRTPO 2050 study area is shown on Exhibit 2.

While the Study Area for this plan is as described above, there is on-going coordination between RRTPO and Tri-Cities Area MPO (TCAMPO) in recognition that these agencies serve a single urbanized area, anchored in the use of a single Regional Travel Demand Model - the Richmond/Tri-Cities (RTC) Model. Cooperation and integration of datasets for this plan and future planning efforts help ensure coordinated transportation planning for the larger region.

Federal Guidance on Transportation Planning

Federal transportation reauthorization legislation acts to update federal laws and regulations and direct the distribution and amount of federal transportation funding. The most recent is the Infrastructure Investment and Jobs Act (IIJA) (also known as the Bipartisan Infrastructure Act/BIL). The IIJA re-authorized the core federal surface transportation program for five years and provided one-time stimulus funding to be distributed through multiple grant programs, as well as amending federal laws and leading to updated federal regulation and guidance (see box). The IIJA continued the Metropolitan Planning Program, with joint oversight by the Federal Highway Administration and Federal Transit Administration. Since 2025, Executive Orders, Department of Transportation Orders and other actions have contained updated federal transportation guidance and priorities.

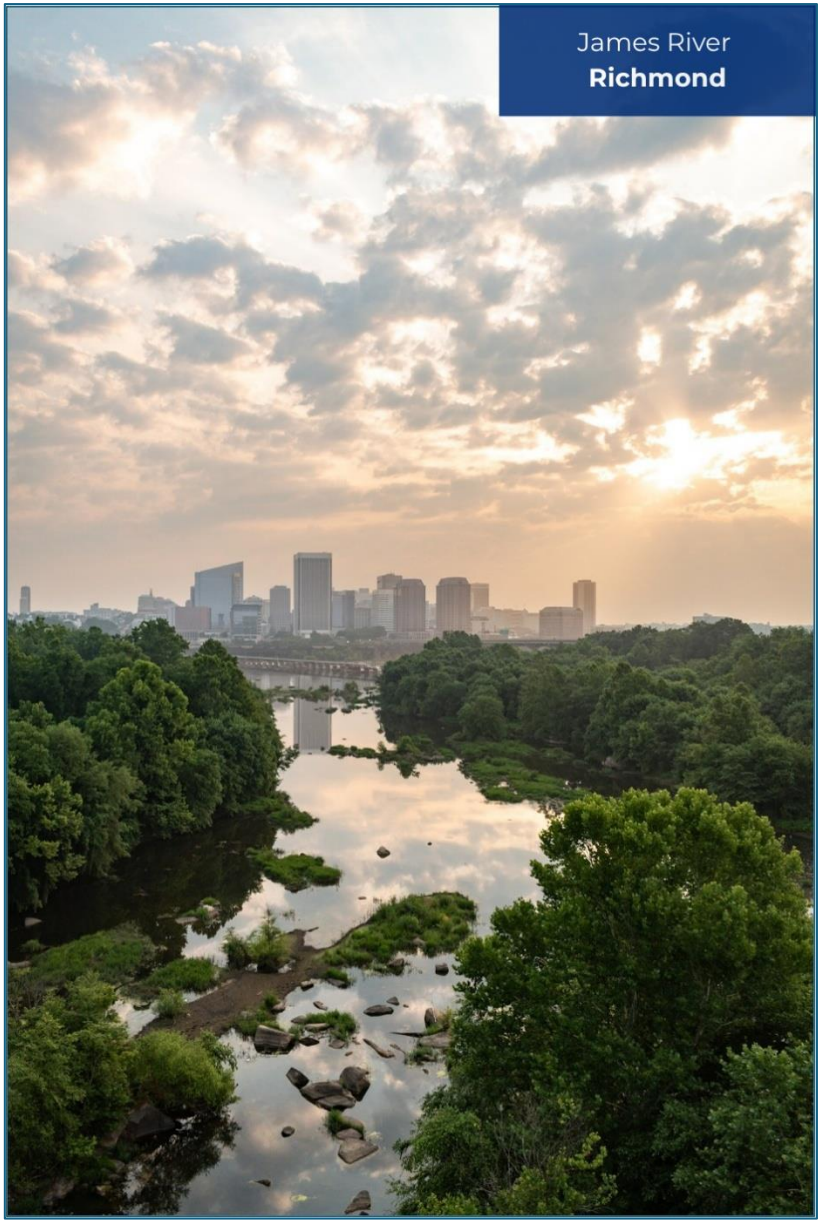
RRTPO is also responsible for following and carrying out other federal laws pertinent to transportation planning, such as federal nondiscrimination and environmental protection laws as shown in the box. These and other federal laws, policies and programs set the context for state and regional transportation planning, including updates to regional Long-Range Transportation Plans (further described in the Regional Transportation Planning section below).

Federal Transportation Acts

2021. Infrastructure Investment and Jobs Act (IIJA). Following passage of this Act, the Federal Highway Administration and Federal Transit Administration jointly issued updated planning emphasis areas for use in MPO transportation planning process. The planning emphasis areas included Complete Streets, Public Involvement, Planning and Environmental Linkages (consideration of environmental, community and economic goals early in the transportation planning process), Equity, and Climate Change/Resilience.

2015. Fixing America's Surface Transportation Act (FAST Act). This Act updated national transportation goals, which include Safety; Infrastructure Condition (maintaining state of good repair); Congestion Reduction; System Reliability; Freight Movement and Economic Vitality; Environmental Sustainability; and reduced project delivery delays. The FAST Act continued and reinforced the performance-based approach established in MAP-21, with updated performance measures relevant to the national goals. The FAST Act also amended the federal planning factors required for MPO planning (see Regional Transportation Issues section below).

2012. Moving Ahead for Progress in the 21st Century Act (MAP-21). Established the national transportation goals (23 USC 150) and marked a significant shift in the Federal-aid highway program by introducing a performance-based planning and programming framework. The primary objective was to ensure greater accountability and transparency by linking federal funding to progress toward achieving specific national performance targets.



Other Key Federal Law

Other key federal laws pertinent to transportation planning include the following:

Title VI of the Civil Rights Act of 1964 and related nondiscrimination laws. Title VI of the Civil Rights Act of 1964 (Title VI) states that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance" (42 USC 2000d). In addition to Title VI, there are laws that prohibit discrimination on other grounds. Those laws include:

a. Section 162(a) of the Federal-Aid Highway Act of 1973 (23 USC 324), which prohibits discrimination based on sex;
b. Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990, which provide protections for disabled persons; and the
c. Age Discrimination Act of 1975, which applies to age.

RRTPO is obligated to adhere to, and is committed to, achieving full compliance as detailed in its Title VI Plan.

The Clean Air Act Amendments (CAAA) contains provisions for the metropolitan transportation planning and programming process in the nation's designated non-attainment and maintenance areas. The Clean Air Act's primary goals are the attainment and maintenance of the National Ambient Air Quality Standards (NAAQS), and the prevention of significant deterioration of air quality in areas cleaner than the NAAQS. The NAAQS establish the maximum pollutant concentrations that are allowed in the outside ambient air. EPA requires that each state submit a State Implementation Plan (SIP), including any laws and regulations necessary to enforce the plan that outlines how pollutant concentrations will be reduced to levels at or below the standards. This achievement is referred to as "attainment." Once pollution levels fall below the standards, the state must also show how it plans to keep these levels at the reduced amounts, referred to as "maintenance." The CAAA requires transportation plans and programs to conform to the SIP for each applicable air quality standard. The air quality plans quantify pollution reduction needs and commit to reduction strategies through the SIP, transportation control measures (TCMs), and conformity provisions for transportation planning. See the Air Quality sections in Chapter 3 and 7, and *Technical Report L: Regional Air Quality Conformity* for additional information.

The National Environmental Policy Act, known as NEPA, established the requirements and processes Federal agencies must consider related to the environmental effects of Federal Highway Administration proposals and actions. For recipients of Federal funds, that means that before proceeding with final design, right-of-way acquisition, and construction, environmental consequences and alternatives must be evaluated that would avoid or lessen project impacts.

Environmental Justice

The purpose of environmental justice is to avoid, minimize or mitigate disproportionately high and adverse human health or environmental effects on low income and minority populations; to ensure full and fair participation of low income and minority populations; and to prevent the denial of benefits to those same populations. Historically, minority and low-income populations have been identified as the largest disenfranchised group, both in terms of equal access to transportation supply and ability to influence change. Environmental justice seeks to ensure equal access to transportation systems and to the transportation planning process for everyone regardless of race, color, creed, or national origin.

Two federal laws noted above, the Civil Rights Act and the National Environmental Policy Act (NEPA), along with the Federal Aid Highway Act of 1970, Executive Order 12898 of 1994, and the subsequent U.S. DOT Order on Environmental Justice (DOT Order 5610.2) of 1997, formed the regulatory framework for environmental justice considerations. Under this framework, TPOs receiving federal funds were expected to identify residential, employment, and transportation patterns of low-income and minority populations; identify the distributions of benefits and burdens of the transportation system on these populations; and evaluate and improve the public involvement process to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

In January 2025, the 1994 Executive Order and U.S. DOT Order on Environmental Justice cited above were rescinded and revoked. However, the other federal laws remain in effect, and there is pertinent guidance in Virginia specified in the Virginia Environmental Justice Act (VEJA) which declares it the official policy of the Commonwealth to provide fair treatment and meaningful involvement to all people, regardless of race, color, national origin, income, faith or disability, in the development, implementation, and enforcement of any environmental law or policy. In addition, the agency's Regional Strategic Plan, adopted in June of 2025, includes as one of its Vision themes "Opportunity and Choice for Everyone" (see Regional Transportation Planning section below). The RRTPO's LRTP Public Engagement Strategy and Public Engagement Plan, adopted in 2024, guided *Transportation 2050* community engagement, which sought to ensure equal access to the transportation planning process for everyone through its community engagement approach. In addition, analysis in the plan included system-level evaluation of the proposed transportation projects for Environmental Justice factors, as described in Chapter 7.

Statewide Transportation Planning

The Commonwealth of Viriginia prepares a statewide transportation plan, VTRANS, which is adopted by the Commonwealth Transportation Board (CTB). VTRANS was adopted in 2015 and has been updated over time, including an updated to the transportation vision in 2025 (**see box**). VTRANS includes guiding principles, goals and objectives, and identifies key infrastructure for the state, such as Corridors of Statewide Significance. VTRANS guides state transportation funding processes, and the plan is a key consideration for regional planning throughout the state.

VTRANS Transportation Vision

"Virginia's best-in-class multimodal transportation system provides safe and reliable mobility, connects people and commerce, fosters economic growth and investment, embraces environmental stewardship, and enhances quality of life."

Regional Transportation Planning

RRTPO's planning processes, including development of the LRTP, are directed by federal and state laws and guidance. Federal law contains specific provisions for metropolitan planning and the processes undertaken by MPOs. Federal law states that it is in the national interest to:

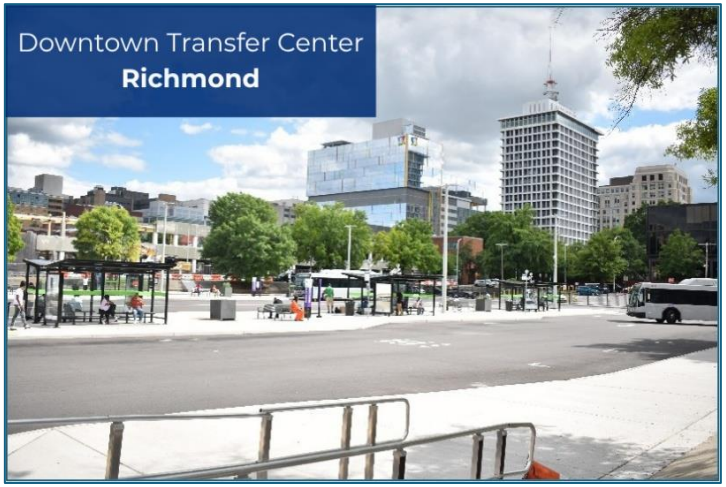
- Encourage and promote the safe and efficient management, operation, and development of surface transportation systems through metropolitan and statewide transportation planning processes that will serve the mobility needs of people and freight, foster economic growth and development within and between States and urbanized areas, better connect housing and employment, and take into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution; and
- Encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors (**see box on next page**).



Federal law states that to accomplish these objectives, metropolitan planning organizations, in cooperation with the State and public transportation operators, shall develop long-range transportation plans (LRTP) and transportation improvement programs (TIPs) through a performance driven, outcome-based approach to planning for metropolitan areas of the State. The process for developing LRTPs and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive (3-C process) to the degree appropriate.

Federal law and regulation include many additional provisions that guide development of LRTPs, or that are pertinent for any MPO planning process. These include, among other things, information to be considered, data and analysis approaches, state and local coordination, fiscal considerations, and stakeholder and community engagement. RRTPO developed *Transportation 2050* following federal law and guidance for metropolitan planning through the process described below and in other Chapters.

In addition to federal and state transportation planning alignment, this transportation plan is a component of the Richmond region's strategic plan. The 2025-2030 Regional Strategic Plan: *Pathways to the Future* was



Federal Planning Factors

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Enhance travel and tourism.

adopted by the PlanRVA Commission Board on June 12, 2025. The Plan's Regional Strategic Vision **(box below)** guides strategic planning efforts across the agency and the region by identifying five key interconnected themes for which PlanRVA and our partners strive.

Transportation 2050 is one of a set of core topical plans which make up the Regional Strategic Plan. In addition to Transportation 2050, the Regional Strategic Plan includes regional plans that focus on hazard mitigation, air quality, community and economic development, and natural resources. *Transportation 2050* also connects to PlanRVA's work within the regional *RVA Rising* effort to ensure upward economic mobility for all. This approach through the Regional Strategic Plan helps align data, tools, and planning efforts across the topical areas, which helps further the intent of the 3-C process discussed above.

Regional Strategic Vision

Strategic and Resilient Infrastructure. A region with infrastructure and systems designed and maintained to protect and enhance individual and community health and well-being.

A Healthy Environment. A region with thriving ecosystems - healthy watersheds, clean air, fruitful working lands, flourishing habitats, and communities that are located and planned in ways that recognize the connections between environmental health and human health and well-being.

Attainable Housing. A region with diverse housing stock that makes attainable housing options for everyone that are safe, comfortable, resource-efficient, and built in coordination with available or planned infrastructure and services.

A Strong Economy. A region with a diverse and resilient economic base, an educated and skilled workforce, employment that enables workers to meet their family needs, and communities with the physical, structural and social conditions to support and attract employers, workers and visitors.

Opportunity and Choice for Everyone. A region that engages and collaborates with all voices and creates pathways to success through access to jobs, housing, infrastructure and services, quality education, a healthy environment, and other elements that allow all individuals and families to thrive.

Locality Planning

While federal and state laws and programs provide direction, decisions at the local government level drive the region's specific needs. Local governments have control over zoning and development approvals and guide their overall land-use pattern through Comprehensive Plans and other planning documents. These choices guide the amount and location of housing, jobs, and commercial centers; the density and mix of land uses; and the degree of street connectivity and walkability. In turn, these factors influence how far people travel, which modes they may be able to use, and the volume of regional traffic.

Therefore, local governments play a key role in developing the candidate projects included in the LRTP.

Transportation Funding

Transportation projects, even those of modest scale, typically involve significant investment of public funds. The majority of funding for major transportation projects has traditionally come from federal and state sources. Federal, state, and regional programs and processes help guide expenditures to align with priorities outlined in federal law, state and regional transportation plans, and other documents. Funds are allocated through a variety of programs, which vary in funding approach (automatic or competitive) and what types of activities or projects are eligible (safety projects, bike or pedestrian projects, etc.). Even with multiple sources of transportation funding, transportation improvement needs typically exceed the funding that is available. It has long been the practice through federal legislation for the regional transportation needs to be deliberated through established MPOs, such as RRTPO. RRTPO manages the evaluation of projects and distribution of regional funding to the member organizations, and this practice helps coordinate and advance needed infrastructure across the region. Chapter 6 describes how the regional goals and objectives stated in Chapter 4 inform project prioritization for *Transportation 2050*, as well as how projected funding then informed development of the plan's constrained project list. The box on the next page provides a high-level snapshot of the different transportation funding; this box does not include rail funding details since this region does not receive rail funding through the MPO.

Transportation Funding Snapshot	
Federal transportation funding is money provided by the U.S. government to plan, build, operate, and maintain transportation systems such as roads, bridges, transit, rail, and related infrastructure. The Highway Trust Fund (HTF) is the source of funding for most programs. The HTF consists of the Highway Account, which funds highway and intermodal programs, and the Mass Transit Account. Most federal funding flows to the states, which then determine how the federal apportionments will be allocated. Some federal funding is distributed to states and metro areas via discretionary grant programs, such as Local and Regional Project Assistance (BUILD) and Nationally Significant Freight and Highway Projects (INFRA).	Motor fuel taxes are the major source of revenue for the HTF. Since 2008, Congress has frequently authorized substantial transfers from the Treasury's general fund to keep the HTF solvent and cover the gap between revenue and expenditures.
State transportation funding is money collected and managed by state governments to plan, build, operate, and maintain transportation systems. The Commonwealth Transportation Fund (CTF) is the source of funding for most programs. The CTF includes federal funding as well as state revenue.	In Virginia, state revenue for transportation comes from motor fuels tax, vehicle registration, highway use fees, and other sources.
Regional. Some regions within Virginia have been authorized by the General Assembly to establish regional transportation authorities and generate revenue through regional taxes. The Central Virginia Transportation Authority (CVTA) was created specifically to address the needs of central Virginia (PlanRVA footprint). Organized in August of 2020 following action by the Virginia General Assembly, this regional agency has the power to identify transportation projects and programs and commit funding to their development and construction. CVTA partners with local governments and state agencies to enhance multimodal opportunity, maintain and grow infrastructure, and ensure long-term viability of transportation investments.	The CVTA generates revenue through regional taxes; the majority from a 0.7% regional sales tax, with the remainder coming from a wholesale tax on gasoline and diesel fuel.
Local. Localities can use local funds to wholly or partially fund transportation projects through their Capital Improvement Programs (CIPs).	Funded through local taxes, such as property tax revenues, and revenue from cash proffers.
Other. In some localities, some transportation projects are funded and/or constructed by private developers, such as roads or road improvements identified through the development review process and undertaken by land developers in accordance with proffers, conditions or other development agreements. Another funding approach is the use of private funding through public-private partnership projects (e.g., Pocahontas Parkway) often paid back through user fees.	Land development proffers and conditions; user fees such as tolls.

Long-Range Transportation Planning Process

The process for preparing *Transportation 2050* included eight phases:



2050 LRTP Workflow

1. 2050 Baseline Data Development
2. Scenario Development – Possible Futures
3. Strategic Direction
4. Transportation System Assessment
5. Universe of Projects
6. Project Prioritization/Constrained Plan
7. Plan Evaluation
8. Plan Adoption

Exhibit 3: 2050 Long-Range Transportation Planning Process.

The table below provides information about each of the plan phases, the data considered and analysis used, and where this work is reflected in the plan and technical reports. Engagement with the public and subject matter stakeholders occurred throughout the process and is described below in the Public Engagement section.

Phase	Data and Analysis		Discussed in Plan Chapter or Technical Report:
1. 2050 Data Development	- Growth Assumptions - Regional Demographic and Economic Data	2022-2023	Technical Report A: Socioeconomic Data Report for 2017 Base Year/2050 Forecast Year Used for analysis in the project scoring (prioritization) process, Chapter 6, and plan evaluation, Chapter 7.
2. Scenario Development – Possible Futures	- Baseline and Four Alternative Futures Scenarios - Scenario Tools Development	2023-2024	Technical Report E: Scenario Planning Process Report Used for analysis in the project scoring (prioritization) process, Chapter 6, and plan evaluation, Chapter 7.
3. Strategic Direction	- Regional Vision and Guiding Principles - Planning Goals, Objectives and Strategies	2024-2025	Chapter 4.
4. Transportation System Assessment	- Existing Transportation System Analysis	2024-2025	Chapter 3; Technical Report B: Structural Inventory & Assessment Report 2024; Technical Report C: State of Transportation Report; Technical Report D: Congestion Management Process Report
5. Universe of Projects	- Transportation Issues and Needs - Project Selection Guidelines - Universe of Candidate Projects Development	2025-2026	Chapter 5; Technical Report F: Universe of Projects Development Report.
6. Project Prioritization, Constrained Plan	- Project Prioritization Process and Tools Development - Transportation Revenues and Budget - Fiscal Constraint Guidelines - Funding Scenarios - Constrained Plan - Unfunded Transportation Needs	2025-2026	Chapter 6; Technical Report G: Project Prioritization Methodology; Technical Report H: Assumptions for Travel Demand Modeling; Technical Report I: Constrained Plan Development Report
7. Plan Evaluation	- Systemwide Transportation Performance Evaluation - Future Scenarios Evaluation - Air Quality Conformity	2026	Chapter 7; Technical Report H: Assumptions for Travel Demand Modeling; Technical Report J: Constrained Plan Evaluation Report; Technical Report L: Regional Air Quality Conformity Assessment
8. Plan Adoption	- Draft Plan and Story Map - Policy Board Plan Adoption (September 2026) - Plan Transmittal to FHWA and FTA (October 2026)	2026	Technical Report K: Public Participation and Outreach Summary; Technical Report M: Federal Compliance Report

Exhibit 4: 2050 LRTP Planning Process

Phase 2, Scenario Development, is the first time that exploratory scenario planning has been included as part of RRTPO's LRTP. The cross-disciplinary process used 11 models to analyze a baseline, business-as-usual scenario and four additional, plausible scenarios. Varying assumptions about drivers of change and growth forecasts differentiated the additional scenarios. Input from a committee of subject-matter experts and the public informed the scenario assumptions for drivers of change, including housing preferences and demand, flooding and other natural hazards, economic growth, and technological change. Results from the scenario analysis are summarized on an indices dashboard, allowing for comparison of performance measures and strengths and weaknesses of each scenario. A project dashboard summarizes how results for each scenario differ from the baseline scenario across eight quality-of-life indicators. See *Technical Report E: Scenario Planning Process* for additional information.



Exhibit 6: Pathways to the Future Growth Comparison

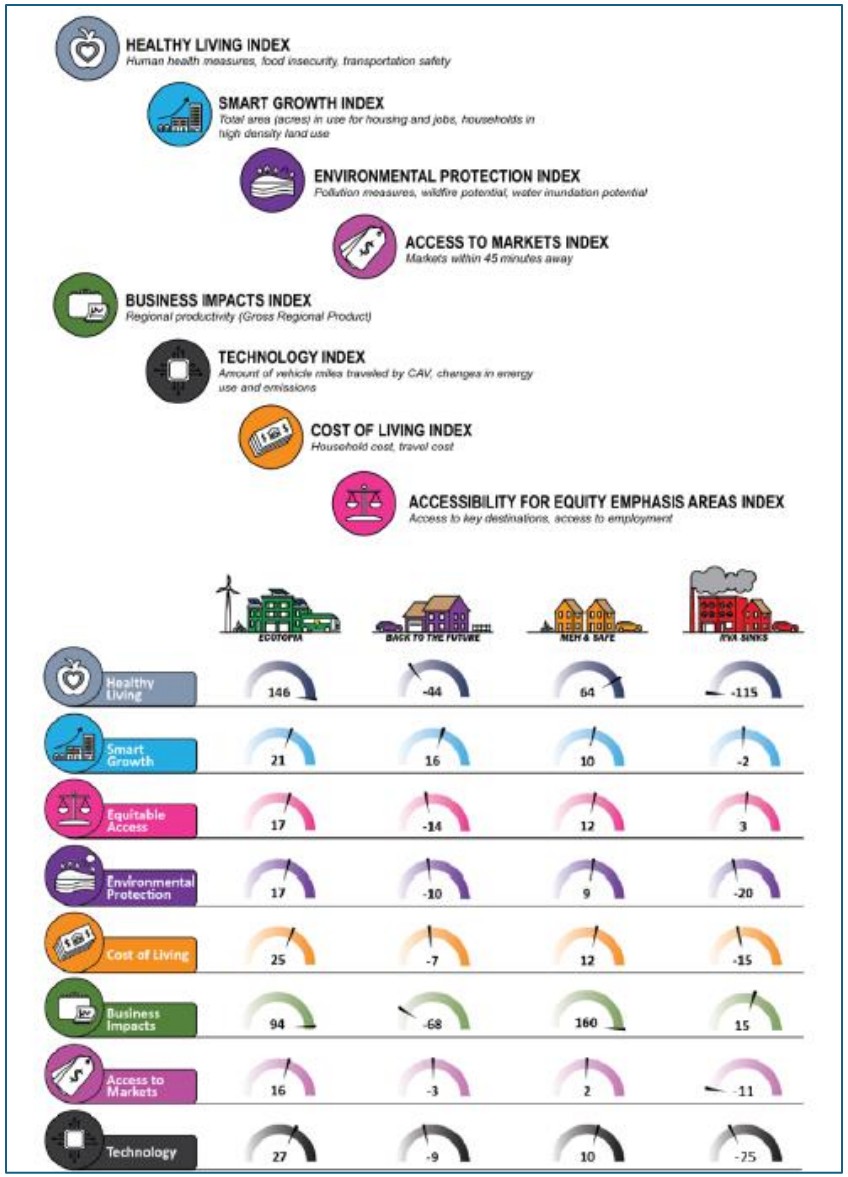


Exhibit 5: Scenario Planning Performance Indices and Dashboard

Public Engagement

Public and subject matter stakeholder engagement occurred throughout the eight phases of LRTP development.

In Phase 1, development of socioeconomic data (e.g., population and jobs forecasts) which underpinned the LRTP as described in *Technical Report A: Socioeconomic Data Report for the 2017 Base Year and 2050 Forecast Year,* was guided by the RRTPO Socioeconomic Data Workgroup, which included state, regional, local, and special interest representatives.

In Phase 2, the Scenario Planning development process included engagement of the public and subject matter stakeholders in the formation of the Scenario Planning Advisory Committee, surveys seeking input on potential drivers of future change and on scenario modeling results, and participatory in-person charettes.

Throughout the remaining phases, the LRTP Advisory Working Group (AWG) met from 2024-2026 and included state, regional, local, and special interest representatives as subject matter experts. The AWG guided development of all plan components, meeting fifteen times over the course of the process. In addition, the standing RRTPO committee: Community Transportation Advisory Committee (CTAC), provided strategic input and sharing throughout the process.

Public Involvement Requirements

Federal requirements for the public involvement process related to the transportation planning process were identified in 23 CFR 450.316 and 23 CFR 450.322. Per these regulations, MPOs are required to document a participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the planning process.

The following criteria should be met regarding public involvement opportunities:

- Providing adequate notice of public participation activities
- Providing timely notice and responsible access to information pertaining to transportation issues and processes
- Using visualization techniques
- Making public information available and electronically accessible
- Holding public meetings at convenient and accessible times and locations
- Demonstrating explicit consideration of response to public input received

Engagement with the public occurred throughout 2024-2026. A focus for *Transportation 2050* was to return to update and re-engage with consistent groups at three designated points in the process to build relationships and share how feedback was incorporated throughout. Engagements were scheduled in coordination with open input times to gather feedback right then and/or encourage participation via the online input tools.

PlanRVA went to where the community was wherever possible, by attending events and engaging directly with identified community groups throughout all nine localities and Tribes.





The LRTP public engagement process was carried out in accordance with the *LRTP 2050 Public Engagement Strategy* (**box at right**) and RRTPO's overall Public Engagement Plan (both found in *Technical Report K: Public Participation and Outreach Summary*).

Input was gathered for:

- Vision/Needs/Wants (including Issues Mapper)
- Goals and Objectives
- Investment Scenario Packages
- Final Draft Review

A dedicated engagement page: "Transportation 2050 (LRTP)" (https://engage.planrva.org/LRTP) was created using our Engagement Platform: engage.planrva.org. The "Transportation 2050 (LRTP)" page was the place for the public to engage with project surveys, input tools, and information on the background, timeline, FAQ, and relevant documents. The page can be translated into the ten most-used languages in the region. To assist partners and the community in sharing information, the page included toolkits with social media-formatted text and images in English and Spanish. Information was shared via the PlanRVA channels: website, three social media platforms, and newsletters.

Overall, RRTPO received thousands of comments, ideas, and input about the region's transportation needs, investment priorities, and opportunities for improving the transportation system (see *Technical Report K: Public Participation and Outreach Summary* for a detailed breakdown).



Three major engagement periods were centered around:

A) Transportation Vision/Needs/Wants and Issue Mapper
A short survey asked the public to rate the importance of tradeoffs in planning (e.g. maintenance, interconnectivity), feelings of safety, what they want us to know about getting around the region, what they'd like to change, and how we can build trust.

The Issue Mapper interactive tool invited the public to identify successful transportation projects, where need was, how to categorize them (safety, congestion, etc.), and to visualize how we move regionally.

B) Investment Scenario Packages
Projects were grouped into four investment scenario packages. The public was asked to rate each, choose a preferred option, and understand cost, mode share, and location of potential projects.

C) Review of Draft Plan
The public was invited to view and give final comments on the draft of the plan. This large document was broken into more digestible highlights on our engage page, where one could view guiding principles and goals, objectives; view a map and lists of the projects sorted by locality and mode; understand how their feedback shaped the plan; and learn about environmental justice and Title VI implications and how scenario planning was used.

A) How Was Feedback Used?

Built buy-in for the process with opportunity to educate on importance of input. Informed issues and needs analysis and development of the Universe of Projects (See Chapter 5).

B) How Was Feedback Used?

Influenced project prioritization and development of the final list. Identified gaps in our explanation of mode breakdown.

C) How Was Feedback Used?

Provided understanding of public perspective to decision-makers approving the Plan. Informed future plan engagement strategy.

Pathways to the Future
TRANSPORTATION

Chapter Three

Existing Transportation Network and Regional Conditions

Long Range Transportation Plan 2050



Richmond Regional Transportation Planning Organization
POWERED BY PlanRVA

Chapter 3 – Transportation Network and Regional Conditions

The region's transportation network is an essential system for movement, enabling access to work, services, social, recreational opportunities, and allowing movement of goods critical to the region's economy. Roadways serve individual passenger and freight vehicles but also serve other transportation modes including the region's fixed-route and on-demand transit services, and many of the region's sidewalks, bike lanes, and other active transportation facilities. Rail lines and airport and port facilities are also integrated components of the region's transportation network.

This chapter describes these components of the region's existing transportation network, how elements of our current system perform (e.g., congestion levels), and some of the types of planning that lay the foundation for future improvements across the transportation modes.

This chapter also describes the regional context for our transportation network, reflecting on the many topics that impact, and are impacted by, transportation. More details can be found in *Technical Report C: State of Transportation Report*, and the State of Transportation StoryMap.

Transportation Network At-A-Glance

- 1 Major Airport
- 400 Miles of Railway
- 4 Railway Stations
- 1 Major Transit Provider - GRTC
  - 1,700 Stops
  - 690 Miles of Routes
  - 95 Square Miles of LINK zones
- 9 Park and Ride Lots
- 1,630 Miles of Sidewalk
- 192 Miles of bike infrastructure
- 864 Miles of roadway in the LRTP Network
- 870 Bridges
- 640 Culverts

Numbers are approximate.

Chapter 4 lists the plan's Vision, Guiding Principles, and its Goals, Objectives and Strategies. Boxes throughout this chapter highlight connections between the information in this chapter and our transportation system Goals.

Highways

The region has an extensive network of highways and major roads. These roadways serve a variety of roles, from streets within neighborhoods that provide a high level of access to adjacent uses, to interstate highways that quickly move high volumes of vehicles across the region. These various roadway types are organized in a Functional Classification system that includes "local," "collector," and "arterial" roadways based on their levels of access, mobility (ability to move freely and easily between locations) and traffic volume.

Transportation 2050 focuses on a subset of roadways whose Functional Classification indicates that they are major roadways with significance for the regional transportation network, including arterial roads classified as interstates and freeways. These major roadways make up the "LRTP Road Network, as shown in Exhibit 7 and further described in Chapter 6.

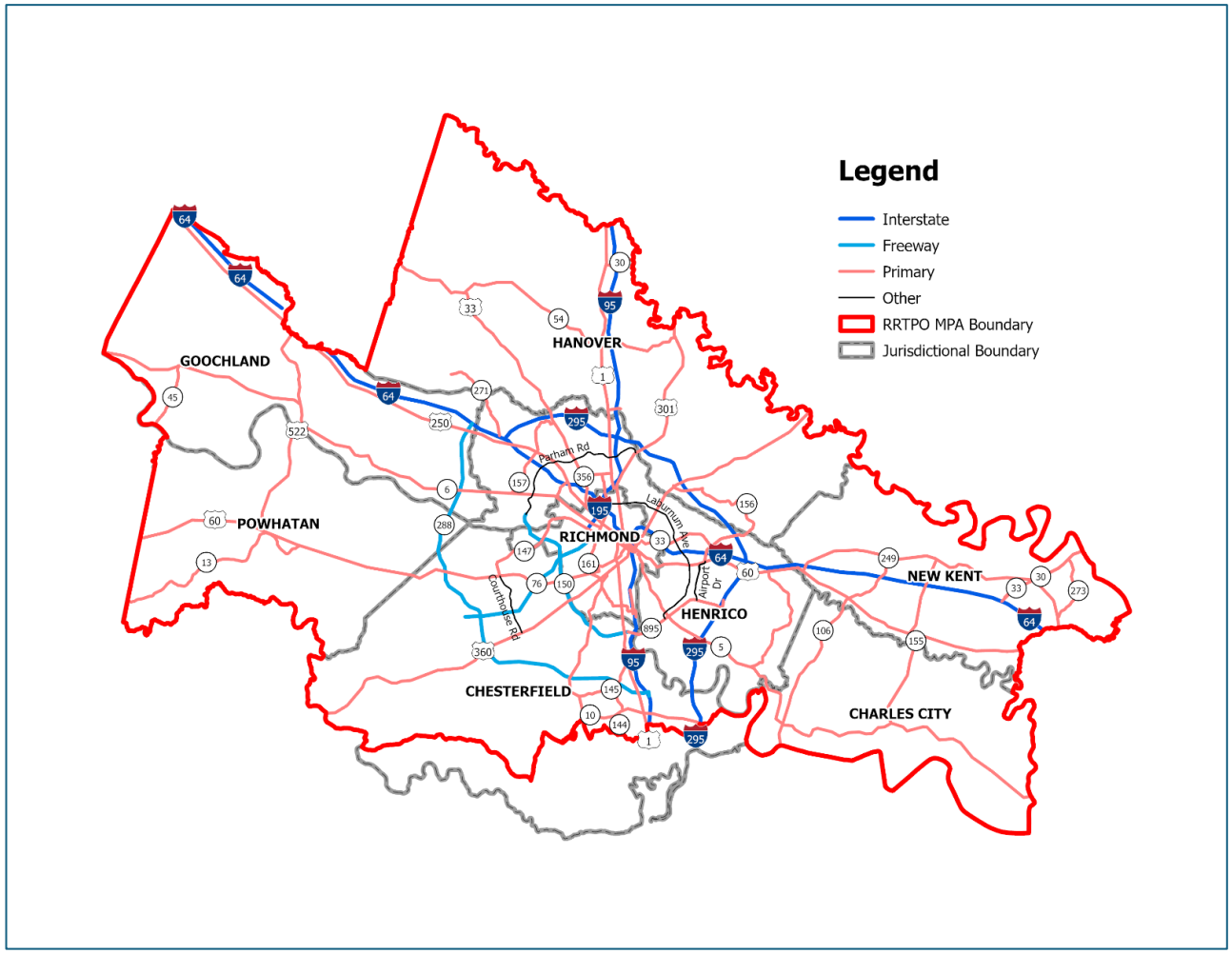


Exhibit 7: Major Roadways in the Richmond Region

Reliability and Predictability

GOAL C: RELIABILITY ADDRESSES CONSISTENT AND PREDICTABLE TRAVEL.

The ability to consistently access jobs and destinations directly relates to travel reliability on the region's roads. For this reason, monitoring traffic congestion is an important part of transportation planning. One of the primary ways RRTPO identifies, monitors and reduces roadway congestion on a subset of the region's key roadways is through the Congestion Management Process (CMP). The CMP, found in *Technical Report D: Congestion Management Process*, uses available traffic volumes, travel times, and performance metrics such as the Planning Time Index (PTI) and Level of Travel Time Reliability (LOTTR) to highlight major areas of congestion.

Overall, the CMP report's data suggests that travel times are generally reliable and efficient in both the morning and afternoon, with most indicators reflecting stable conditions. While there are instances of increased travel times and congestion, particularly in the afternoon, most vehicles are moving at efficient speeds. The analysis highlights a well-functioning transportation network, albeit with some variability that may require additional planning. While the roadway network generally provides a high level of reliability, the CMP report includes a ranking and map of the most congested areas in the region (Exhibit 8).

Ranking	Road Segments
1	I-64 from exit 76B to entrance ramp near Arthur Ashe Blvd and Robinson St
2	I-64 from exit 186 to the alternate side exit 79
3	S Belvidere St between W Canal St and E Byrd St
4	E Parham Rd and Chamberlayne Rd
5	I-64 between N Belvidere St and exit 78
6	S 14th St between E Cary St and E Main St
7	Staples Mill and W Broad St
8	N Belvidere St between W Broad St and Downtown Expressway
9	Pocahontas Trail and New Kent Highway
10	I-64 between I-95 to Mechanicsville Turnpike

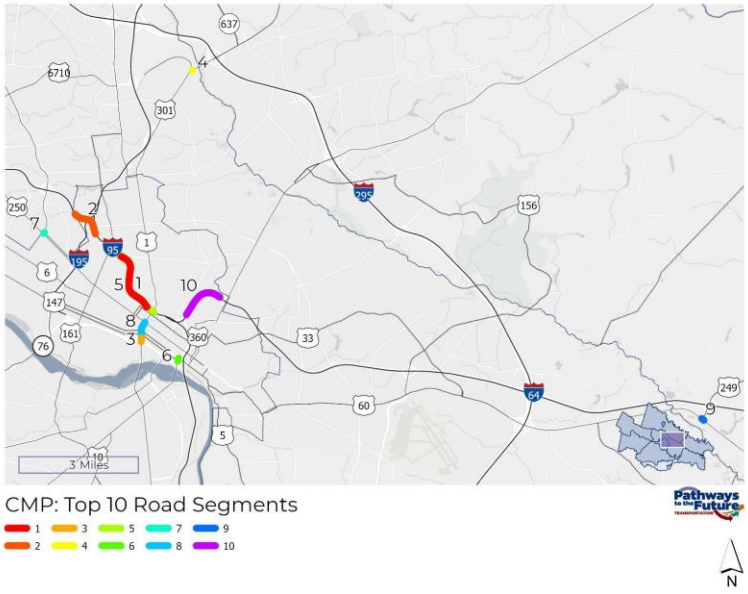


Exhibit 8: Top 10 Congested Roadway Segments in the Richmond Region

Safety

GOAL A: SAFETY ADDRESSES TRANSPORTATION SYSTEM SAFETY CONSIDERATIONS.

The safety of everyone traveling on the roadway network is critical, regardless of travel mode. The latest data shows that one person dies every three days on our roadways, and that two to three people are seriously injured each day on our roads. Between 2019 and 2023, 871 people were severely injured in traffic crashes each year, suffering from such conditions as severe burns, broken bones, and paralysis, which can have life-long consequences even after the injuries are no longer visible. Of the people killed or seriously injured each year, 109, or 11%, are killed or injured while biking, walking, or rolling.

Using data from 2016 to 2020, a set of roads has been identified as the High-Injury Network (HIN)—roads that account for an outsized share of the serious crashes. These roads make up just 8.2% of the total network but are responsible for 62.9% of crashes that kill or and serious injure someone. Exhibit 9 shows the HIN in yellow and the location of fatal crashes in the region.

Despite recent efforts, the number of people killed on our roads continues to climb. Over the past decade, the average number of people killed each year has increased by 43%, climbing from a low of 81 people a year in 2016 to the current rate of 116 each year. While serious injuries have slightly declined and the number of people injured or killed while outside of a vehicle has generally stayed flat, these trends have seen reversals in recent years. Overall, the region's progress toward zero traffic deaths and serious injuries has slowed significantly over the past decade, consistent with overall national trends.

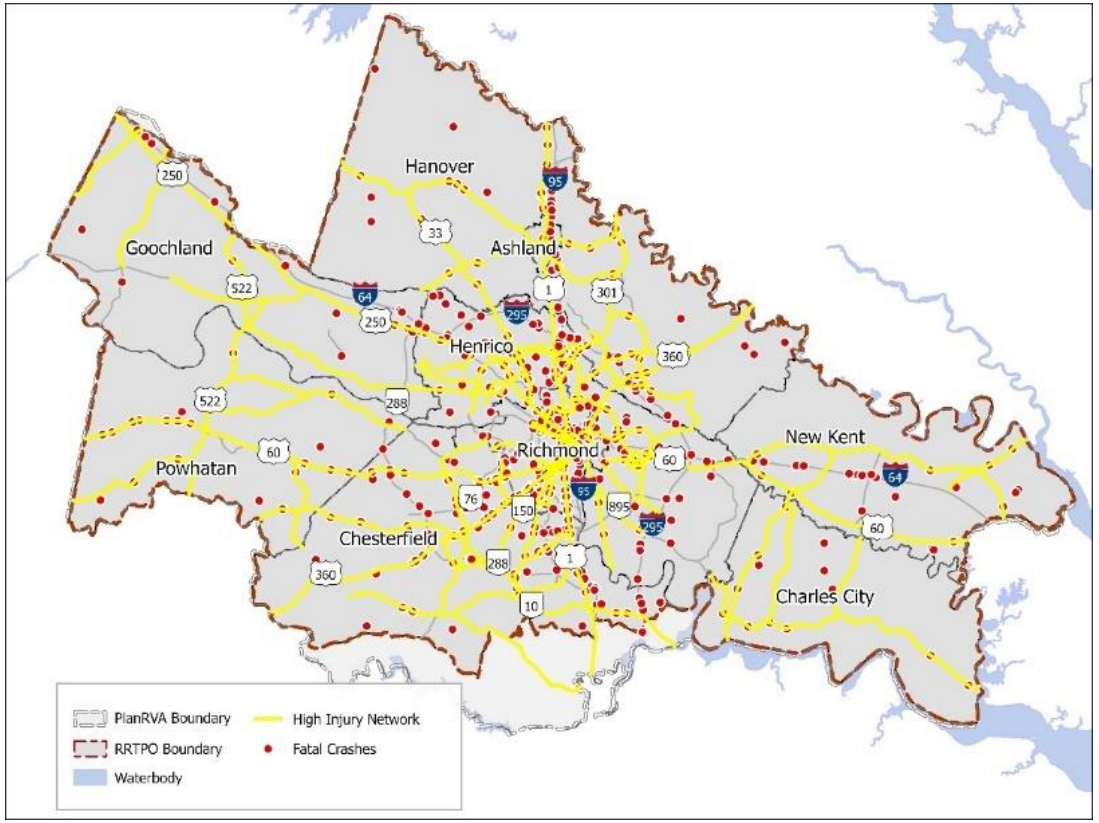


Exhibit 9 : High Injury Network and Fatal Crashes

Condition

Proper maintenance of the region's roadways is fundamental to achieving safe and reliable travel. For a majority of the RRTPO, including New Kent, Powhatan, Hanover, Goochland, and portions of Chesterfield within the TPO, VDOT maintains the roadways. For The City of Richmond, The Town of Ashland, and Henrico, the localities maintain their own roadways. Additional toll roads are maintained by other public and private entities.

GOAL C: RELIABILITY ADDRESSES THE CONDITION OF REGIONAL PAVEMENT AND STRUCTURES.

Roadway Pavement

Of the 12,587 RRTPO pavement segments reported on by VDOT a majority, 54%, are within the Excellent, Good and Fair categories and determined to be "Sufficient." The remaining 46% of segments are categorized as Poor and Very Poor and considered "deficient." The pavement conditions data provided for the 10,749 segments maintained by the City of Richmond shows many segments, 81%, in the Good, Satisfactory, and Fair conditions. The remaining 19% are considered Poor, Very Poor, or Failed. Pavement condition data was not available for Henrico during the LRTP update timeframe.

Bridges, culverts and tunnels

In part due to the region's many rivers and waterways, the RRTPO footprint is dotted with "structures" such as bridges, culverts, and tunnels. Most of these structures are part of the roadway network, though there are some associated with other modes, such as rail. Recent data for the region shows a total of 1,509 structures, 870 bridges and 639 culverts, with an average age of 46 years old. Of those, there are 50 Bridges, and 16 culverts rated "poor" that account for 4.3% of structures in the RRTPO. Structures that are given a "poor" rating mean that there are elements of the structure that need to be repaired or monitored further. The fact that a bridge is given a "poor" rating, does not mean it is unsafe, and it does not imply that the bridge is likely to collapse. In 2024, VDOT designated created "cusp" as an additional condition categorization. Structures that fall into the "cusp" category are ranked just above "poor" and are given this designation as they are on the cusp of being poor and should therefore be monitored more closely and repairs begun. 32.4% of structures in the Richmond Region are considered "cusp" structures, and the remaining 63% of structures in the Richmond Region are in the "fair" and "good" categories. A more in-depth look at the condition of structures is included in the *Technical Report B: Richmond Regional Structural Inventory & Assessment Report*.

Transit and Passenger Rail

The Richmond region offers a transit system that integrates various modes of transportation, including bus rapid transit, local fixed-route bus, intercity buses, rail services, and multimodal support through park-and-ride facilities. These elements work together to reduce traffic congestion, improve accessibility, and promote sustainable mobility across the region.

Regional Transit Service

The Greater Richmond Transit Company (GRTC) is the primary transit provider operating in the Richmond region. GRTC operates multiple services tailored to meet the transportation needs of the region:

Bus Rapid Transit (BRT): The Pulse BRT offers high-frequency east-west service primarily along Broad and Main Streets, connecting Rocketts Landing to Willow Lawn through downtown Richmond. Features such as dedicated lanes, transit signal priority, and enhanced stations make this an efficient transit option for residents and visitors.

Local Fixed-Route Buses: GRTC provides coverage with routes that link neighborhoods, shopping areas, employment hubs, and healthcare facilities primarily within Richmond, Henrico, and Chesterfield. Goochland also has limited access to the fixed-route network.

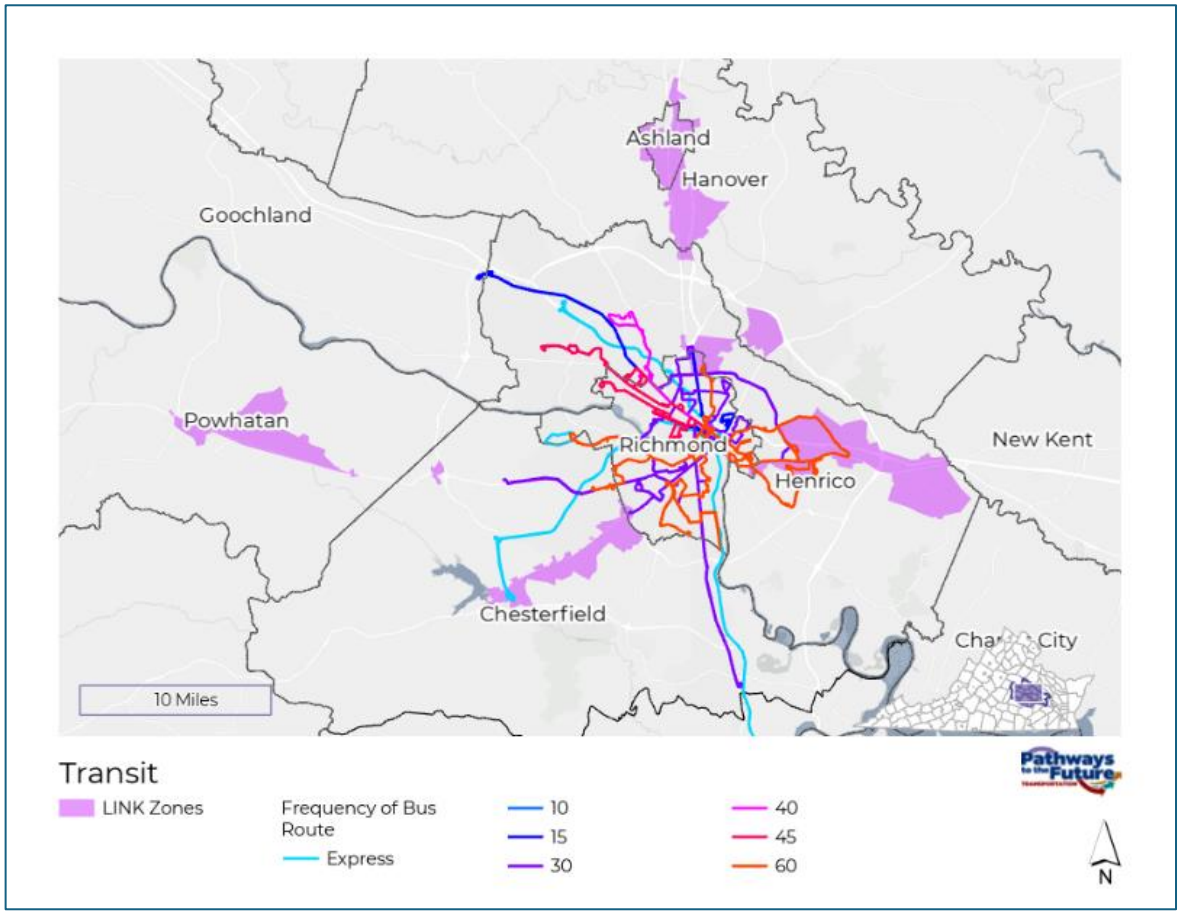


Exhibit 10: Regional Transit System

Express Buses: These peak-hour services connect suburban areas, including park-and-ride locations, to downtown Richmond and other employment centers, providing faster commutes by minimizing stops. An express route also links Richmond to Petersburg with four departures every weekday.

LINK Microtransit Zones: The app-based LINK service operates in select areas, offering flexible, on-demand rides. This service complements the fixed-route network by covering low-density regions and addressing first-mile/last-mile gaps.

Paratransit Services. Community Assisted Ride Enterprise (CARE) is an ADA-compliant paratransit service that ensures individuals with disabilities have access to curb-to-curb transportation. The service covers Richmond and parts of Henrico and Chesterfield counties, offering essential mobility to destinations such as hospitals, retail centers, and workplaces.

Airport Connection. GRTC provides three types of free service to RIC, including high-frequency bus service, LINK service (in certain zones), and Uber vouchers.

Other parts of the GRTC and GRTC operations include bus stops, vehicles, and facilities such as the current temporary transfer station. Additionally, the planned permanent hub to be located at 500 N. 10th Street will serve as a central nexus for bus routes and further stimulate downtown economic growth.

In addition to GRTC, other transportation services in the region include Bay Transit, Goochland Cares, and Hanover Dash, as further detailed in the 2025 Rural Transportation Analysis Report.

GRTC Service

GRTC has ramped up its regional transit improvements by not only increasing service frequency but also expanding its network to better connect communities across the Richmond region. Two major projects currently underway:

The westward extension of the existing Pulse BRT line will push the current route from Willow Lawn Drive to Parham Road. The project will improve frequency and integration with the existing system and incorporate a small park-and-ride facility to serve growing demand in Henrico County.

The new north–south BRT line will start at Azalea Avenue and Brook Road in Henrico County, continue through a series of key thoroughfares, and terminate at Stonebridge Plaza in Chesterfield County. By creating this new north–south link, GRTC intends to provide a rapid, high-capacity service that not only cuts travel times but also enhances access to jobs, education, and community services. This project is designed to integrate with existing routes and to support equitable transit access across the region.

Intercity Bus Services

Richmond is a hub for several intercity bus operators, providing direct connections to destinations across the region and beyond:

- **Virginia Breeze**: This state-supported intercity bus service offers multiple routes through Virginia, including connections from Richmond to Blacksburg and Northern Virginia, expanding affordable travel options throughout the state. The Tidewater Current is a new service that connects Harrisonburg to Virginia Beach through Richmond.
- **Megabus**: Connects Richmond with Washington, D.C., New York City, and several Virginia cities, including Danville, Farmville, Martinsville, and South Boston.
- **FlixBus**: Offers direct routes from Richmond to major cities along the eastern seaboard, including D.C., Norfolk, Raleigh, Charlotte, Philadelphia, and New York. **Wanda Coach**: Provides regional connections with direct routes from Richmond to cities along the I-95 corridor.

These services operate from central locations in Richmond, often integrating with GRTC's local transit network to provide seamless transfers.

BOTH GOAL B: SUSTAINABILITY AND C: RELIABILITY RELATE TO DESIRED FUTURE TRANSIT OUTCOMES.

Official park-and-ride locations include:

- Bottoms Bridge
- Cogbill/Hopkins/Chippenham
- Gaskins Road*
- Glenside Drive – Dumbarton*
- Hickory Haven
- Mechanicsville
- New Kent County Public Works
- Oilville
- Parham Road*
- Rt. 360 at Career/Tech Center

Unofficial lots include:

- Bon Air Baptist Church*
- Commonwealth 20*
- Huguenot United Methodist Church
- White Oak Village*

* Currently served by GRTC or Rideshare

Park-and-Ride Lots and Car/Vanpools

Park-and-ride lots play a vital role in facilitating multimodal commuting by enabling residents to park their personal vehicles and transfer to public transit, carpools, or vanpools. GRTC offers Park-N-Ride lots that are served by several routes, including Express service to the downtown Business District. Carpool and Vanpool services are primarily coordinated through RideFinders, which further expands mobility options for residents who do not have access to direct transit. As of December 2024, there were 75+ vans arriving and departing from the Richmond Region with an additional nine vans comprising the Commuter Connections/OmniRide's program. Vanpool destinations include Washington D.C./Northern Virginia, Blackstone, Prince George County, and Hampton Roads.

Passenger Rail

The Richmond Region rail network provides critical links for efficient, low-cost, environmentally friendly movement of people and goods throughout the state and beyond. The region is served by both of Virginia's Class I railroads, CSX and Norfolk Southern, and limited short line railroads. The region is a key connection between the Southeast High-Speed Rail (SEHSR) corridor, which runs from Washington D.C. to Atlanta, and the Northeast Corridor (NEC), which connects north to Boston, New York, and Philadelphia. Amtrak offers several routes through Richmond, including the Northeast Regional, Carolinian, Palmetto, Silver Meteor, Silver Star and Floridian. The Department of Rail and Public Transportation (DRPT) and the Virginia Passenger Rail Authority (VPRA) are key agencies in Virginia that plan and implement improvements to the state and regional rail system. Among other projects, planned improvements to several of the region's rail stations and to the Richmond Layover Facility at Fulton Yard will improve passenger service in the region in coming years.

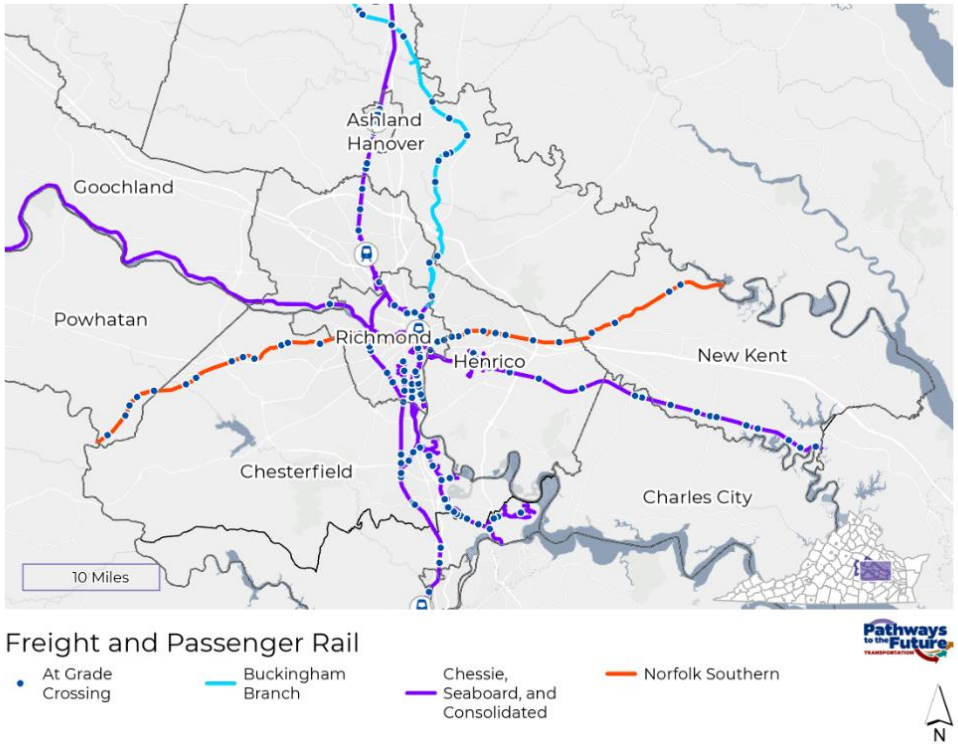


Exhibit 11: Freight and Passenger Rail

Richmond Region Passenger Rail Stations

Staples Mill Station: Staples Mill is the busiest station by ridership in the Southeast. 2024 Ridership: 461,204.

Main Street Station: Located downtown, this station offers convenient access to the city center. 2024 Ridership: 128,341.

Ashland Station: Serves Downtown Ashland. 2024 Ridership: 39,109.

Ettrick/Petersburg Station: This station in southern Chesterfield also serves Petersburg and Colonial Heights. 2024 Ridership: 55,835.

Active Transportation

Active transportation is described as human-powered mobility, such as biking or walking and requires a dedicated multimodal network to ensure people can travel safely and efficiently.

GOAL A: SAFETY, GOAL B: SUSTAINABILITY, AND C: RELIABILITY ALL INCLUDE ACTIVE TRANSPORTATION OBJECTIVES.

Multiple types of facilities can accommodate bike and pedestrian travel. PlanRVA's BikePedRVA 2045 Bicycle and Pedestrian Plan details the definitions of bicycle infrastructure throughout the region, including: bike lanes, shared use paths, cycle tracks (also called protected bike lanes), and mixed traffic facilities. These types of bike infrastructure differ in how they are integrated into the roadway or landscape. There are almost 190 miles of bicycle infrastructure in the region, with significant increases in the milage of facilities over the past five years (Exhibit 12).

There are many types of projects that can add to the active transportation network and/or make the network safer for users. In keeping with VDOT frameworks and locality plans and policies, many localities use Complete Streets approaches to incorporate active transportation as part of new infrastructure or projects such as road widening. In addition, some localities have used roadway reconfiguration, or "road diets," which generally involve removing one or more travel lanes from a roadway and utilizing the space for other uses or travel modes, to expand the milage of active transportation facilities. Projects such adding refuge islands or ramps can improve user safety.

The BikePedRVA 2045 Bicycle and Pedestrian Plan draws upon locality Comprehensive Plans, Recreation Master Plans and other local and regional planning documents to plan for a growing active transportation network. This plan includes a set of "spine" and "spur" trails; the spine trails are the north-south and east-west routes that anchor the network, and the spur trails connect activity centers and spines within the region. The Virginia Capital Trail, a 52-mile multiuse path connecting Richmond and Jamestown, opened in October 2015, and represents the beginning of the east-west spine. The Fall Line Trail will serve as the north-south spine, connecting the Town of Ashland to Petersburg along a 43-mile corridor generally following U.S. Route 1. The spines and spurs trails are now also coordinated with a network of existing greenway trails and opportunity greenway alignments shown in the Regional Natural Resources Plan. BikePedRVA 2045 also has a set of guiding principles, which include making last-mile transit access a priority, focusing on multimodal safety, and connecting historically disregarded communities to employment and services.

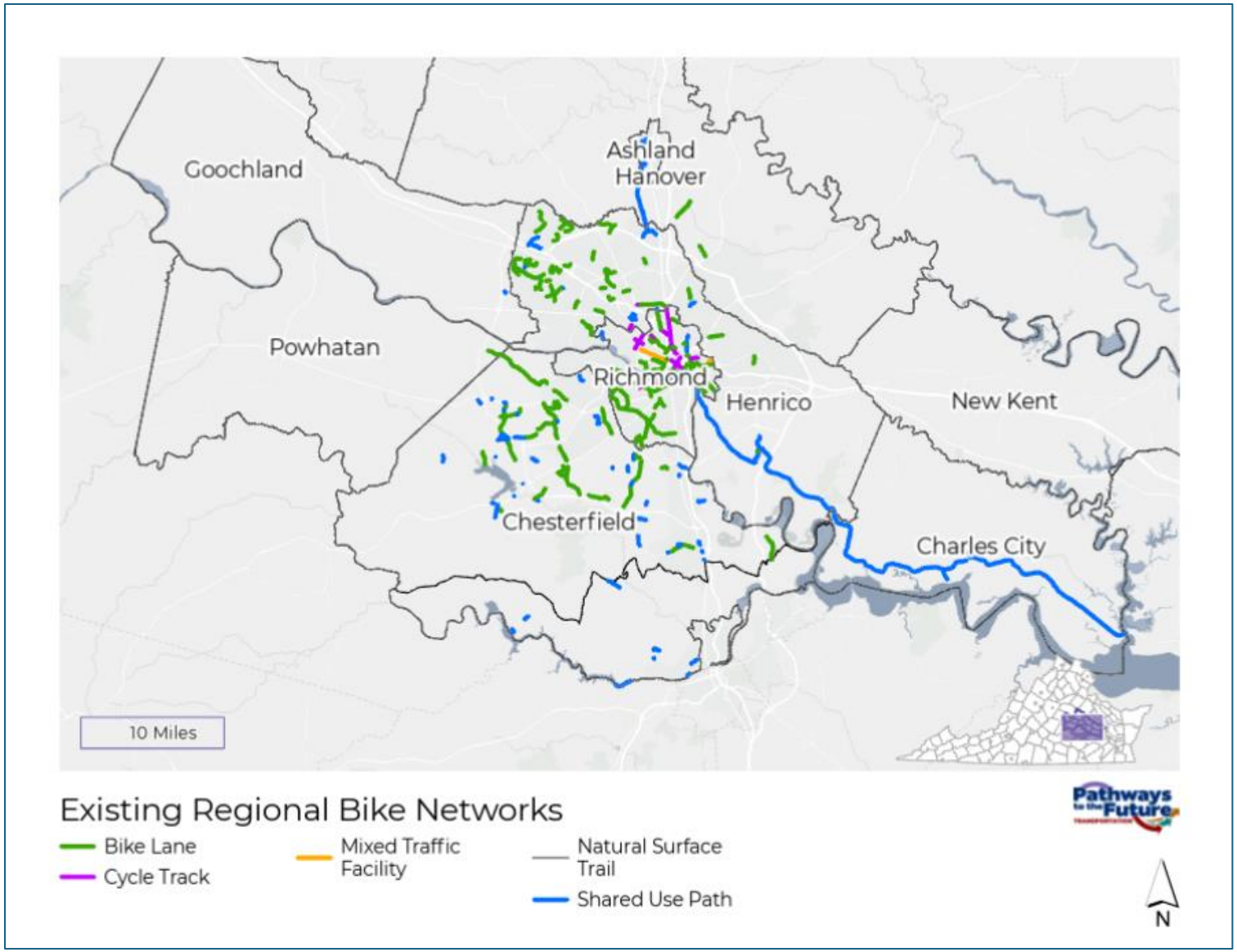


Exhibit 12: Existing Regional Bike Network

Freight and Intermodal

The Richmond region boasts a robust freight infrastructure, integrating warehouses, freight rail, airports, and marine terminals to facilitate efficient goods movement. Collectively, these facilities and services position the Richmond region as a strategic hub for freight transportation, offering comprehensive solutions that support both domestic and international trade.

GOAL B: SUSTAINABILITY INCLUDES FREIGHT AND INTERMODAL, RECOGNIZING THE ROLE OF PLANNING FOR FREIGHT MOVEMENT IN A CLEANER TRANSPORTATION SYSTEM FOR THE FUTURE. MEETING THE OTHER THREE GOALS WILL ALSO INVOLVE PLANNING AND IMPROVEMENTS THAT ACCOUNT FOR, AND WILL BENEFIT, FREIGHT AND INTERMODAL.

Trucking

Whether measured by weight or value, most freight in the region travels by truck. Truck traffic is concentrated on certain roadways in the region, which are designated components of the National Highway Freight Network (NHFN), a vital part of the country's transportation infrastructure designed to improve the efficiency, reliability, and safety of freight movement. The NHFN in the region includes I-95, I-295, and I-64 which all act as critical freight gateways. Interstate 95 carries much of the region's share of truck traffic. On average, approximately 18,000 trucks travel on interstate 95 with daily truck traffic volumes reaching as high as over 21,000 in specific road segments in 2023. A wide variety of commodities are shipped by truck to and from the region, with some of the highest volumes and most valuable products including nonmetal mineral products, gravel, logs and wood products, tobacco products, electronics, machinery, rubber/plastic, and motorized vehicles.

Rail

The freight rail system is integral to the region's logistics network, with major railroads providing extensive service to and from the area. The Richmond area has been served by multiple railroads for nearly 200 years. Railroads are designated as Class I, II, or III according to their annual revenue. There are three rail entities that own and maintain tracks in the region: Class I CSX Corporation (CSX) and Norfolk Southern Corporation, and Class III Buckingham Branch Railroad. Together, the region's freight rail system accounts for approximately 300 miles of track. Two main rail hubs in the Richmond Region are maintained by CSX: Acca Yard and Fulton Yard. Acca Yard is the primary facility, located at the junction of the two north-south CSX mainlines. Acca Yard has about 20 tracks and provides various freight services for north-south and east-west lines, such as crew switching, staging, bulk transfer, and rail car maintenance. Fulton

Yard has surplus freight storage capacity. The 13-track yard is primarily used for staging and train switching but also has capacity for bulk transfer and industrial switching.
The region's freight rail lines transport approximately seven percent (7%) of the tonnage and two percent (2%) of total value that passes to, from, and within the Richmond Region. Coal, basic chemicals (such as biofuels, edible and base oils), waste/scrap, and cereal grains were the top commodities entering the Region via rail in 2023 by tonnage. The Department of Rail and Public Transit's Rail Industrial Access Program help local businesses improve their connection to both regional and national freight networks. This is particularly important for industries in the area, such as agriculture, manufacturing, and distribution, which rely on rail to transport bulk materials efficiently. In addition to continuing maintenance of the existing railroad bed and supporting structures such as bridges, there are several railway corridors and other rail facility needs that have been identified in the region. Virginia is implementing a series of rail infrastructure improvement projects between Richmond and Washington, DC, to expand and enhance passenger rail and freight operations in Virginia. Additionally, a new Richmond Layover Facility is needed to support existing and future passenger rail service, eliminate non-service trips to Staples Mill Station, and reduce rail congestion and encounters with freight operations.

Continued safety improvements are another need, particularly in relation to the interaction of rail and other transportation modes. In 2022, the Virginia Department of Transportation, in conjunction with the Virginia Department of Rail and Public Transit, published the Virginia Grade Crossing Action Plan which seeks to provide strategies and actions that will improve rail service, with a particular focus on rail-highway grade crossings. The Richmond Region has an estimated 179 at-grade rail crossings, and these locations can be dangerous for both highway and rail users. The region saw forty-seven highway rail incidents between 2018 and 2023, with most being in Richmond (seventeen) and Chesterfield County (thirteen).



Port

Richmond Marine Terminal (RMT), operated by the Port of Virginia (POV), serves as a pivotal multi-modal freight and distribution hub on the James River, connecting waterborne, rail, and truck shippers throughout the mid-Atlantic states. Adjacent to I-95, this 121-acre port features direct rail access, container-on-barge service to Hampton Roads, and 300,000 square feet of on-site warehouse space, with additional facilities in the surrounding commercial areas. Through the Port of Virginia, RMT has direct access to over 80 ports, a 24-hour drop-off facility for trucks, and distribution and warehouse facilities. Intermodal access to RMT includes barge, roadway, and rail. RMT's barge service also benefits the region by providing a maritime alternative to I-64 for transporting goods via the James River, thus significantly cutting down on trucking imports bound for regional distribution. In 2023, the barge service kept 33,500 trucks off the road — saving 3.4M truck miles on Virginia's highways, with sixty percent less carbon emissions compared to moving freight by truck. The Port of Virginia's Gateway Investment Program outlines major capital improvements, with a $1.4 billion investment aimed at expanding and modernizing its facilities. The 2019 Commerce Road Corridor Study contains recommendations to enhance safety and improve access to the Port and the surrounding area and has led to several improvement projects and further targeted studies.

Air Travel

Richmond International Airport (RIC) is the region's largest airport, providing scheduled commercial airline service and major air cargo operations. Approximately 2.4 million passengers boarded flights at RIC in 2023, making it a key part of the region's transportation system and playing a major economic role enabling travel to and from the region for both business and recreation. RIC is accessible by personal vehicle, taxi and rideshare services, and from some parts of the region, via GRTC high frequency bus. In addition to its passenger traffic, (RIC) is a significant air cargo facility, handling over 115 million pounds of cargo annually. RIC's cargo facilities encompass 750,000 square feet of cargo apron and 142,000 square feet of air cargo warehouse space with direct apron access. Its central Mid-Atlantic location enables goods shipped from the metropolitan Richmond area to reach 50% of the U.S. population within 24 hours, enhancing manufacturing efficiency and reducing costs for area companies. Intermodal access to RIC includes roadway and rail. In the last twenty years, significant investments in roadway infrastructure, including Pocahontas Parkway and the Richmond Airport Connector, have improved access to RIC for both travelers and freight. In addition, a Class I freight railroad abuts the airport. This rail and right-of-way,

owned and operated by CSX Transportation, are located along the southern airport boundary. The Richmond Region is also served by Chesterfield County Airport, Hanover County Municipal Airport, and New Kent County Airport.

Regional Context

Population and Demographics

Approximately 1.1 million people of many backgrounds, ages, and abilities live in a region spanning roughly 2,165 square miles across nine jurisdictions. The region's population has grown substantially over recent decades from 547,542 to 1,120,304 people, or by about 105%. In line with trends across the state, the rate of growth has slowed over the last decade. The counties of Henrico and Chesterfield have grown the most in absolute terms, while the percent increases in growth on the edges of the Region have been significant. Richmond's population declined from the 1970's through 2000, but between 2000 and 2010 increased, a trend that accelerated between 2010 and 2020. State and regional agencies project continued population growth between now and 2050, although the rate of growth is projected to continue to be lower than in past decades. The region is projected to add about 30% more people during this time, climbing above 1,400,000.

Some segments of our population need particular consideration when planning for our current and future transportation system, such as the population groups listed below.

Population Group	Regional Percentage (2022)
Limited English Proficiency	2.63%
Foreign Born	8.98%
Minority	43.16%
Low Income	9.48%
Individuals with Disabilities	12.51%
Zero Car Households	6.80%
Elderly	13.90%
Female Headed Households	13.68%
Cost Burdened Households	13.73%

Exhibit 13: Regional Demographic Data: Vulnerable Populations

Land use and transportation decisions impact travel distances, travel mode choice, and shape the accessibility of employment, goods, and services. Land use and transportation decisions also have significant effects on the environment, public health, community character, and economic vitality. All of the elements in this Regional Context section relate to each of the plan's Goals (Safety, Sustainability, Reliability and Resilience).

Households and Housing

Between 2017 and 2022, the region's housing stock has grown by about 20,000 units, increasing from about 450,000 units in 2017 to about 470,470 units in 2022. As the region continues to add people, the resulting increase in housing demand will drive residential and household growth through 2050, when about 614,000 units are projected. According to the ACS 5-Year 2020-2024, two-person households are the most prevalent type of household in the region (30%), followed by households with four or more people (27%), and one-person households (26%). Seventy percent of the region's housing units are single-family (51% detached, 20% attached), and 30% are multifamily. About 60% of the larger region (which includes the Tri-Cities) are homeowners, with New Kent and Powhatan having the highest percentages. Significantly larger proportions of Richmond and Henrico residents are renters than residents in the rest of the region.

Housing and transportation costs typically make up the largest portions of the cost of living for Americans. Increased housing prices in the region in recent years have negatively affected the ability of existing residents to afford housing, particularly lower income residents. This issue can be seen in housing cost burden data, which looks at households where monthly housing costs (including utilities other than telephone) exceed 30% of monthly income. Recent data shows that almost 20% of the region's homeowner households, and around 45% of the region's renters, were housing cost-burdened (source: ACS 5-Year 2017-2021, data includes the Richmond region and the Tri-Cities). The Greater Richmond 2026 Regional Market Value Analysis shows that very limited portions of the region are affordable to households earning below 100% of Area Median Income (AMI). Residents of the Richmond region may find more affordable housing options further from the urban core but can face increased gas costs/overall transportation costs and narrowed employment options. On the other hand, extending transit and planning for increased development density can lead to increased land and housing values, which could cause displacement of existing residents. Proactively working to include affordable housing and pursue anti-displacement approaches in transportation opportunity-rich neighborhoods and activity centers can make the overall cost of living lower, among other benefits. Careful consideration and alignment of housing and transportation policy can help to address these types of issues.

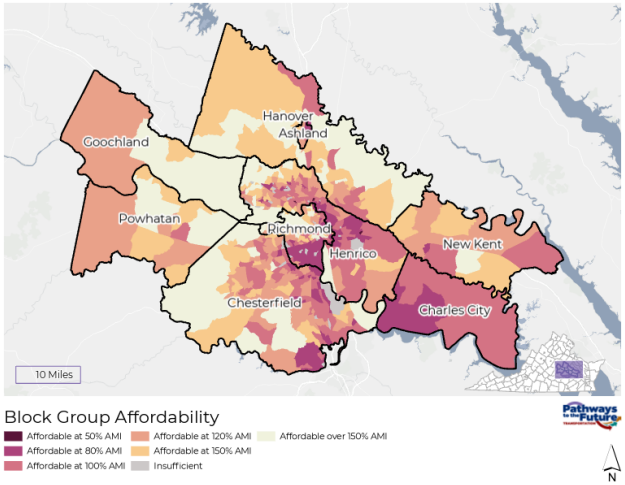


Exhibit 14: Market Value Analysis by Block Group

Employment and Income

The Richmond region's transportation system is critical for the functioning of the region's economy across all sectors, enabling people to travel to places of employment and to obtain goods and services, and enabling goods produced here to reach destinations within the region or to start their journey across the country or world. The positive attributes of our transportation system, from relatively low congestion levels to increasing number of options (transit and active transportation, etc.), also help to attract people looking for a region with a high quality of life, which in turn helps attract employment to the region. Economic development activity in established employment centers and expansion into new centers in the region both have benefited from, and have driven, investments in improved transportation infrastructure.

The Richmond region has a diverse economic base, including state government agencies, corporate offices, higher education institutions, health care, and advanced manufacturing. The largest sector in the region is Health Care and Social Assistance, followed by Retail Trade and Educational Services. Compared to the national average, the region has high concentrations of employment in Management of Companies and Enterprises, Finance and Insurance, and Arts, Entertainment, and Recreation. Between 2017 and 2050, employment in the region is projected to add approximately 166,200 workers, an increase of about 30 percent.



The region has many positive economic indicators, including levels of labor force participation, unemployment, per capita income and poverty rates that are better than state and/or national averages. However, income disparities remain significant; the median household incomes in New Kent and Goochland are almost double the median household income in Richmond, and there are some areas with high percentages of the population living in poverty.

Each day hundreds of thousands of people in the Richmond region rely on the transportation system to travel to and from their place of employment. Within the region, localities with more employment centers draw higher shares of these workers and have higher levels of in-commuting, while some localities are more residential in nature with less employment.

Most commuters in the region travel to work by driving alone, with remote work and carpooling the next most common options. Most commutes take between 10-30 minutes, with a mean commute time of 28.45 minutes; however, commute time varies significantly by locality.

	Drives Alone	Carpool	Public	Walk	Bike	Taxi, Motorcycle, other	Remote	Total Workforce
Charles City	2,666	209	57	14	-	77	241	3,290
Chesterfield	148,397	17,811	438	1,192	184	1792	25,698	190,098
Goochland	8,866	551	-	85	-	41	1,897	11,470
Hanover	44,997	3,254	73	670	16	484	8,173	58,039
Henrico	130,212	13,761	1,156	1,231	231	2136	30,837	181,506
New Kent	9,253	779	25	47	-	106	2,163	12,381
Powhatan	11,998	830	18	77	-	45	2,388	15,453
Richmond	81,702	10,894	5,043	5,256	2,009	1829	17,093	124,714
Region (%)	73%	8%	1%	1%	0%	1%	15%	596,951

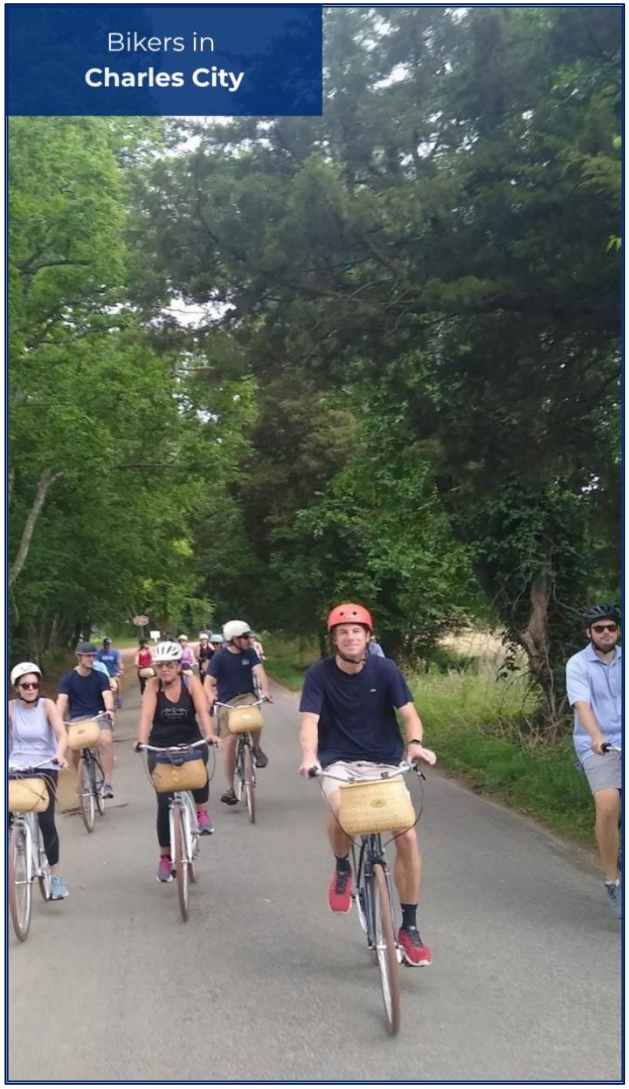
Exhibit 15: Means of Transportation to Work - Source: 2022 ACS

	Under 10 min.	10 to 30 min.	30-60 min.	60-90 min	Over 90 min.
Charles City	218	674	1,808	180	101
Chesterfield	11,172	84,958	56,092	3,796	3,044
Goochland	831	3,876	4,095	437	190
Hanover	4,209	26,377	15,606	1,169	1,400
Henrico	15,177	91,803	30,293	3,016	2,780
New Kent	464	3,586	5,328	361	181
Powhatan	573	4,423	6,617	842	304
Richmond	11,845	65,517	20,654	2,995	1,654
Region	44,489	281,214	140,493	12,796	9,654
Overall Percent	9%	58%	29%	3%	2%

Exhibit 16: Travel Time to Work - Source: 2022 ACS

Travel and Tourism

The Richmond region offers a rich blend of history, culture, outdoor activities, and unique local experiences. From historical landmarks such as the Virginia State Capitol and the Civil War Museum to cultural attractions, such as the Virginia Museum of Fine Arts and the Altria Theater, the region offers a plethora of leisure opportunities for all visitors. The region hosted 17.9 million visitors in 2023 who spent approximately $4 Billion, according to the Richmond Region Tourism's FY 2023–2024 Annual Report.



Tourism plays a significant role in the economic development of the region through job creation, infrastructure development, and tax revenue. The growth of tourism often drives the development and expansion of transportation infrastructure, and in turn, improvements in transportation systems can make destinations more accessible, thus boosting tourism. To facilitate a comprehensive, cooperative, and continuing planning process, economic development and tourism agencies should work with state, county and city agencies and departments to ensure that visitors' multimodal transportation needs are considered and addressed in broader transportation strategies and plans.

Richmond Region 2030, the region's foremost tourism plan, takes a strategic approach to defining an overarching vision and competitive positioning for the region as a tourist destination. The plan makes several reference points to the importance of strategic transportation planning to the regional tourism industry, including helping to identify options that leverage existing transportation solutions, advocating for a visitor transportation strategy for the Richmond Region that encourages multimodal transportation options, and conducting visitor studies that predict future demand to be used in transportation policies.

Land Use and Development Patterns

The region's geography includes a full spectrum of development types (Exhibit 17). The center of the region is the city of Richmond's central business district and other urban areas in Richmond, Henrico and Chesterfield. Surrounding this core are a variety of major activity centers, suburban communities, the town of Ashland, rural villages, and forested and farmed land. The different development typologies influence the mobility options that are available. Land use and transportation decisions impact travel distances, travel mode choice, and shape the accessibility of employment, goods, and services. Land use and transportation decisions also have significant effects on the environment, public health, community character, and economic vitality.

Previous sections of this chapter provided information about projected increases in 2050 population, housing units and jobs. These projections are based on work that is documented in *Technical Report A: Socioeconomic Data Report* and represent a baseline or "trendline growth" assumption about the future. However, given that the future is uncertain, the Pathways to the Future Scenario Planning process documented in *Technical Report E: Scenario Planning Process* also modeled the region's future with different amounts and patterns of future growth, grounded in both existing land use and possible future land use patterns derived from locality policies and planning documents.

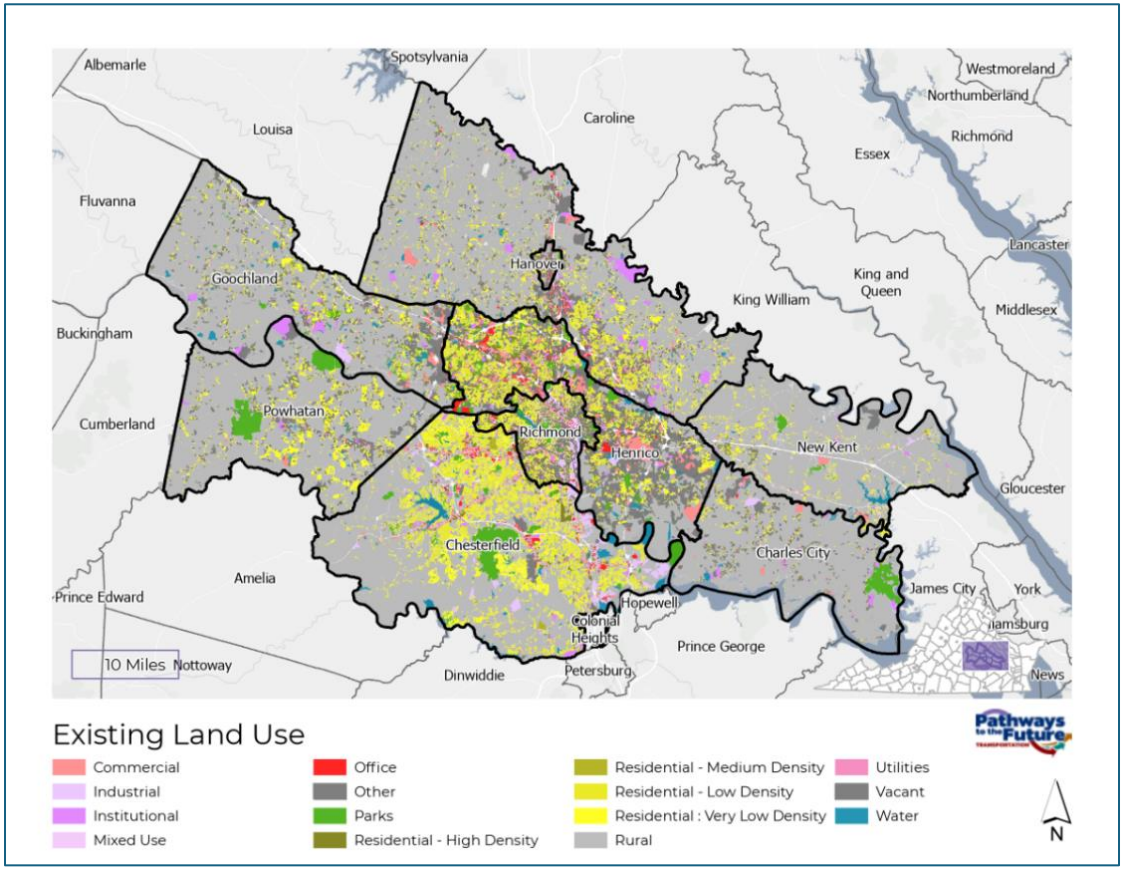


Exhibit 17: Existing Land Use in the Richmond Region

Environment and Resilience

Natural Resources

GOAL B: SUSTAINABILITY RECOGNIZES NATURAL RESOURCE PROTECTION NEEDS.

Identifying the location of environmental resources and avoiding or otherwise accounting for their presence can help preserve unique habitats and cultural heritage sites, retain ecosystem function and services, help meet local, state and federal water quality goals, and reduce risks to the infrastructure from natural hazards. In addition, recognizing environmental features during the planning phase can guide the location or design of transportation projects, potentially reducing delays and costs during the project implementation phase when the project must demonstrate compliance with state and federal environmental and historic preservation laws. Some of the region's key environmental features and preserved lands are shown on the map and described below.

Wetlands are areas where water covers the soil, providing essential functions like water quality improvement, flood mitigation, and shoreline protection. Ecological cores are large natural land patches that form a network for Virginia's ecosystems, while wildlife corridors connect these cores, helping animals and plants move between habitats, crucial for biodiversity conservation. Conserved lands and conservation easements are protected for natural resource, recreation, or cultural heritage reasons.

Over the years, these landscape features, along with other important natural and cultural heritage resources, have been documented in regional Green Infrastructure and Natural Resource Plans. In addition, the Regional Ecosystem Framework tool aggregates and indexes environmental and cultural features to help screen, guide and prioritize transportation projects, and to determine the best transportation network solutions and opportunities.

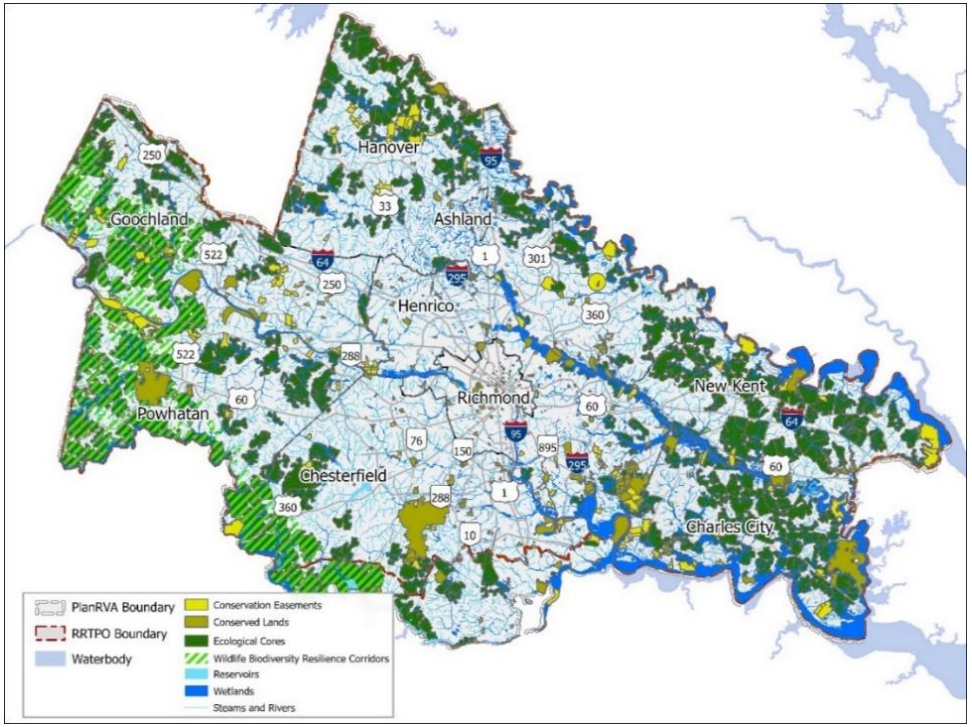


Exhibit 18: Natural Resources in the Richmond Region

Natural Hazards Resiliency

The high costs and long-term nature of transportation network infrastructure improvements require consideration of risks to the network from various natural hazards. The Richmond-Crater Hazard Mitigation Plan (HMP), adopted in 2022, is a multi-region plan that presents information about natural hazards risks from a regional standpoint, based on both datasets and local knowledge and experience. The Richmond-Crater HMP lists six critical hazards with moderate or high risk for the region: flooding, severe wind events, tornadoes, severe winter weather, droughts and extreme heat, and thunderstorms. Assessments of the region's natural hazard frequency and economic impact have primarily focused on trends based on past patterns of hazard occurrence and amount of damage caused; as the climate changes, some hazards, such as heavy rainfall events, flooding, and extreme heat, are projected to increase in frequency and severity.

GOAL D: RESILIENCY FOCUSES ON THE NEED FOR A TRANSPORTATION SYSTEM THAT IS PREPARED FOR NATURAL DISASTERS, EXTREME WEATHER EVENTS, AND OTHER EMERGENCIES.

Whether through direct damage or through operational issues creating unsafe conditions, disruptions to the transportation network can have significant implications. Disruptions to the network can endanger human health and safety, isolate communities, and delay emergencies and recovery efforts. Disruptions can also affect normal movement of people and goods, including access to schools and activities, daily commuting, provision of essential services, and other economic activities, leading to community hardship and economic loss. Investments to make the region more resilient can help minimize potential future impacts on transportation infrastructure and disruptions to services and operations. A transportation system resilient to natural hazards is one that offers a range of mobility options and has infrastructure that can withstand, respond to, and recover rapidly from weather-related impacts while continuing to serve the needs of people traveling in and through the region.

System Security

There are many types of events that could significantly impact the transportation system and its ability to provide movement of people and goods within the region. A 2018 Threat and Hazard Identification and Risk Assessment (THIRA) report for the region identified events or conditions that could have significant impacts, including cyberattacks, hazardous materials spills, terrorist attacks on transportation hubs, and incidents at the North Anna Power Station. It is important for local authorities to regularly conduct evacuation drills and keep the public well-informed about designated routes through maps, signage, and digital alerts that provide real-time updates.

Air Quality

As required in the Clean Air Act, the Environmental Protection Agency (EPA) must set limits on certain (criteria) pollutants that are harmful to public health and the environment. In the Clean Air Act, there are six “criteria” pollutants: ground level ozone, particulate matter, carbon monoxide, lead, sulfur dioxide, and nitrogen dioxide. These criteria pollutants are defined in the Clean Air Act as harmful to public health and the environment. These pollutants are related to transportation because some of them are caused by emissions from mobile sources.

GOAL C: SUSTAINABILITY INCLUDES AN OBJECTIVE AND STRATEGIES TO ADDRESS EMISSIONS.

The Clean Air Act mandates that transportation planning, including metropolitan transportation plans and improvement programs, must "conform" to the state's air quality implementation plan, meaning transportation projects must be designed to not worsen air quality and must consider strategies to reduce emissions from vehicles to meet established air quality standards. While the Richmond region is considered in “attainment” for all current emissions standards, the Richmond area once was classified as a “non-attainment” area, and later a “maintenance area” for the 1997 eight-hour ozone standard. As a result of this “maintenance” status, the types of emissions included in the region’s air quality conformity analysis are volatile organic compounds (VOCs) and Nitrogen Oxide (NOx), which are building blocks for the formation of ozone gas. Additionally, fine Particulate Matter (PM2.5), which are mixtures of solid particles and liquid droplets found in the air with diameters that are generally 2.5 micrometers and smaller, have historically been of some concern in the Richmond region.

The U.S. Air Quality Index (AQI) is EPA's tool for communicating information about outdoor air quality and health. The AQI includes six color-coded (green, yellow, orange, red, purple and maroon) categories, each corresponding to a range of index values. The higher the AQI values, the greater the level of air pollution and the greater the health concern. In the Richmond region, the air quality has been very good since 2018, with one or fewer orange code days each year.

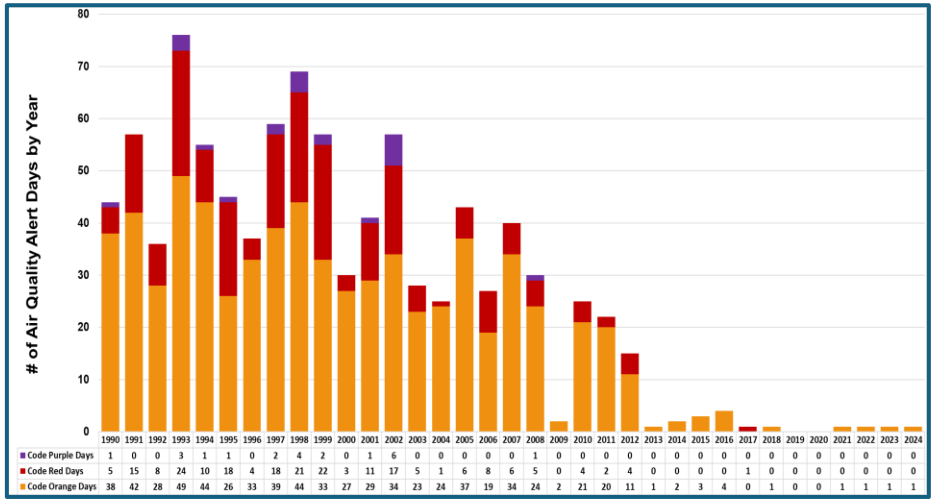


Exhibit 19 : Air Quality Alert Days in Richmond (1990 - 2024)

Emerging Technologies

Autonomous Driving, Connected and Automated Vehicles (CAVs)

In 2025, Richmond, Virginia, continues to advance its engagement with autonomous vehicle (AV) technology through several strategic initiatives. The Virginia Department of Transportation (VDOT) oversees the development of Connected and Automated Vehicles, aiming to enhance transportation safety and efficiency statewide.

Richmond has completed phases I and II of its communication backbone projects, connecting 400 out of 477 signalized intersections to an Advanced Traffic Management System, with plans for phases III and IV to further expand this network. Additionally, the Virginia Innovation Partnership Corporation (VIPC) collaborates with various stakeholders to position Virginia as a leader in autonomous vehicle development, supporting research, technology commercialization, and educational opportunities in the field. These efforts underscore Richmond's commitment to integrating autonomous vehicle technologies into its transportation infrastructure, aiming to improve mobility and safety for its residents.

Alternative Fuel Vehicles

Hybrid and electric vehicles represent a cleaner transportation mode with fewer or no tailpipe emissions, making them an important consideration to make transportation in the region more resilient looking to the future. Nearly 70 models are on the market today, with vehicle types including hybrid electric vehicles (HEVs), plug-in hybrid electric vehicles (PHEVs), and battery electric vehicles (BEV).

As of 2022, there were 10,433 of these vehicles registered to owners in the region. The percentage is projected to increase through the early 2030s, then level out. Charging infrastructure is needed to serve electric vehicles. Recent data for the region showed 348 Level 2 ports across 160 locations and 163 Level 3 ports across 26 locations. Several different charging networks are present in the region, as well as some non-networked ports. Electric vehicle charging locations are found in many types of places, including homes, retail shops and municipal buildings. Key locations for future charging infrastructure include Park and Ride lots and commercial centers. Many localities in the region have taken steps toward supporting the use of EVs, such as adopting policies and actions to electrify municipal vehicle fleets and make EV charging stations more accessible.

Transportation Network Company/Shared Mobility

Ride-hailing services like Uber and Lyft have become prevalent throughout the U.S. A common feature of these services is the ability of the traveler to request a driver and vehicle through a smartphone app, and users are provided with real-time information about wait times. Ride-hailing services offer positive benefits to integrate multimodal transportation systems to serve all travelers and reduce vehicle miles traveled (VMT) and transportation emissions.

Micromobility

The term “micromobility” encompasses very light-weight vehicles such as e-scooters, bicycles, or electric assisted bicycles that carry a single person for short and first/last mile trips. Micromobility can increase access to transit and unlock more parts of the region for people who do not own cars. Micromobility can be human or electric powered, privately owned or shared, and most commonly operate at low to moderate speeds. Shared micromobility programs or services are provided to the public for a fee commonly using a smartphone app. In the Richmond Region, bike share programs are offered in the urbanized area and are provided by RVA Bike Share. Scooter sharing services operating in the region include Bird, SPIN, and Lime.



Pathways to the Future
TRANSPORTATION

Chapter Four

Strategic Direction

Long Range Transportation Plan

2050



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Chapter 4 – Strategic Direction

An essential purpose of the Long-Range Transportation Plan (LRTP) is to put forth a vision, guided by core principles and implemented by goals, objectives and strategies for the next 25 years of regional transportation improvements. The vision and other phases guide the development of the financially constrained list of projects which are expected to be completed by the 25-year time horizon, as further described in the next chapter.

Vision Development and Guiding Principles

The Vision describes regional transportation aspirations in a concise manner and provides a foundation for all other aspects of the plan. The Guiding Principles are a set of fundamental values and beliefs that provide a framework for the Vision. During development of *Transportation 2050*, the vision and guiding principles established in its predecessor plan, ConnectRVA 2045, were re-affirmed. Rather than formulating a new vision, there was a focus on maintaining the foundational elements across the cycles of LRTP updates. Minor revisions were made to the Vision and the Guiding Principles to ensure alignment with current federal transportation policy and priorities.

Development of the Goals, Objectives and Strategies

The following are the definitions for the Goals, Objectives, and Strategies used for *Transportation 2050*:

Goals	Where do we want to be?	Describe a series of desired end states for the region's transportation system informed by the vision – and provides a foundation for objectives and strategies.
Objectives	How do we measure success?	Describe specific, measurable statements that support the achievement of the goals.
Strategies	How will we get there?	High-level approaches/methods used to achieve the goals and objectives.

Building from the Vision and Guiding Principles, the Goals, Objectives and Strategies (GOS) were developed in accordance with Federal and State requirements, incorporating the ten Federal Planning Factors and the seven National Performance Goals (described in Chapter 1), and in recognition of this region's circumstances and issues (Chapter 3). The draft GOS were presented to the LRTP Advisory Work Group (AWG) for their review and input over the course of multiple meetings, which included smaller break-out group discussions. After numerous revisions, the LRTP-AWG recommended the draft GOS at its May 28, 2025, meeting.

The draft Goals, Objectives, and Strategies were made available for public review and comment from July 1, 2025, through July 15, 2025 through the project engagement page.

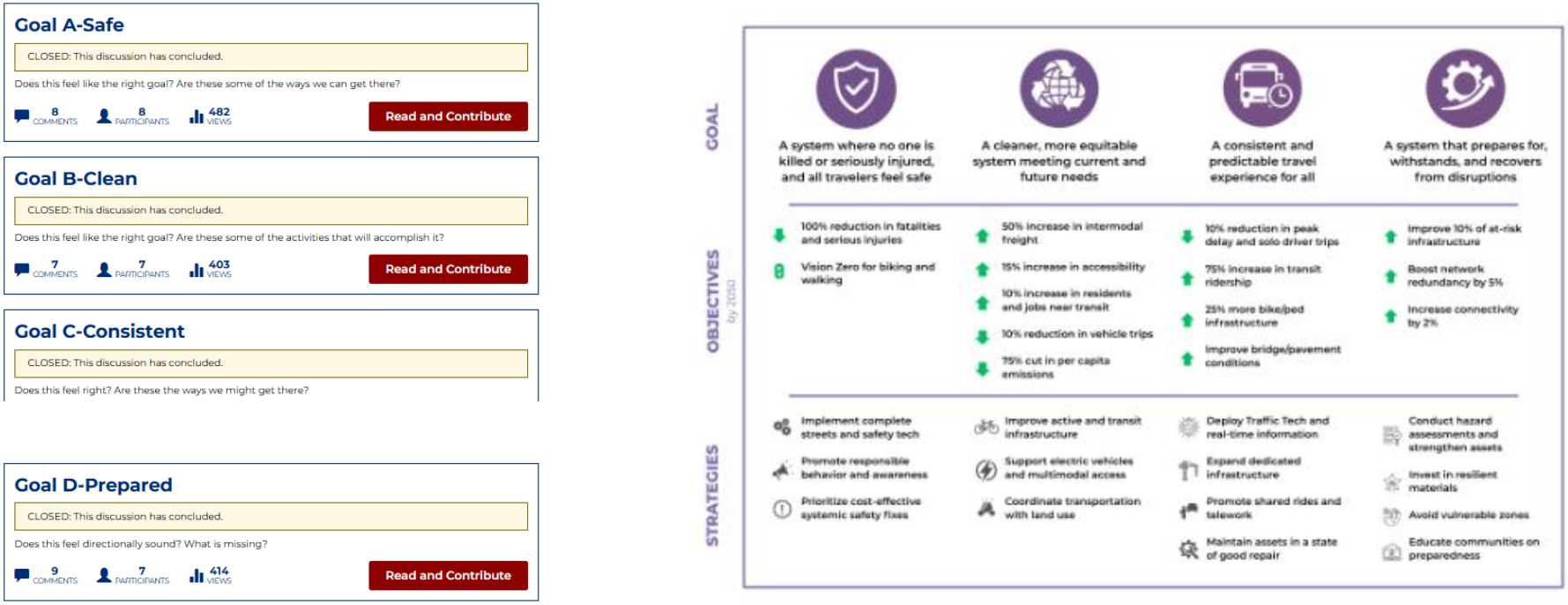


Exhibit 20: Regional Goals, Objectives and Strategies Public Engagement Questionnaire and Description

The Policy Board adopted the Vision, Guiding Principles, Goals, Objectives and Strategies on August 7, 2025.

Vision and Guiding Principles

Vision

The transportation system in the Richmond Region will reliably and safely connect people, provide opportunities for all to thrive and live healthy lives, promote a strong economy, and respect conservation of natural resources.

Guiding Principles

GPl. Provide a safe system for all users by using proven strategies in planning, design, operations and maintenance as well as advances in technology to eliminate fatal and serious injury crashes.

GP2. Offer choice among all travel modes regionwide.

GP3. Expand the regional bicycle and pedestrian networks to provide active travel alternatives to driving, for better individual and community health.

GP4. Develop a robust transit network which delivers comprehensive, effective, and convenient service, particularly in areas of greatest need and to key destinations.

GP5. Ensure fairness in all transportation spending and planning decisions in the region with a focus on transportation in under-resourced communities.

GP6. Provide for the efficient, reliable and resilient movement of people and goods across the transportation network.

GP7. Align transportation investments and planning with land use, conservation of natural resources and community health.

Goals, Objectives and Strategies

Goal A Safety: A transportation system where no one is killed or seriously injured, and people feel secure and comfortable regardless of how they travel.

Objectives
A1. By 2050, the number of people killed or seriously injured on all roadways will be reduced by l00%.
A2. By 2050, the rate (per 100 million VMT) of people killed or seriously injured on our roadways will be reduced by 100%.
A3. By 2050, the number of people killed or seriously injured while biking and walking on our roadways will be reduced by 100%.

Strategies
AS1. Implement complete street policies including adding sidewalks and crosswalks, and other proven measures that prioritize the safety and comfort of all users, including people walking, biking, riding the bus, and driving.
AS2. Support the deployment of new vehicle technologies that better protect people inside and outside of motor vehicles.
AS3. Promote awareness of the rules and responsibilities of the road and efforts to reduce dangerous behaviors.
AS4. Prioritize a systemic approach to safety investments to reduce the overall risk of the transportation system in a cost-effective manner.

Goal B Sustainability: A cleaner transportation system that provides choices and meets the needs of the current generation and provides the same opportunity for future generations.

Objectives
B1. By 2050 the percentage of volume of freight moved via intermodal transportation (rail or through the port) will increase by 50%.
B2. By 2050, the average jobs and weighted destinations per capita accessible within 30 minutes by all modes (driving, transit, biking, walking) at AM Peak Hour (6:30AM-8:30 AM) will increase by 15%.
B3. By 2050, the percentage of residents and jobs within one-half-mile radius of public transit lines will increase by 10%.
B4. By 2050, the total daily vehicle miles travelled, and the average number of vehicle miles travelled per person each year will be reduced by 10%.
B5. By 2050, transportation related emissions per capita per year will be reduced by 75%.

Strategies
BS1. Make active transportation the most convenient option for shorter trips through infrastructure that is safe, accessible and comfortable for users of all ages and abilities.
BS2. Make transit a desirable option for longer trips in the region and beyond with service that is frequent and reliable.
BS3. Prioritize highways, rail, and port improvements that address freight bottlenecks and delays to ensure efficient movement of goods.
BS4. Support the adoption of electric and other alternative fuel vehicles and the deployment of needed charging infrastructure.
BS5. Support upward economic mobility by improving workers' access to jobs through reliable multimodal transportation options.
BS6. Coordinate land use planning with transportation infrastructure capacity and planned investment.
BS7. Prioritize multimodal transportation infrastructure improvements in Regional Activity Centers and Local Development Centers.

Goal C Reliability: A consistent and predictable transportation experience for all people regardless of how they travel.

Objectives
CI. By 2050, peak-hour traffic delays (hours of delay) will be reduced by 10%.
C2. By 2050, the percentage of single-occupancy vehicles trips will be reduced by 10%.
C3. By 2050, the average annual daily transit ridership will increase by 75%.
C4. By 2050, the miles of dedicated infrastructure for biking and walking will increase by 25%.
CS. By 2050, the Bridge & Culvert Deck Area on the National Highway System classified as in 'Good' condition will increase to 10% and 'Poor' condition will be reduced to 0%.
C6. By 2050, the pavements on the National Highway System which are in good condition will increase to 70%.

Strategies
CS1. Deploy advanced intelligent transportation system (ITS) infrastructure to support a high level of accuracy in real-time travel information provided to the public and coordination across all modes of travel.
CS2. Expand dedicated infrastructure for transit and active transportation to provide reliable commutes across all modes of travel.
CS3. Encourage mode shifts, shared rides, telework, and other demand management approaches which reduce peak hour demand for highway usage.
CS4. Ensure adequate maintenance and repair of bridges and pavements to keep them in a state of good repair.

Goal D Resiliency: A transportation system that prepares, withstands, and recovers quickly from disruptions caused by natural disasters, extreme weather events, and other emergencies.

Objectives
D1. By 2050, 10% of the at-risk transportation infrastructure on the LRTP Network will be improved to withstand extreme weather evets and natural disasters.
D2. By 2050, the redundant capacity of the Transportation Network in the PM Peak Period (4:30-6:30 PM) will be increased by 5%.
D3. By 2050, the overall average systemwide Transportation Network connectivity will be increased by 2%.

Strategies
DS1. Conduct comprehensive vulnerability assessments of the transportation system to identify critical infrastructure and high-risk areas. Ensure critical infrastructure and infrastructure in high-risk areas are located or designed to avoid or withstand identified hazards.
DS2. Develop Response Mechanism for different system disruptions.
DS3. When planning for diversion and detour routes, incorporate information related to weight-restricted bridges, and roads with substandard pavements and geometric features.
DS4. Invest in resilient materials and technologies for infrastructure construction and maintenance. When existing vulnerable infrastructure is damaged by extreme weather including extreme heat conditions, make the additional investment required to rebuild it to withstand similar events in the future.
DS5. Prioritize enhancement of transportation network connectivity and multimodal redundancy to ensure swift and reliable emergency responder access during and after destructive events.
DS6. Minimize construction of new infrastructure in flood-prone areas and avoid the disturbance of natural resources that help buffer communities from flooding and extreme weather.
DS7. Develop and enhance community engagement and communication strategies to educate the public and increase awareness about disruptions to the transportation

Using the Goals, Objectives and Strategies

The GOS listed above were used during the LRTP process for project scoring and assessing future transportation system performance and will guide other transportation planning and funding activities in the coming years.



Exhibit 21: Regional Performance Measure Framework

As shown in the diagram to the right, the Goals, Objectives and Strategies built to the development of a set of Performance Measures (PMs). PMs are numerical data that help answer the question of how much a potential solution will help meet that GOS. The PMs were used to score the candidate projects in the Universe of Projects. The twelve PMs used to evaluate each proposed project's effectiveness can be seen on the example Project Scorecard in Chapter 6. Chapter 6 and the project evaluation guidelines (see *Technical Report G: Project Prioritization Methodology*) include more technical details on how each project was evaluated against these performance measures. The project score helped to prioritize projects by time-band for funding consideration in the constrained project list. Chapter 7 describes how the set of projects contained in the constrained project list was then evaluated for overall system performance in 2050 using the Objectives.

The Vision, Guiding Principles, and the GOS are also intended to be used in transportation planning going forward beyond *Transportation 2050* adoption. Data that helps the region understand progress toward the Objectives can be tracked over time. The Strategies will help guide development of the RRTPO Unified Planning Work Program (UPWP) and approaches to on-going partner coordination.

Pathways to the Future
TRANSPORTATION

Chapter Five

Transportation Options for the Future

Long Range Transportation Plan 2050



Richmond Regional Transportation Planning Organization
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Chapter 5 – Transportation Options

Planning for the future transportation system involves addressing both existing deficiencies and considering what facilities and services will be needed as the region grows and changes over time both in the near and long-term future. Chapter 3 describes our current transportation system and, at a high level, some issues and plans for future changes. This chapter provides information about how a detailed assessment of regional transportation issues and needs was developed, and how that process informed development of a set of possible projects (known as the "Universe of Projects") to consider for regional investment.



Issues and Needs Assessment

A detailed assessment of regional transportation issues and needs was developed to identify gaps in the transportation network – to find the discrepancies between the current state of the transportation system and the desired, safe and interconnected transportation system.

The assessment was divided into two sections: transportation Issues and Transportation Needs.

- Transportation Issues are defined as overarching deficiencies facing the current regional multimodal transportation network. Issues include deficiencies in safety, congestion, accessibility, predictability, infrastructure condition, and resiliency.
- Transportation Needs are defined as the potential solutions to the overarching issues, including road capacity changes, interchange modifications, grade separations, new transit routes, road realignments, road extensions, new roads, active transportation improvements, multimodal solutions, port capital improvements, and additional park and rides.

The assessment of Issues and Needs was conducted for the different transportation modes, including roadway, active transportation, transit, and freight.

Why a Regional Issues and Needs Assessment?

Localities and transportation agencies (such as the Virginia Department of Transportation) routinely undertake or oversee studies that investigate transportation issues within their boundaries, for specific neighborhoods or areas of the community, or for certain modes or types of issue. Examples of these studies include long-range plans (like Comprehensive Plans), area studies, and corridor studies. In many instances, these studies include engagement with the community and stakeholders, and review by local officials or agency boards. This regional analysis does not replace these data and assessments; instead, it draws upon these sources and adds datasets that are consistent across the full geography of the region.

Transportation Issues and Needs were identified through review and analysis of data, review of various regional studies and plans, and public engagement feedback. The Issues information gathered from these sources was mapped on the roadway network to particular sites, or roadway "links" (e.g., a small section of road). Then, in order to focus on the regionally significant components of the transportation system, the analysis was narrowed to just those Issues that were identified as occurring on a subset of the region's major roadways, known as the LRTP Highway Network (**see box**). The process of mapping the Issues allowed visualization of longer stretches of roadway, or roadway "corridors," where certain Issue categories were widespread (e.g., safety concerns at many locations) and where there were multiple categories of documented Issues (e.g., both safety and condition issues). This analysis was compiled in a draft set of maps illustrating the Issues and a draft inventory spreadsheet listing the regional roadway corridor segments where Issues were most concentrated. In addition, active transportation or railway-related Issues were mapped on separate networks. The Needs, or potential solutions to the Issues, were then compiled for this consolidated, corridor-level view of the Issues. The Needs were listed as high-level characterizations of potential solutions, such as road extension or new transit route. They were compiled based on information primarily drawn from the existing studies and plans that were analyzed.

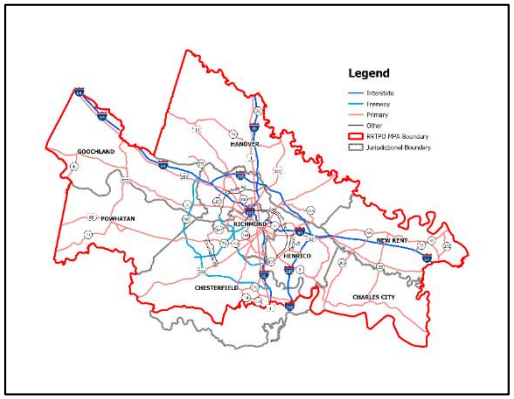
The resulting draft Existing Multimodal Transportation Issues and Needs Inventory was reviewed by localities and

The LRTP Road Network

The LRTP Road Network is a subset of the region's major roadways. Specifically, the LRTP Road Network consists of:

- National Highway System (NHS) National Importance
  - Interstate
  - Other Principal Arterials
  - Minor Arterials (only applicable to road widening projects)
  - Strategic Highway Network (STRAHNET) and STRAHNET Network Connectors
  - Intermodal Connectors
- Virginia's Primary State Highways: Statewide and Regional Importance
  - Connects Jurisdictions with each other and with Interstates
  - Route Number Below 600

See LRTP Road Network Map in Chapter 3



stakeholder agencies and refined based on their feedback. The LRTP-AWG reviewed and approved the Inventory at its meeting on August 27, 2025. More information about this process and the full Existing Multimodal Transportation Issues and Needs Inventory list is included in *Technical Report F: Universe of Projects Development*.

As described in the next section, this compilation of Issues and Needs was developed to inform the consideration of what projects could address identified needs. Where project ideas have already been formulated in the past, the Inventory was used as a tool to screen and verify if that project continued to meet an identified Need. However, it is important to note that an identified issue does not necessarily translate into a transportation project. Issues can be addressed by different types of projects and strategies, including changes in policy tools or regulations. It is also important to note that there were many issues identified, including those identified by the public, that would not generate a proposed project eligible for inclusion in the Universe of Projects because the issue was not classified as regionally significant (see next section for details). As part of the LRTP process, localities and other government agencies on the LRTP-AWG received the full compilation of identified Issues, including the feedback submitted by the public. Smaller-scale issues (e.g., a gap in the sidewalk network or a minor intersection improvement) can be addressed by projects considered "local" (not regionally significant); localities or transportation agencies can still develop and undertake these types of projects even if they are not part of Universe of Projects – see Chapter 6 for additional information.

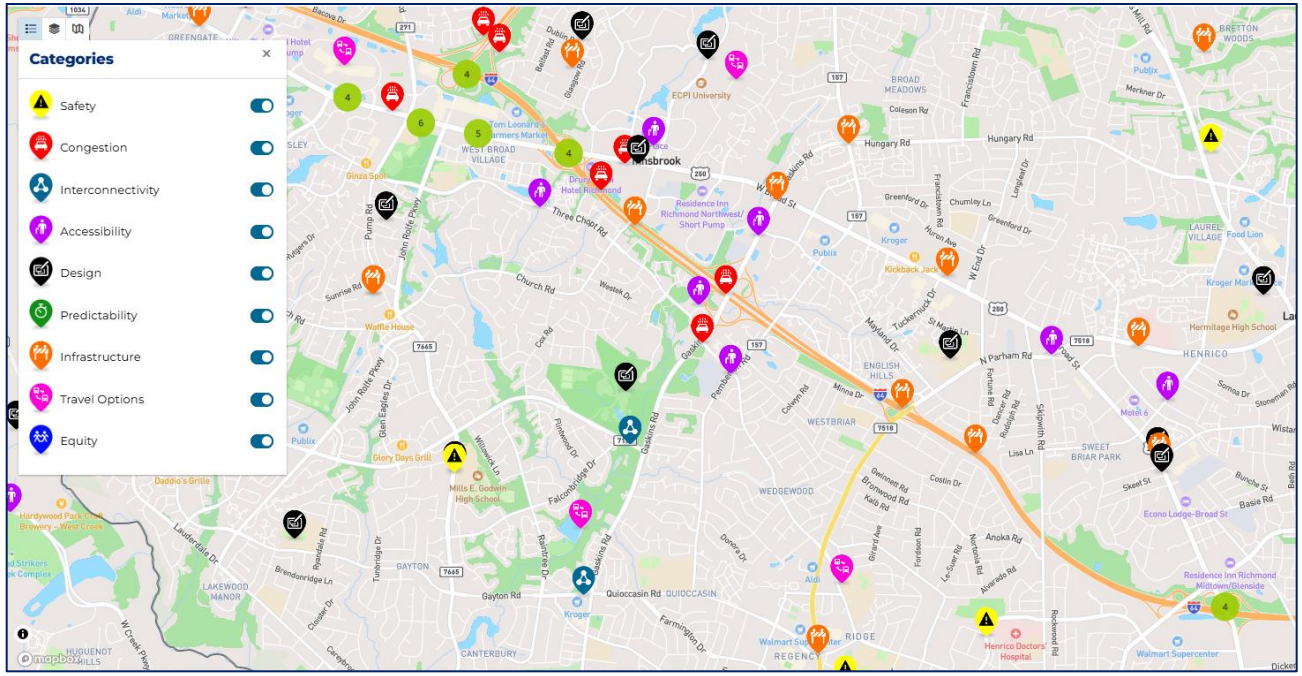


Exhibit 22: Public Input - Regional Transportation Issues Map

Addressing Issues and Needs: Universe of Projects Development

The next step in the LRTP process was to identify transportation project-based solutions to address the categories of issues identified through the process described above. These project-based solutions are more defined and detailed proposals than the broad Need categories; a project should have a defined "from" and "to" location, an anticipated timeframe for which it will be phased for completion, and an anticipated project cost. This step in the process resulted in a streamlined inventory of multimodal transportation projects that could be considered regionally significant, known as the "Universe of Projects." The work and input of the Project Champions (**see box**) was essential to creating the list of projects. RRTPO staff and Project Champions looked to completed or ongoing regional and local transportation studies and plans that identified a solution to address a specific identified transportation issue. For example, projects were drawn from previous LRTPs; projects that had been submitted for funding through the SmartScale, CVTA or RRTPO programs but had not been funded; and other recent plans and studies. RRTPO staff and Project Champions reviewed these projects and also compiled other possible projects identified in locality Comprehensive Plans or other transportation planning documents. The resulting initial set of projects was screened to confirm that each project would address an Issue listed in the Existing Multimodal Transportation Issues and Needs Inventory.

Project Champions for different types of projects were consulted throughout the process as follows:

- Town of Ashland - Projects within Town of Ashland
- Charles City County - Projects within Charles City County
- Chesterfield County - Projects within Chesterfield County
- Goochland County - Projects within Goochland County
- Hanover County - Projects within Hanover County
- Henrico County - Projects within Henrico County
- New Kent County - Projects within New Kent County
- Powhatan County - Projects within Powhatan County
- City of Richmond - Projects within City of Richmond
- RRTPO – Multijurisdictional Action Transportation Projects, Bridge Projects and Highway projects (other than Interstate) crossing jurisdictional boundary
- GRTC – Transit Projects
- VDOT – Interstate Projects
- DRPT/VPRA – Rail Projects
- Port of Virginia – RMT Projects
- RideFinders (or/and localities) – Travel Demand Management Projects

To be considered for inclusion in *Transportation 2050*, all possible projects were also required to be "regionally significant". Staff worked with the LRTP Advisory Committee to develop a commonly accepted set of Project Inclusion Guidelines, which were used to determine what was considered regionally significant and whether a project was "regional" in nature or categorized as a "local" project (**see box on next page**).

Project Inclusion Guidelines

Regional Projects

The following types of projects are regional and therefore should be included in *Transportation 2050 (in the list of Constrained Projects or the Vision List)*.

1. Roadway Projects
    - Project on roadways on the LRTP Road Network
        - Capacity Change (add/remove lane; change use of lane e.g. HOV or HOT lanes, bus only lanes)
        - Realignment, extension, or relocation
        - New interchange or interchange modification
        - Overpass or underpass
        - Major Intersection improvements (must have at least one leg on the LRTP Road Network and a cost of 10 million dollars or more)
        - Spot safety or ITS improvements bundled at the corridor level on the LRTP Highway Network (10 million dollars or more)
        - Active Transportation and/or Transit Infrastructure improvements at the Corridor level bundled with a roadway project on the LRTP Network (10 million dollars or more)
    - New road or alignment which normally would be on the LRTP Road Network
    - Capacity change and other improvements to the highways not on the LRTP Road Network but providing access to Interstate/Freeway interchanges as part of new interchange/interchange modification projects.
2. Bridge Projects (State of Good Repair)
    - Replacement/major rehabilitation of National Bridge Inventory (NBI) structures on the LRTP Road Network with a Poor or Cusp Bridge Condition Rating
3. Transit Projects
    - Fixed Route Projects
        - New Bus Rapid Transit (BRT) Corridors
        - Expansion of Existing BRT Corridors
        - Light Rail Corridors
    - Major Transit System Improvements
        - New Transit Hubs/Centers
        - Relocated Transit Hubs/Centers
        - Significant upgrade to exiting transit infrastructure (10 million dollars or more)
        - Large Scale Fleet Expansion (10 million dollars or more)

Project Inclusion Guidelines, Continued

4. Transportation Demand Management (TDM) projects

- New Park & Ride lots with 100 spaces or more
- Park & Ride lot expansions to existing lots that require 100 or more new spaces.
- Large-scale initiatives that aim to reduce single-occupancy vehicle travel and promote the use of alternative modes on a regional level (10 million dollars or more)

5. Active Transportation Projects

- Regional Trail Networks
  - Development of multi-use trails that connect significant destinations across Richmond region.
  - Major extensions or enhancements to existing regional trails.
- Large-Scale Bicycle Infrastructure
  - Implementation of protected bike lanes that serve regional travel needs.
  - Construction of bicycle and pedestrian bridges or underpasses on the LRTP Road Network.

6. Freight and Passenger Rail Projects

- Capacity enhancements to rail corridors.
- Grade separations on the rail corridors to improve safety and traffic flow.
- Projects that provide new rail line access to Port of Virginia, airports, rail yards and industries
- New or relocated Passenger Rail Stations
- Improvement/Construction of roadways that function as intermodal connectors (that provide access to POV, RIC, Passenger Railway Stations, etc.) (10 million dollars or more)
- Port of Virginia Capital Improvement Projects (10 million dollars or more)

Programmatic & Local Projects

Projects that do not meet the Project Inclusion Guidelines above are considered Local or Programmatic projects. These projects do not need to be specifically included this plan but can still be funded and move forward – see Chapter 6 for additional information.

Finally, RRTPO staff worked with the jurisdictional staff and the LRTP-AWG to refine the Universe of Projects to add projects or to remove duplicative, previously funded, or unsupported projects. The Universe of Projects list was approved by the LRTP-AWG on December 3, 2025. Following some further revisions to remove duplications and combine projects where necessary, the Universe of Projects list was finalized. The final Universe of Projects included 198 projects in six project categories—highways, bridges, transit, active transportation, Park and Ride, and rail. More information about this process and the full set of projects in the Universe of Projects are documented in *Technical Report F: Universe of Projects Development*.

Exhibit 23 presents a brief overview of the Universe of Projects, separated into the six project categories:

Project Type	Total Cost By Type	Total Number of Projects by Type
Highway	$6,617,261,123	140
Active Transportation	$426,134,500	21
Transit	$1,415,000,000	14
Bridge Rehabilitation	$490,159,000	6
Travel Demand Management	$53,097,134	8
Freight/Passenger Rail	$335,500,000	9
	$9,337,151,757	**198**

Exhibit 23: Universe of Projects Breakdown by Project Type

[View an Interactive Map of the Transportation 2050 Universe of Projects]

For a project to be included in *Transportation 2050*, the following essential requirements were considered important to be met:

A. The project addresses an issue listed in the Regional and Local Transportation Issues Inventory.

B. The project qualifies as a regional transportation project based on the criteria of the LRTP Project Inclusion Guidelines.

C. The project must be within the RRTPO's Metropolitan Planning Area (MPA) Boundary.

D. The project must have location details ('From' and 'To'), anticipated project costs and time frame for which it will be phased for completion. Complex projects like interchanges required conceptual sketches as well.

E. The project must be endorsed by a Project Champion. The Project Champion is defined as the jurisdiction or agency that is the project applicant or sponsor.

F. The project should be demonstrated to have the political will to proceed.

Pathways to the Future
TRANSPORTATION

Chapter Six

2050 Financial and Project Plan

Long Range Transportation Plan 2050



Richmond Regional Transportation Planning Organization
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Chapter 6 – The 2050 Plan

The term "constraint" describes the process of demonstrating that the cost of planned investments is less than or equal to expected revenues. This demonstration requires the RRTPO to develop a financial plan that reflects expected revenues, and investments both to maintain the existing transportation system and to make proposed improvements to the system. Exhibit 24 summarizes the available revenues and planned investments in *Transportation 2050* and shows how the plan meets the financial constraints requirements. The following sections in this chapter provide more information regarding the components of Exhibit 24, with additional details in *Technical Report I: Constrained Plan Development Report*.

	Projected Revenues and Investments		
	Funded/No Regrets	**Building Blocks**	**Priority Projects**
	2026-2031	**2032-2037**	**2038-3050**
Total Projected Revenues Available	**$5,823,566,346**	**$6,648,636,757**	**$19,018,747,846**
Projected Revenue	$5,823,566,346	$6,648,452,735	$19,016,516,208
Carryover Surplus from Previous Period	$-	$184,022	$2,231,637
Total Investments	**$5,823,382,324**	**$6,646,405,120**	**$19,018,052,542**
Programmatic Investments	3,197,885,451	$3,815,929,244	$10,939,225,227
Local Investments	$759,672,687	$814,655,466	$2,398,360,072
Regional Investments	$1,865,824,185	$2,015,820,410	$5,680,467,243
Surplus	**$184,022**	**$2,231,637**	**$695,303**

Exhibit 24: Projected Revenues and Investments for the Richmond Region (2026-2050)

Projected Revenues

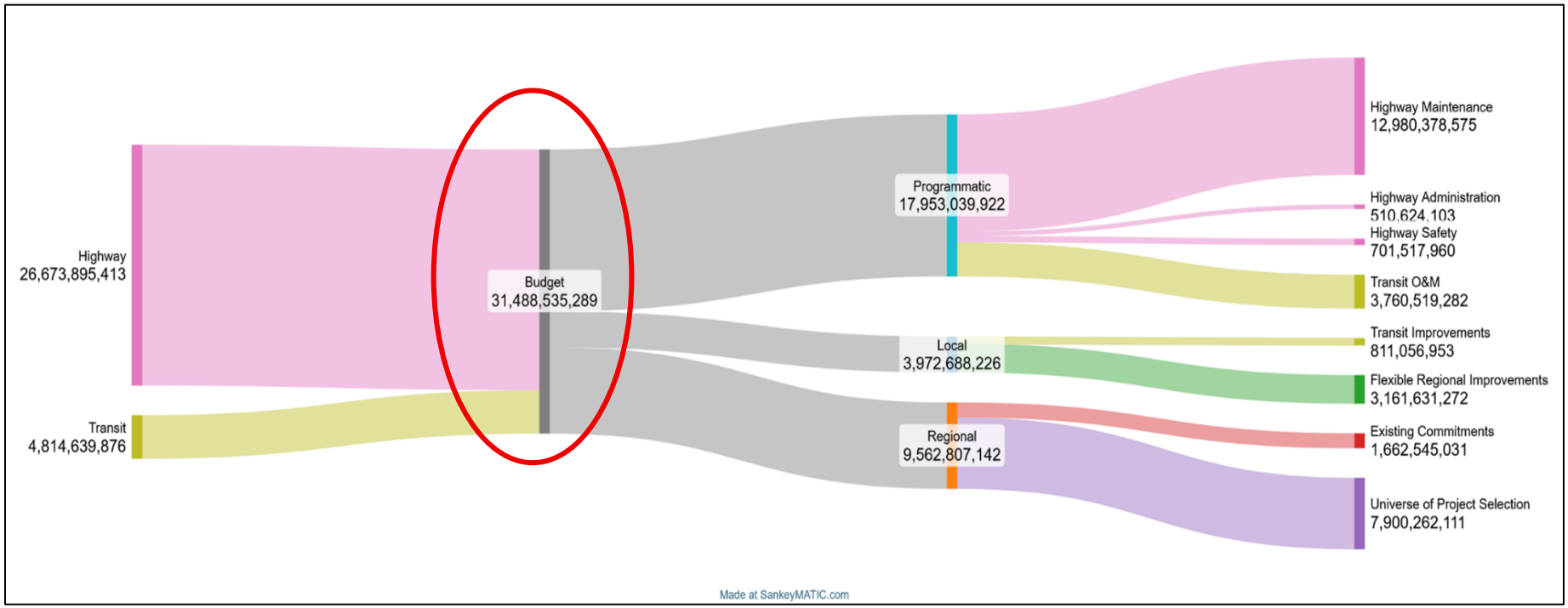


Exhibit 25: Regional Projected Revenue Breakdown (2026-2050)

The RRTPO's revenue projections for the period covered by this plan (2026-2050, or 24 years) were developed cooperatively with VDOT, Virginia Department of Rail and Public Transportation (DRPT), and the Greater Richmond Transit Company (GRTC). Highway funding and most transit funding was projected by the relevant state agency and allocated to the RRTPO based on historic regional success in obtaining funding and population-share within the region. Projections of federal transit revenues beyond 2031 were developed by RRTPO staff using a 2.0 percent annual escalator based on historic growth in revenues and mirroring the assumptions used by VDOT for other federal revenues covered by this plan. A full breakdown of the assumptions can be found in *Technical Report I: Constrained Plan Development*. As shown in Exhibit 25, the total revenue projections for this period are about **$31.5 billion dollars**.

Investment Areas

As shown in Exhibit 25, the estimated revenues are divided into three investment areas: programmatic, local, and regional projects.

- **Programmatic.** Programmatic investments are for the maintenance and operations of the regionwide transportation system. These investments are taken off the top and do not undergo a prioritization process as part of 2050 plan development. Most of the programmatic investments have a dedicated funding source which is not eligible for other uses. As with local capital investments, individual projects are generally not listed separately in the long-range transportation plan. Maintenance and operation of the existing transportation system, including systemic safety investments, are considered consistent with *Pathways to the Future: Transportation 2050*. Programmatic investments total approximately $18 billion dollars and make up more than 57% of the planned investments through 2050.

- **Local.** Local investments are for generally smaller projects that serve only one jurisdiction, do not increase capacity on the regional network, and may include bus replacements, new sidewalks, or minor intersection improvements. This category also includes projects on local and rural minor collectors that are not generally eligible for federal funding. Local projects are not individually identified in the plan, but these projects are considered consistent with *Pathways to the Future: Transportation 2050* if they advance the vision and goals of the plan and are feasible within the local investments budget. Local investments total approximately $4 billion and make up about 13% of the planned investments through 2050.

- **Regional.** Regional projects are those which add capacity to the regional transportation network or serve multiple jurisdictions. The project inclusion guidelines (see Chapter 5) identify the project types by mode (Highway, Bridge, Transit, Transportation Demand Management, Active Transportation) which are considered regionally significant. Projects in this category must be listed in the constrained plan to be consistent with *Pathways to the Future: Transportation 2050*. Regional investments total approximately **$9.5 billion** and make up about 30% of the planned investments through 2050.

The *Transportation 2050* constrained financial plan first allocates funds for anticipated Programmatic and Local investments. The Regional Investments category funding allocation process is described in the remainder of this chapter.

Regional Project Scoring and Prioritization

As discussed above, the financial plan projects a total of about $9.5 billion is available in the Regional category for regionally significant projects. Of this money, the first claim for these funds is projects that are already considered "Committed Projects." Committed projects are those within the Richmond MPO which have funds allocated or planned for obligation within the FY26 - FY31 Six Year Improvement Plan (SYIP) or have unfunded balances after FY31 and meet the project inclusion guidelines for regional projects. The funding to complete these projects is pre-allocated before any additional Regional projects are considered for funding. This represents a commitment to finishing the projects we have already started. Given their status, *Transportation 2050* did not re-evaluate these projects and they are not included in the summaries of Regional projects below in this chapter. To view the Committed Regional projects, see the Constrained List of Projects found in Appendix D of *Technical Report I: Constrained Plan Development Report*.

Once the regional projects that already have committed funds have been accounted for, the available funds for additional Regional projects total approximately **$7.9 billion.** Comparing the total funding that would be needed to pay for the full set of the Universe of Projects summarized in Chapter 5 to this figure for available revenues demonstrates that there is not enough funding to pay for all potential Regional projects, even without accounting for increased project costs over time due to inflation. For this reason, an important step in the plan process is assessing and prioritizing the projects in the Universe of Projects. This step helps inform the development of the final list of Regional projects that fit within the projected revenue, termed the Constrained List of Projects.

Committed Regional Projects

Committed Projects that meet the regionally-significant threshold have been included in past versions of the Long-Range Transportation Plan (LRTP) or were added through the formal LRTP amendment process over the years. The Committed Regional list of projects includes projects of all modes/project types. During the course of *Transportation 2050* development, several projects that had been in the Universe of Projects list received funding and inclusion in the TIP or SYIP and were therefore moved to the list of Committed projects. Examples include the North Gayton Road interchange in Henrico, the Meadowville Technology Parkway at I-295 in Chesterfield, and the Downtown and Northside Transfer Centers that GRTC is developing.

The funding to complete Committed projects is pre-allocated before any additional Regional projects are considered for funding. This represents a commitment to finishing the projects we have already started. Thus, *Transportation 2050* does not include these projects in the scoring or prioritization process.

How Does the Project Scoring Process Work?

As described in Chapter 5, for each mode, the LRTP process looked at a spectrum of possible issues and needs, then considered projects addressing one or more specific needs to arrive at the Universe of Projects. The project scoring process asks how well each potential project meets the overall Vision and set of regional Goals described in Chapter 4. This question is answered through calculation of Performance Measures (PM) for each Goal area.

The Performance Measures were used to score most projects in the Universe of Projects (see box below). The twelve PMs that were used to evaluate each project's benefits relative to the plan's Goals can be seen on the example Project Scorecard on the next page. All projects were given an overall score in the range of 0 – 100 for the expected benefit. Then, the project benefit was divided by the estimated project cost in tens of millions of dollars; all project estimates were initially provided in 2025 dollars and inflated based on the expected year of construction. The resulting benefit-cost score was used to guide funding consideration as described in the next section. An additional factor was a Project Readiness score assigned to each project to help inform which time band [near-(1), mid-(2), or long-term(3)] would be appropriate to consider for project funding. For more details on the project scoring methodology, see *Technical Report G: Project Prioritization Process Report*.

Project Scoring – Safety Example Component	
Goal: Safety	A transportation system where no one is killed or seriously injured, and people feel secure and comfortable regardless of how they travel.
Objectives	Listed in full in Chapter 4, these include reducing the number of people killed or seriously injured on our roadways, including those biking and walking.
Performance Measure Example	One of the Performance Measures is "Reduction in Fatal and Injury Crashes."
How this Performance Measure is Calculated	A transportation model is used which allows transportation planners to measure the change in the annual expected number of fatal and injury crashes that can be attributed to a particular project. Based on the type of project, type and location of the applicable road, and past crash history, the model estimates the expected change in crash frequency and severity after implementing the project. For example, modifying an interchange to extend deceleration lane lengths, install lighting, or convert a diamond interchange to a diverging diamond interchange would all improve safety, but would have different anticipated crash reduction results which can be quantified.

Goal	Safety		Sustainability					Reliability			Resiliency	
Weight	25%		35%					25%			15%	
PM	F+I crash reduced	F+I crash rate	Access to Jobs	Access to Services	VMT per capita	Air Quality	Impact to Resources	Person thruput	Person hours of delay	Freight Corridor thruput	Redundant Capacity	Connectivity
Weight	70%	30%	30%	30%	20%	20%	*	40%	40%	20%	50%	50%
Points	17.5	7.5	10.5	10.5	7	7		10	10	5	7.5	7.5
Benefit Score	0 – 100 value											
Cost	$##,###,###											
Cost Benefit Score	Benefit Score / (Cost / $10,000,000)											

Exhibit 26: Sample Project Scorecard

Note 1. In the Safety category, F and I stand for Fatalities and Injuries, respectively. In the Sustainability category, VMT stands for Vehicle Miles Traveled.
Note 2. In the Sustainability category, the Impact to Resources (natural and heritage landscape features) component was assessed after the other categories were scored.

Which Projects in the Universe of Projects are not part of the Project Scoring Process?

Major bridge rehabilitation and replacement projects were automatically included in the Constrained List, but are funded as Programmatic projects, paid for through the Programmatic funding allocation described above (State of Good Repair funding).

All Freight/Passenger rail projects were excluded from the constrained plan as rail revenue amounts are not provided at the MPO level. However, rail projects are included in the Vision List (*Technical Report I, Appendix E*) in recognition of the regional significance of certain large-scale rail projects planned in the region.

Constrained Regional Project List

Following project scoring, the next step fits the scored projects to the available funding ($7.9 Billion). In doing this, a region can consider multiple approaches. Under Federal regulations, an MPO may voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan. Historically, the RRTPO has developed a single constrained plan through a consensus approach working with the Advisory Work Group, which was then presented for feedback from the public and revision through the Work Group and Policy Board. For this plan, the RRTPO explored multiple revenue constrained investment scenarios. Each scenario reflected a different way of approaching project selection to help meet the regional goals. The four financial scenarios and the approach to their development are summarized below. A full description of the financial scenarios and a full breakdown of projects that were included in each scenario is included as *Technical Report I: Constrained Plan Development Report*, Appendix F. Each scenario reflected a different balance of investments across project types and modes:

A) Traditional Usage: Has a hard cap on the mode (e.g. highway, transit, bicycle) of the project within the package considering all measures - 70% highway and 30% transit/ rail/bike/sidewalk/park and ride. This is the usage the region has funded most recently.

B) Mode Shift: A break from existing investment patterns--increases potential investment in transit, rail, bike, sidewalk, and park and ride. Targets a funding split of approximately 55% for highways and 45% for all other modes. However, because some transit projects require large investments and cannot be partially funded, remaining funds that cannot fully cover those are used for highway, resulting in a final distribution closer to 60% highway and 40% other modes.

C) Transformative Benefit: Is the combination of solutions with the biggest impact toward meeting regional goals, regardless of mode. Is prioritized by benefit score and selected in priority order. This contains fewer projects because they are typically larger in scale and cost.

D) Cost Effective: Regardless of mode, the makeup is the most cost-effective combination. Is prioritized by their cost/benefit score and selected in priority order. This likely gives us the most "bang for our buck" and might contain more smaller, less costly projects, with some larger ones.

All projects were evaluated in order of score. If a project could be included based on project type and remaining funds, it would be added. If not, the project was skipped. This process was completed for each scenario until remaining funds were insufficient to add additional projects.

Each of the four financial scenarios was shared with implementing project champions and the broader community for feedback on the preferred scenario and any recommended changes. The AWG then worked through development of a new consensus scenario which factored in this public input and the perspective of project champions. Staff facilitated a consensus building process to reach a compromise plan. This approach used a real time budget tool to move projects across time-bands and into and out of the plan. Factors considered in the discussion included which projects were included in both of the most-favored financial scenarios; a status change for several projects that had very recently received funding and inclusion in the TIP or SYIP and could now be considered Committed projects; data on each financial scenario package's system-level progress toward meeting plan Objectives in 2050; and local requests for project additions and removals. Through extensive discussions, the AWG settled on an approach that removed proposed highway widening projects which were not ready or likely to advance or major local priorities while adding a few active transportation and transit projects. Proposed time-bands were also revisited to better reflect project readiness and priority and address cost escalations. This approach was facilitated by the real time budget tool. The AWG reached a consensus and achieved a set of projects that fit within the available funding.

The final consensus package was a 70/30% split between highway and non-highway investments, while fully funding proposed active transportation needs, nearly 65% of transit needs, and more than 62% of park-and-ride needs, reflecting a diverse multimodal strategy.

As noted above, this set of Regional projects is one component of the overall Constrained Project List. Another major component is the set of already Committed projects. As the Regional projects were assigned to future funding time bands in the Constrained Project List, the Committed projects were all included in the initial time band (Time Band 1, 2026-2031). A small number of additional projects were cost-feasible in Time Band 1, while most other Regional projects were included in Time Band 2 (2032-2037), and Time Band 3 (2038-2050), depending on an assessment of the project readiness. The project list, broken out by time-band, is included in *Technical Report F: Constrained Plan Development Report*, Appendix D. The Constrained Project List also includes two final components: regionally significant Bridge replacement or rehabilitation projects (funded through Programmatic dollars), and a set of privately/locally funded projects that are included for informational and air quality conformity purposes.

The proposed Regional projects and Bridge investments join the already-funded Committed Regional projects as regionally-significant improvements to our transportation system, addressing a range of current deficiencies and future needs, within the parameters of available funding. The materials on pages 88-94 provide a summary of the *Transportation 2050* Regional projects and Bridge investments that make up the Constrained Project List (Committed Regional Projects are not included in these summaries).

- Exhibit 27 shows the Constrained Project List. To view an interactive version of the map, click the link to the right of the fixed map. In the interactive map, you can click on specific projects to find out how a particular project was scored. This map will be updated over the years to show updates as projects are funded.
- Exhibit 28 summarizes the Regional Constrained Project List.
- The sections below provide a summary of these projects by mode or project type.

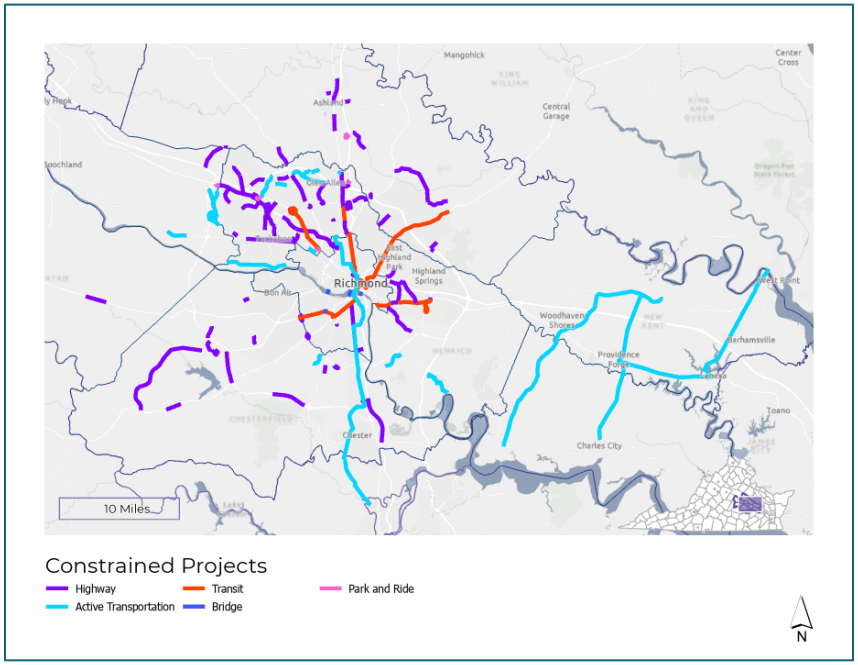


Exhibit 27: Constrained Regional Projects Map

View an Interactive Map of the Transportation 2050 Constrained Project List

Transportation Mode	Project Type	# of Projects	Cost Estimate*
Highway	New interchanges/ interchange modifications	13	$1,276,344,699
	Realignment, extension, or relocation	3	$795,817,236
	Spot safety or ITS improvements bundled at the corridor level	9	$478,898,954
	Active Transportation and/or Transit Infrastructure bundled with a Highway Project	6	$417,584,162
	Capacity Change - LRTP Network	15	$1,047,881,319
	Capacity Change/new alignment - Minor Arterial	21	$ 1,057,523,811
	Capacity change/other improvements providing access to Interstate/ Freeways interchanges	5	$369,463,725
	Grade separations on the rail corridors	2	$39,013,288
	Major Intersection Improvements	12	$241,196,627
	All Highway Projects	**86**	**$5,723,723,821**
Active Transportation	Bicycle infrastructure that serves regional travel needs	3	$81,672,626
	Multi-use trails that connect significant destinations	18	$594,952,684
	All Active Transportation Projects	**21**	**$676,625,310**
Transit	New Transit Hubs/Centers/Transfer Stations	3	$52,605,183
	New Bus Rapid Transit (BRT) Corridors	4	$1,142,526,141
	Expansion of Existing BRT Corridors	2	$262,705,170
	All Transit Projects	**9**	**$1,457,836,494**
Travel Demand Management	New Park & ride lots	4	$33,502,620
	Park & ride lot expansions	1	$7,878,562
	All Travel Demand Management Projects	**5**	**$41,381,182**
Subtotal		121	$7,899,566,807
Bridges	Replacement/Rehabilitation	6	$859,497,000
Total		**127**	**$8,759,063,807**

Exhibit 28: Constrained Project List Breakdown by Transportation Mode

*Total inflated cost for all modes includes available Regional Funds and the State of Good Repair (SGR) funds required to fund the 6 Bridge Projects.

Active Transportation

A total of twenty-one regionally-significant (large scale) active transportation projects were included in the constrained project list. This includes all unfunded segments of Fall Line Trail within the RRTPO boundary, and additional shared use paths or separated bike lanes in most of the region's localities (six of the nine). Active transportation investment totaled around $677 million.

Exhibit 30: Constrained Active Transportation Project List Summary

ID	Project Name	Locality	Time Band
Separated Bike Lane			
P2F_027	Cox Road	Henrico	1
Shared Use Path			
P2F_088	Fall Line Trail to VA Center Commons	Henrico	1
P2F_109	Nuckols Rd Trail	Henrico	1
P2F_114	Wilton on the James Trail	Henrico	1
P2F_147	East End/West Creek Trail	Goochland	1
P2F_158	VA-150 to Jessup Road	Chesterfield	1
P2F_074	Fall Line Trail - Richmond Sections	Richmond	2
P2F_110	Monument Ave - Willow Lawn to Bremo	Henrico	2
P2F_190	Fall Line Trail - Chesterfield Sections	Chesterfield	2
P2F_059	Providence Forge to Lanexa along US-60	New Kent	3
P2F_060	Eltham to Lanexa	New Kent	3
P2F_061	New Kent Courthouse to Talleysville along 249	New Kent	3
P2F_062	Talleysville to Charles City Co. Line	New Kent	3
P2F_063	Courthouse Rd to Charles City Co. Line	New Kent	3
P2F_090	Mountain Road	Henrico	3
P2F_111	Westham Trail - VA-150 to Goochland	Henrico	3
P2F_112	RF&P Trails - Glen Allen to Glover Park	Henrico	3
P2F_113	New Market Heights Trail	Henrico	3

P2F_140	VCT to New Kent County Line on Rte 106	Charles City	3
P2F_141	School Complex to New Kent Co. Line on Rte 155	Charles City	3
P2F_146	River Road West (Route 6)	Goochland	3

Highways

A total of eighty-six highway projects were included in the constrained project list. Projects include solutions to transportation issues which have been extensively studied and are ready for implementation, as well as those projects which are still at a conceptual level. Total Highway investment accounted for almost $6 billion.

Many projects in the Highway grouping also include Active Transportation improvements, such as adding sidewalks or paths as part of a capacity change or intersection improvement project. Examples include those projects in the table which list as their Subtype "Active Transportation and/or Transit Infrastructure bundled with a Highway Project." In addition, as more detailed scopes of work are development for these projects, Active Transportation facilities are required to be considered for inclusion as specified by VDOT and Commonwealth Transportation Board policy.

Exhibit 30: Constrained Highway Project List Summary

ID	Project Name	Locality	Time Band
New Interchange or Interchange Modification			
P2F_010	I-295 & Creighton Rd Interchange Modification	Hanover	1
P2F_065	Belvidere I-95/I-64 Interchange Improvements	Richmond	2
P2F_171	Powhite Pkwy/Charter Colony Interchange	Chesterfield	2
P2F_035	I-295 Interchange Modification - Exit 43 to C-D Lane	Henrico	3
P2F_037	I-64 & Gaskins Rd Interchange Modification	Henrico	3
P2F_039	I-64 & US-250 Interchange Improvements	Henrico	3
P2F_064	Bryan Park Interchange Improvements	Richmond	3
P2F_075	Chippenham Pkwy at US-60/Midlothian Tpk Interchange	Multi-Jurisdiction	3
P2F_076	Chippenham Pkwy at US-360/Hull St Interchange	Multi-Jurisdiction	3
P2F_081	US-60 & Belt Blvd Interchange Improvements	Richmond	3
P2F_086	I-95 & Parham Rd Interchange Modification	Henrico	3

P2F_122	Route 1/Brook Rd Safety - Azalea Ave to Hilliard	Henrico	3
P2F_167	VA-150 & Hopkins Rd Interchange Modification	Chesterfield	3
Realignment, Extension, or Relocation			
P2F_163	Powhite Pkwy Extension Phase 2 - Woolridge Rd to US-360	Chesterfield	2
P2F_085	New Ashcake Rd Extension to Air Park Rd	Hanover	3
P2F_105	Springfield Rd Relocation - Francistown to Olde Millbrooke	Henrico	3
Spot Safety or ITS Improvements Bundled at the Corridor Level			
P2F_121	Route 1/Brook Rd Safety - Parham to Magnolia Ridge	Henrico	1
P2F_001	U.S. Route 1 Safety - England St to Northern Town Limit	Ashland	2
P2F_148	Andersons Highway Corridor Safety Improvements	Powhatan	2
P2F_002	U.S. Route 1 Safety - Ashcake Rd to Southern Town Limit	Ashland	3
P2F_031	Glenside Drive and Horsepen Road Safety Improvements	Henrico	3
P2F_120	W. Broad St - I-64 to Goochland Line	Henrico	3
P2F_124	Nine Mile Rd Safety - Dabbs House to Laburnum	Henrico	3
P2F_125	S. Laburnum Ave Safety - Williamsburg to Nine Mile	Henrico	3
P2F_201	Route 10 Safety and Operation Improvements	Chesterfield	3
Active Transportation and/or Transit Infrastructure Bundled with a Highway Project			
P2F_108	Nine Mile Rd Safety - Gordons Ln to Dabbs House Rd	Henrico	1
P2F_118	Parham Rd Safety - St Charles Rd to Chamberlayne Ave	Henrico	1
P2F_117	Patterson Ave Safety - Three Chopt to Pump Rd	Henrico	2
P2F_077	Route 1 Great Streets Improvements	Richmond	3
P2F_115	Williamsburg Rd Safety - Randall Ave to Charles City Rd	Henrico	3
P2F_119	Parham Rd Safety - Holly Hill to Three Chopt	Henrico	3
Capacity Change - LRTP Network			
P2F_095	Pouncey Tract Rd Widening - W Broad St to N Gayton Rd	Henrico	1
P2F_009	I-295 Auxiliary Lane - I-95 SB Branch to Chamberlayne Rd	Hanover	2
P2F_188	Huguenot Rd Capacity & Safety - Robious Rd to Cranbeck Rd	Chesterfield	2
P2F_058	Route 106 Widening (2L to 4L): City Center/I-64 to Parrish Rd	New Kent	3
P2F_089	Masonic Ln/Brittles Ln Widening	Henrico	3
P2F_093	Pemberton Rd Widening - Quioccasin Rd to US-250	Henrico	3
P2F_094	Pouncey Tract Rd Widening - N Gayton Rd to Grey Oaks	Henrico	3
P2F_096	Pouncey Tract Rd Widening - Nuckols Rd to Grey Oaks	Henrico	3

P2F_099	S Airport Dr Widening - Audubon Dr to Williamsburg Rd	Henrico	3
P2F_126	Staples Mill Rd Widening - Hungary Springs to Mountain Rd	Henrico	3
P2F_160	US 360 Widening - Otterdale Rd to Magnolia Green Pkwy	Chesterfield	3
P2F_170	I-95 (Willis Road to Route 10) - Widening 6 to 8 Lanes	Chesterfield	3
P2F_187	Rt 288 SB (Powhite Pkwy - Route 360) CD Road Extension	Chesterfield	3
P2F_196	I-64 WB Auxiliary Lane between Exits 185 and 186	Multi-Jurisdiction	3
P2F_200	Rt 288 (Rt 10 - Courthouse) Widening	Chesterfield	3
Capacity Change/New Alignment - Minor Arterial			
P2F_087	Lauderdale Dr Widening - Westbriar to Edenbury	Henrico	1
P2F_198	VA-54 Widening - Frances Rd to East Corporate Limits	Ashland	1
P2F_008	Creighton Rd Widening - I-295 to Cold Harbor Rd	Hanover	2
P2F_023	Rt. 33 Widening Ph. 1 - Chickahominy River to Winns Church Rd	Hanover	2
P2F_101	Three Chopt Rd Widening - Skipwith to Horsepen	Henrico	2
P2F_102	Woodman Rd Widening - Hermitage to Hilliard	Henrico	2
P2F_144	Ashland Road (Route 623) Widening - North of I-64	Goochland	2
P2F_011	Pole Green Rd Widening - Rural Point Rd to Walnut Grove Rd	Hanover	3
P2F_015	Rural Point Rd Widening - US-301 to Studley Rd	Hanover	3
P2F_016	Rural Point Rd Widening - Studley Rd to Pole Green Rd	Hanover	3
P2F_017	Meadowbridge Rd Widening - Henrico Co. Line to Atlee Rd	Hanover	3
P2F_018	Pouncey Tract Rd Widening - Henrico Co. Line to Ashland Rd	Hanover	3
P2F_026	Church Rd Widening - Three Chopt Rd to John Rolfe Pkwy	Henrico	3
P2F_029	Creighton Rd Widening - Sandy Ln to Richmond City Limits	Henrico	3
P2F_030	Darbytown Rd Widening - City Limits to Laburnum Ave	Henrico	3
P2F_079	Walmsley Boulevard Extension & Shared Use Path	Richmond	3
P2F_091	N Gayton Rd Widening	Henrico	3
P2F_100	Three Chopt Rd Widening - Gaskins to Parham	Henrico	3
P2F_103	Woodman Rd Widening - Mountain to Hungary	Henrico	3
P2F_157	Charter Colony Pkwy (Rolling Spring - Woolridge) Widening	Chesterfield	3
P2F_161	Brandermill Pkwy Widening - Powhite Pkwy to Charter Colony	Chesterfield	3
Capacity Change/Other Improvements Providing Access to Interstate/Freeways interchanges			
P2F_033	I-295 Auxiliary Lane - I-64 WB on-ramp to Nuckols Rd SB	Henrico	3
P2F_041	I-64 Auxiliary Lane - Exits 178-180 (both directions)	Henrico	3

P2F_043	I-64 Auxiliary Lane - Exits 181-183	Henrico	3
P2F_044	I-64 Auxiliary Lane - Exits 183-185 Westbound	Henrico	3
P2F_045	I-64 Auxiliary Lane - Exits 183-185 Eastbound	Henrico	3
Grade Separations on the Rail Corridors			
P2F_003	West Vaughan Road Grade Separation	Ashland	1
P2F_004	Ashcake Road Grade Separation	Ashland	2
Major Intersection Improvements			
P2F_082	VA-10 & Walmsley Blvd	Richmond	1
P2F_078	Hull Street Intersection & Ped Improvements	Richmond	2
P2F_084	VA-161, Brookland Pkwy & Westwood Ave	Richmond	2
P2F_128	US-1 & E Parham Rd Intersection Improvement	Henrico	2
P2F_130	US-250 & Pouncey Tract Rd Intersection Improvement	Henrico	2
P2F_083	VA-161 & Broad Rock Blvd	Richmond	3
P2F_127	Staples Mill Rd & Old Staples Mill Intersection	Henrico	3
P2F_131	W Broad St and Parham Rd Intersection Improvements	Henrico	3
P2F_132	Parham Rd & Woodman Rd Intersection Improvements	Henrico	3
P2F_164	Route 1/Willis Road Intersection Improvements	Chesterfield	3
P2F_191	Courthouse Rd at Cherylann Rd R-Cut & Bike/Ped	Chesterfield	3
P2F_194	Courthouse Rd at Dakins Dr R-Cut and Bike/Ped	Chesterfield	3

Travel Demand Management/Park and Ride

A total of five Park and Ride projects are included in the constrained project list. Park and Ride investment is around $41 million.

Exhibit 31: Constrained Travel Demand Management/Park and Ride Project List Summary

ID	Project Name	Locality	Time Band
Park & Ride Lot Expansions			
P2F_040	I-64 at I-295 in Short Pump - New Park and Ride Lot	Henrico	1
New Park & Ride Lots			
P2F_136	Willow Lawn/Staples Mill - New Park and Ride Lot	Henrico	1
P2F_197	US 288/US 250 Interchange - New Park and Ride	Goochland	1
P2F_019	Lewistown Rd/Lakeridge Pkwy or Ashland Park and Ride	Hanover	3
P2F_135	VA Center Commons/I-295/I-95 - New Park and Ride	Henrico	3

Transit

A total of nine transit projects were included in the constrained project list. This included six Bus Rapid Transit (BRT) routes to extend the existing East-West BRT and begin developing a North-South BRT route. The list also includes three transfer facilities where passengers can switch between different bus routes or lines. Transit investment is about $1.5 Billion.

Exhibit 32: Constrained Transit Project List Summary

ID	Project Name	Locality	Time Band
New Bus Rapid Transit (BRT) Corridors			
P2F_050	North-South BRT Phase 1 - Azalea to Downtown to Stonebridge	Multi-Jurisdiction	2
P2F_053	North-South BRT Phase 2a – Virginia Center Commons to Azalea	Henrico	3
P2F_057	Mechanicsville Turnpike BRT	Multi-Jurisdiction	3
Expansion of Existing BRT Corridors			
P2F_051	Western BRT Extension Phase 1 - Willow Lawn to Parham	Multi-Jurisdiction	2
P2F_055	Western BRT Extension Phase 2 - Parham to Short Pump	Henrico	3
P2F_052	Eastern BRT Airport Extension - Rocketts Landing to Airport	Multi-Jurisdiction	3

New Transit Hubs/Centers/Transfer Stations			
P2F_047	Southside Transfer Center	Richmond	3
P2F_137	W Broad St and Parham Rd – Transfer Station and Park and Ride	Henrico	3
P2F_202	Willow Lawn Transfer Facility	Henrico	3

Bridges

While bridge replacement and rehabilitation projects are programmatic in nature and funds are distributed based on a statewide prioritization process, the RRTPO has identified six major regional bridges which are priorities for replacement or rehabilitation using State of Good Repair (SGR) funds by 2050. As programmatic investments, these projects did not go through the evaluation process and are not tied to a specific time period but are considered as a whole. Depending on the timing of implementation, these bridge projects are expected to cost between $490M and $767M. Estimated costs have been listed in 2029 (near term) and 2044 (long term) dollars in the summary table below to demonstrate the range of potential costs which would be covered with SGR funds.

Exhibit 33: Constrained Bridges Project List Summary

Project ID	Project Name	Cost Low (Time-band 1)	Cost High (Time-band 3)
P2F_067	Manchester Bridge Rehabilitation	$30,389,000	$47,345,000
P2F_068	Lee Bridge Rehabilitation	$45,020,000	$70,140,000
P2F_069	Midlothian Turnpike Bridge Rehabilitation	$33,765,000	$52,605,000
P2F_071	Nickel Bridge Rehabilitation	$135,061,000	$210,421,000
P2F_072	Mayo Bridge Rehabilitation or Replacement	$225,102,000	$350,701,000
P2F_080	Martin Luther King Jr Memorial Bridge Rehabilitation	$20,822,000	$32,440,000
Regionally Significant Bridge Replacement & Rehabilitation Total		$490,159,000	$763,652,000

Other Regional Needs

The regional needs identified through the planning process exceed the expected revenues available to improve the regional transportation system. The list of projects that were in the Universe of Projects, but were not cost-feasible in the constrained financial plan, is included in *Technical Report I: Constrained Plan Development Report, Appendix E* (Illustrative List of Unconstrained Projects, or "Vision List") and are considered regional priorities as additional revenues are made available to the region.

One component of the Vision List in Appendix E is the set of rail projects identified in the Universe of Projects. These are regionally significant projects will help to improve the region's multimodal transportation system; planning and coordination on rail projects will continue to be a part of the MPO's work going forward. The rail projects are not included in the constrained project list because rail revenue amounts are not provided at the MPO level. Rail needs represented on this list total around $336 million. The locations of these projects can be seen on the Universe of Projects map (link in Chapter 5).

Exhibit 34 Constrained Other Regional Needs Project List Summary

Project ID	Project Name
P2F_134	Hungary Spring Rd - Grade separated crossing over railroad tracks
P2F_138	Staples Mill Amtrak Improvements/Station replacement
P2F_139	Fulton Layover Facility - Design and construction of three storage tracks, one maintenance platform, a service pit covered by a canopy, upgrades to the existing railroad signal system for entering and exiting the site, roadway improvements for access into the facility, a parking lot for staff, and a site building for equipment storage and staff facilities.
P2F_150	Richmond to Raleigh (R2R) passenger rail alignment along the I-85 corridor. The R2R corridor, specifically the abandoned 75 miles of the S-line that VPRA acquired from CSX in November of 2022, is important to enhance and grow intercity passenger rail service in the Southeast. When combined with the Long Bridge Project, R2R will better connect Amtrak service in North Carolina and Virginia with Amtrak connections in the Northeast. Project Cost cited is the Project Development Budget for 30% design.
P2F_151	Taylorsville Third Track will construct approximately 3 miles of third track in Hanover County. It begins north of Taylorsville Road and ends south of the Doswell railroad crossing.
P2F_152	Main Street Station West Side Platforms
P2F_153	East Acca Bypass
P2F_154	Rebuilding CSX S-Line
P2F_155	Third Track Construction

Other funding programs exist at the state and federal level which are not readily assigned to the RRTPO for revenue projections. These state and federal-level programs are not included as part of the plan budget but are potential sources of funding for projects which are included in the unconstrained, or vision, list of projects. These potential sources of funding include:

Revenue Sharing Program: Revenue Sharing is a match program where the Commonwealth matches local funding dollar-for-dollar on transportation projects, up to $5M per year. This program can help to reduce the use of Central Virginia Transportation Authority (CVTA) local funds, allowing localities to pursue additional projects that are local priorities.

Central Virginia Transportation Authority Bonds: The CVTA has the authority to issue bonds which has not been exercised to-date. As such, the financial plan assumes pay-as-you-go financing for projects funded with CVTA revenues. Through bond financing, the CVTA could leverage expected revenues to fund additional projects. If adopted, bond revenues could be used to implement additional projects on the vision list.

Commonwealth Rail Fund: This fund is the Commonwealth's primary source of dedicated funding for rail improvements and is administered by DRPT and the Virginia Passenger Rail Authority (VPRA), an independent authority which will own and manage rail infrastructure on behalf of the Commonwealth. This fund will be the primary source of revenue to implement rail improvements included in the vision plan.

Federal Discretionary Grants: The federal government offers several competitive discretionary grant programs, the most prominent of which is the Better Utilizing Investments to Leverage Development (BUILD) Grant. This program provides funding for road, rail, transit, and port projects that help achieve national objectives. The RRTPO supports applications for discretionary grants for all projects in both the constrained plan and vision project lists.

Pathways to the Future
TRANSPORTATION

Chapter Seven

Future Transportation Network Performance

Long Range Transportation Plan

2050



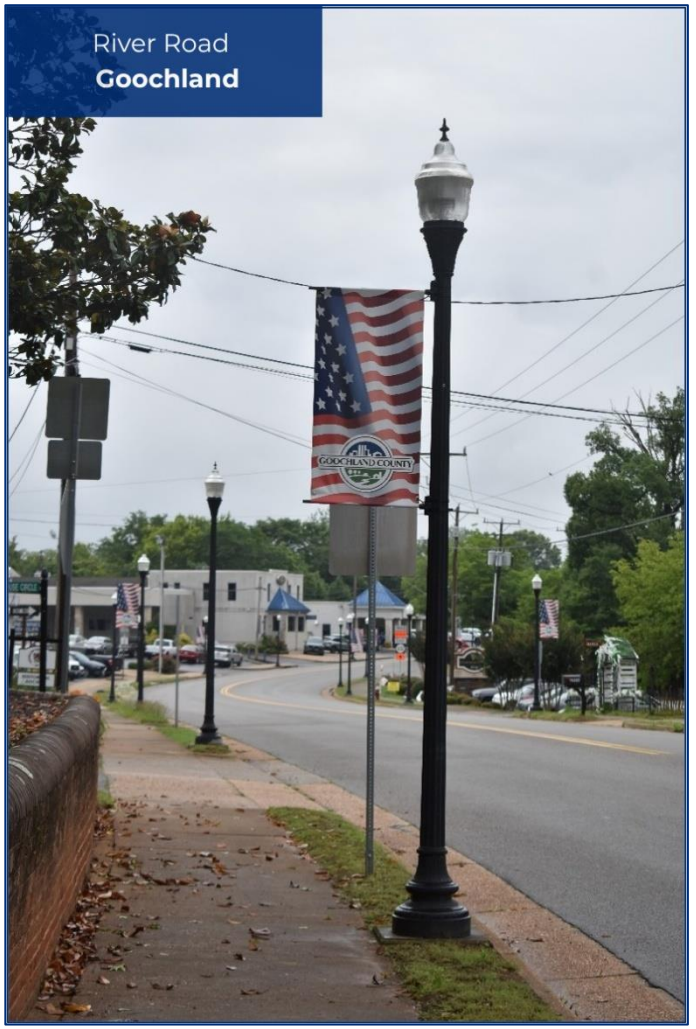
Richmond Regional Transportation Planning Organization
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Chapter 7 – Future Performance

Transportation 2050 seeks to guide transportation investment over the next 25 years in a way that advances the plan's Vision. As described in previous chapters, each potential project in the Universe of Projects was evaluated based on a set of Performance Measures derived from the plan's Goal areas. Then, during development of the constrained project list, the groups of projects included in each of the four financial packages were evaluated for the collective effect the projects would have on our future transportation system, calculated using *Transportation 2050* Objectives. Now, Chapter 7 presents an evaluation of the final set of projects included on the Constrained Project List, as approved by the RRTPO Policy Board on April 23, 2026. The evaluation in this Chapter is based on several types of considerations:

- Regional Demographics
- Performance Based Planning
  - Federal Performance Targets
  - *Transportation 2050* Objectives, using four Scenarios representing possible futures for the region.
- Air Quality Conformity

Chapter 7 also describes policy considerations and transportation planning needs that can work in tandem with the project investments included in this plan to better achieve the region's desired transportation network in 2050.



Regional Demographics Evaluation

Federal Non-Discrimination Laws and Virginia Environmental Justice Policy

Chapter 2 describes several key federal laws pertinent to transportation planning, including Title VI of the Civil Rights Act and the National Environmental Policy Act (NEPA). In addition to the federal law, there is pertinent guidance in Virginia specified in the Virginia Environmental Justice Act (VEJA) which declares it the official policy of the Commonwealth to provide fair treatment and meaningful involvement to all people, regardless of race, color, national origin, income, faith or disability, in the development, implementation, and enforcement of any environmental law or policy.
Based on the guidance in these laws, the plan evaluation was conducted on several demographic factors in two separate analyses.

Title VI Analysis:

This analysis identified the region's minority populations, foreign born populations, and populations with Limited English Proficiency (LEP) as indicators of protected classes. 2023 American Community Survey (ACS) 5-year census estimates were reviewed to determine the regionwide metrics for each of these populations. The Title VI area in the analysis is comprised of census tracts containing any of the identified demographic groups with a population count above their designated threshold.
Identifying the investment in transportation projects by concentrations of Title VI populations shows how the allocation of resources might impact historically underserved communities. The results of the analysis indicate that 52% of the constrained plan project mileage is expected to serve these areas and more than 56% of the dollars proposed for investment are expected to serve the population in these areas. Since the population in these geographies represents less than 51% of the overall regional population, this analysis supports the finding that the proposed

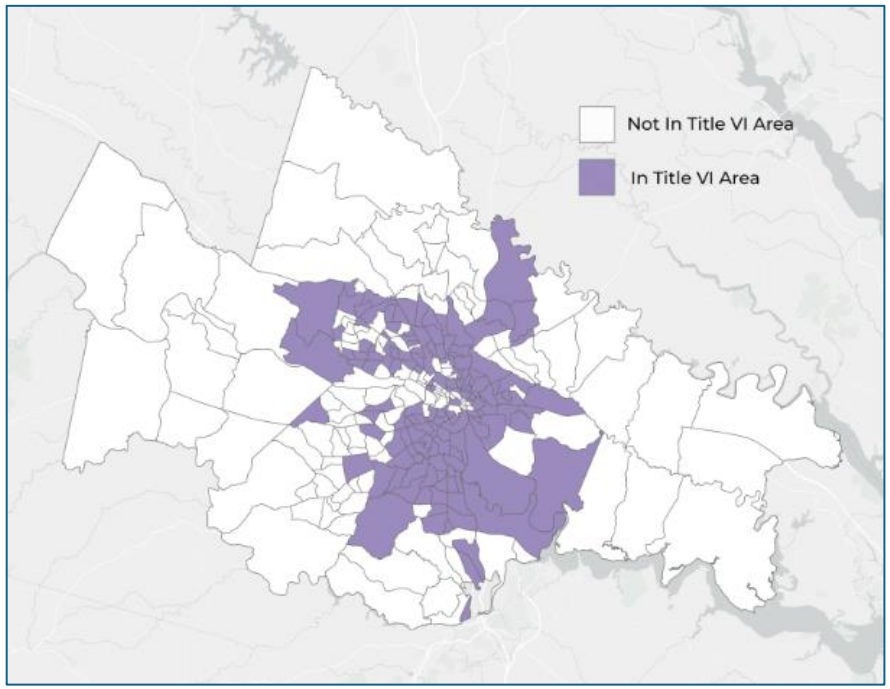


Exhibit 35: Title VI Analysis

investments are proportionally distributed. This ensures that Title VI communities are not overlooked in funding decisions.

Environmental Justice Analysis:

The Environmental Justice analysis builds on the demographics mentioned in the Title VI analysis, with additional demographic factors. These additional factors include low-income populations, population with a disability, population in female headed households, population without a vehicle, population cost burdened 50% or more, and population aged 65 or above. 2023 American Community Survey (ACS) 5-year census estimates were reviewed to determine the regionwide metrics for each of these populations. For each demographic group, a census tract was flagged for analysis if the tract was above the regional mean plus one standard deviation. A higher threshold was used due to the more complex, multifaceted nature of this evaluation relative to the Title VI analysis. The core Environmental Justice area was mapped based on flagged areas with significant concentrations of people in poverty or people from racial or ethnic minority groups as well as former federal priority environmental justice areas. In addition, all census tracts meeting the threshold for four or more demographic factors were included due to the overlapping indicators of disadvantage (see *Technical Report J Constrained Plan Evaluation Report* for additional methodology details).

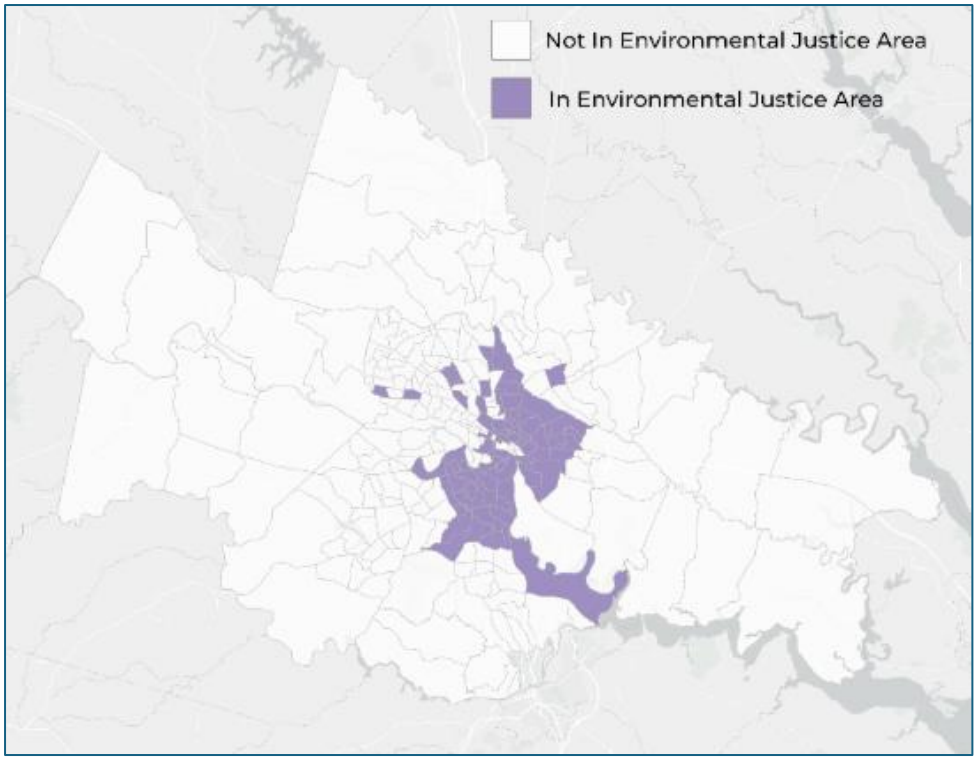


Exhibit 36: Environmental Justice Analysis

Analysis of investments in transportation projects in the Environmental Justice areas indicates that 27% of the constrained plan project milage is expected to serve these areas and about 34% of the dollars proposed for investment (base cost spending) expected to serve the population in these areas. Since the population in these geographies represents about 28% of the region's total population, this analysis supports the finding that communities that have traditionally faced

barriers to investment receive a share of transportation projects that is generally proportional to their presence within the regional population.

Performance Based Planning Evaluations

Federal Performance Targets

Federal law mandates specific performance measures to ensure transportation investments directly align with national goals. Through data collection and target setting established by the USDOT, these short-term targets guide near-term programming decisions within the Transportation Improvement Program (TIP), establishing a clear link between funding priorities and anticipated regional outcomes. To build toward robust, long-term regional objectives, the plan evaluates long-range performance against these baseline federal targets across five key categories:

- **Roadway Safety**: Near-term targets focus on reducing fatalities and serious injuries for both motorized and non-motorized travel, measured by total counts and rates per 100 million vehicle miles traveled (VMT). A dedicated baseline protects vulnerable road users like pedestrians and cyclists. Long-term plan objectives expand on this foundation by striving toward a regional target of zero transportation-related deaths and serious injuries through systematic infrastructure modifications and active transportation investments.
- **Infrastructure Condition (Pavement & Bridge)**: Short-term federal targets dictate specific minimum thresholds for National Highway System (NHS) pavement and bridge deck areas classified in "Good" condition, while limiting infrastructure allowed to fall into "Poor" condition. The long-term plan maintains state-of-good-repair standards adopted by VDOT and other asset owners and emphasizes proactive system resiliency, ensuring continuous preservation of the existing system.
- **Roadway Performance & Reliability**: Current targets evaluate travel time dependability by tracking the percentage of person-miles traveled that remain reliable across interstate and non-interstate corridors. Long-term objectives look past individual segments to focus on structural congestion management, prioritizing systemic land-use integration and operational strategies over pure capacity expansion to mitigate non-recurrent delay.
- **Freight Movement**: Short-term metrics utilize the Truck Travel Time Reliability (TTTR) Index to assess predictability along major logistics corridors. The plan's long-term horizon aims to secure regional economic competitiveness by optimizing targeted freight bottlenecks and supporting multimodal freight access points.
- **Transit Performance & Safety:** Short-term federal transit metrics focus on maintaining a State of Good Repair (SGR) for rolling stock, equipment, facilities, and infrastructure under Transit Asset Management (TAM) targets.

Concurrently, transit safety targets track total fatalities, serious injuries, safety events, and system reliability metrics per vehicle revenue mile. Long-term plan objectives look beyond these baseline operational standards to emphasize regional transit utility—shifting focus toward structural service expansions, high-frequency corridors (such as the Pulse BRT extensions), and zero-fare structural sustainability to maximize system-wide accessibility and regional connectivity.

Transportation 2050 Plan Objectives

Traditional long-range transportation modeling has historically operated under the assumption of a single, fixed future. By treating baseline growth projections as definitive, legacy planning methods risk optimizing a region's infrastructure for a reality that may not align with actual long-term development patterns, demographic shifts, or technological disruptions.

To move beyond these rigid constraints, the Pathways to the Future (P2F) framework introduces exploratory scenario planning. Rather than attempting to precisely predict the future, this approach maps a broader uncertainty space by manipulating regional "drivers of change"—such as socioeconomic growth rates, technological adoption levels, climate resilience behavior, and geographical land-use allocation. By cross-testing transportation performance against a variety of structurally distinct futures, the region can identify vulnerabilities, anticipate critical turning points, and prioritize robust policy interventions that provide cumulative benefits regardless of how the future ultimately unfolds.

The framework establishes a comparison standard through a historical baseline and evaluates the region's resilience across four alternative scenarios:

1. **Baseline Land Use ("Trendline Growth")**: Serves as the quantitative benchmark. It assumes that regional population and employment growth follow standard historical trajectories, that clean energy and technology are adopted purely along national trend lines, and that spatial settlement matches currently adopted local comprehensive plans.
2. **Ecotopia (Resilient Growth Scenario)**: Explores a **high-growth**, highly compact future centered on aggressive climate change mitigation. This scenario assumes a substantial influx of climate refugees and digital nomads, prioritizing a highly dense, multimodal land-use pattern where residents can travel seamlessly without a reliance on single-occupancy vehicles.
3. **Back to the Future (New Traditional Growth Scenario)**: Models a **high-growth** future defined by decentralized settlement patterns. It assumes continuing auto-dominance, traditional low-density suburban and rural sprawl expansion, lower rates of emerging technology adoption, and conventional development dynamics.

4. **Meh and Safe (Balanced Scenario)**: Represents a **moderate-growth** future that acts as a middle ground between conventional expansion and resilient practices. It simulates balanced growth across urban, suburban, and rural tiers while combining gradual technological integration with localized community resilience measures.
5. **RVA Sinks (Doomsday Scenario)**: Tests system resilience under severe economic and environmental strain. It models **low growth** driven by consecutive man-made and natural disasters, compounding challenges in housing affordability, and a loss of major regional employers, resulting in a net out-migration of businesses and residents.

By examining the region's transportation investments across these five distinct envelopes of growth rates and spatial patterns, the planning process shifts from reactive planning toward robust, proactive risk management.

To track progress toward the region's long-term vision, the plan examines the four core goals, backed by the seventeen performance objectives targeted for 2050 (see Chapter 4). Because the underlying forces driving these goals vary, the plan utilizes a dual-track analytical framework to evaluate performance across the alternative futures. The first track is analysis that uses scenario outcome modeling, and the second track is analysis that considers a fixed investment single strategic trajectory, paired with qualitative risk narrative. These tracks are described below.

1. **Scenario Outcome Modeling**

For objectives directly dependent on spatial growth patterns, travel behavior, and technology adoption, metrics are modeled dynamically across all five scenarios, all of which assume the same set of planned transportation investments (the constrained list of projects in this plan) are in place, but differ in their growth rate, spatial pattern and other assumptions, as described above. Analysis of these objectives yields distinct quantitative outputs for each future. These results were then compared against a no-build scenario using the Baseline future, but without the planned transportation investments (the 2050 No-Build Scenario), to demonstrate how changes in growth rates, land use patterns, and technology adoption can alter the performance of the exact same set of investments.

2. **Fixed-Investment Narrative Evaluation**

For objectives tied to fixed programmatic funding, system baseline expansions, or macro-level external variables (Ex. Changes in Telework, Climate Change, Energy Use, and Technology) the plan evaluates performance through a single strategic trajectory, paired with a qualitative risk narrative. This narrative explores how external scenario uncertainties will accelerate or hinder the region's ability to achieve its goals.

Grouped by plan goal, the following pages provide information about the quantitative outputs for each of the plan objectives, portrayed in "dashboards". This is a way to show multiple data points in relation to each other. The dashboards present each scenario's results as a percent difference from the 2050 No-Build Scenario. For example, for Vehicle Travel Demand Per Capita, Baseline Land Use is showing a 0.3% increase from the No-Build Scenario, and Ecotopia is 8.8% lower than the No-Build Scenario.

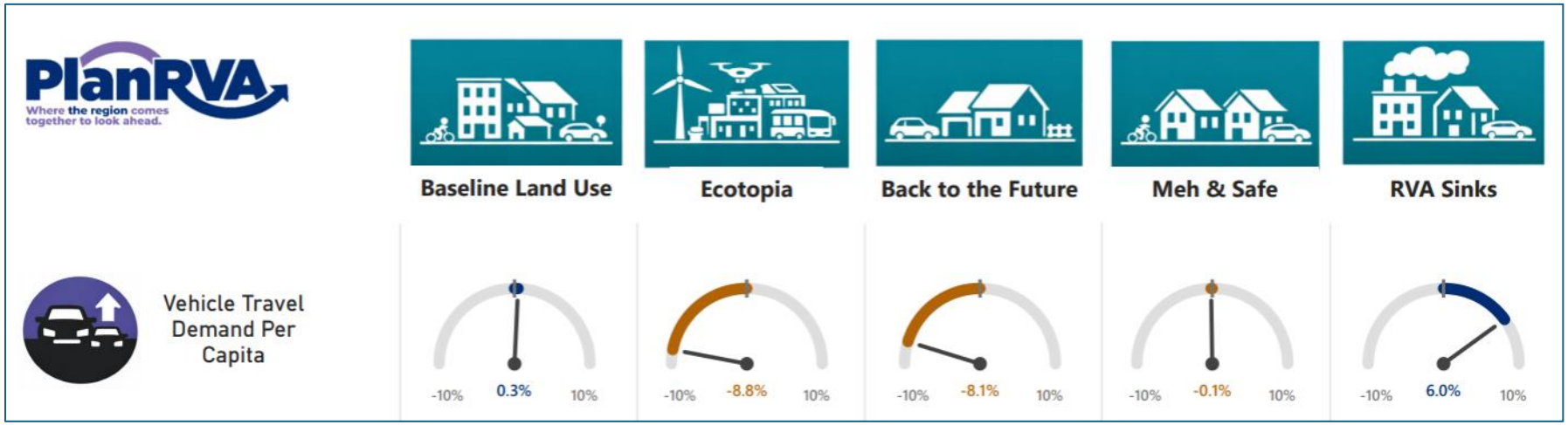


Exhibit 37: Illustrative Assessment of Performance Measure Robustness

***Goal A: Safety:* A transportation system where no one is killed or seriously injured, and people feel secure and comfortable regardless of how they travel.**

Analysis for the Safety objectives was done using the Fixed-Investment Narrative Evaluation track because beyond the investments in the plan, actual future safety outcomes are a shifting balance of competing forces across the uncertainty space that the scenarios in this plan consider. For example, high-growth, decentralized scenarios increase total VMT, speed differentials, and conflict points, structurally elevating regional crash exposure and severity relative to more compact development patterns with lower speeds or lower growth scenarios. Similarly, advancements in autonomous vehicle safety technology, connected infrastructure, and emergency medical response times will naturally suppress fatality and injury rates over time, independent of localized infrastructure design but are unable to be modeled at this time.

While the safety objectives were not analyzed across the five future scenarios, data analysis was able to project the effect of planned transportation investments on the number of fatal or serious injury crashes in 2050.

How Well Do We Meet Objectives?
A1. By 2050, the number of people killed or seriously injured on all roadways will be reduced by l00%. **A2. By 2050, the rate (per 100 million VMT) of people killed or seriously injured on our roadways will be reduced by 100%.**
The plan's specific projects (projects on the constrained project list that would directly reduce crashes) are expected to prevent an estimated 28 fatal and 165 serious injury crashes per year by 2050. This constitutes an approximately 23% reduction in fatal and serious injury crashes. The plan objectives and the regional goal under Vision Zero is simple: zero traffic deaths or serious injuries on roadways. While a projected 23% reduction by 2050 means the region isn't hitting that absolute target, this plan makes genuine progress towards that target by upgrading our most dangerous roads and intersections.
A3. By 2050, the number of people killed or seriously injured while biking and walking on our roadways will be reduced by 100%.
The projects selected primarily focus on regional, shared-use paths to build the backbone of our All-Ages and Abilities (AAA) network. However, a regional trail is only as effective as the local streets connect to it. Everyday safety measures like sidewalks, crosswalks, and localized pedestrian crossings are funded through flexible local investment buckets. To make our entire network genuinely safe and inclusive, local governments would need to complement regional investments with local policies and dedicated funding.

Key Takeaway
The projection of fatal and serious injury crashes above is based only on analysis of the constrained project set. However, the plan also includes over $700 million for systemic safety improvements through the Virginia Highway Safety Improvement Plan. If the High-Injury Network (HIN) and associated active transportation and transit vision networks are systematically coded into routine project development, this $700 million investment and other project funding can be most efficiently targeted to high-need corridors. The region can prioritize safety investments along its complete multimodal networks, ensuring that every transit corridor, pedestrian and biking facilities are designed defensively from the outset. Because vulnerable road users face the highest systemic risk, formalizing these vision networks within project development would help ensure that safety funding is actively directed toward pedestrian crossings, protected bike lanes, and transit access points. Reference the Strategies under the Safety Goal in Chapter 4 and the Policy Considerations and Needs section below.

***Goal B: Sustainability*: A cleaner transportation system that provides choices and meets the needs of the current generation and provides the same opportunity for future generations.**

How Well Do We Meet Objectives?
B1. By 2050 the percentage of volume of freight moved via intermodal transportation (rail or through the port) will increase by 50%.
Analysis for objective B1 was done using the Fixed-Investment Narrative Evaluation track because achieving a 50% volume increase is fundamentally dependent on container throughput at the Richmond Marine Terminal and its connection to the Port of Virginia, rather than regional land-use shifts. Highway projects handle the "last mile" of local delivery, but the foundational long-haul rail investment is listed in the unranked Vision List due to private ownership and distinct federal funding streams that do not flow through the TPO. Keeping rail priorities formalized on the Vision List ensures the region can quickly capitalize on freight-specific grants and private partnerships, safely managing the transition of goods from water to rail to local roads.

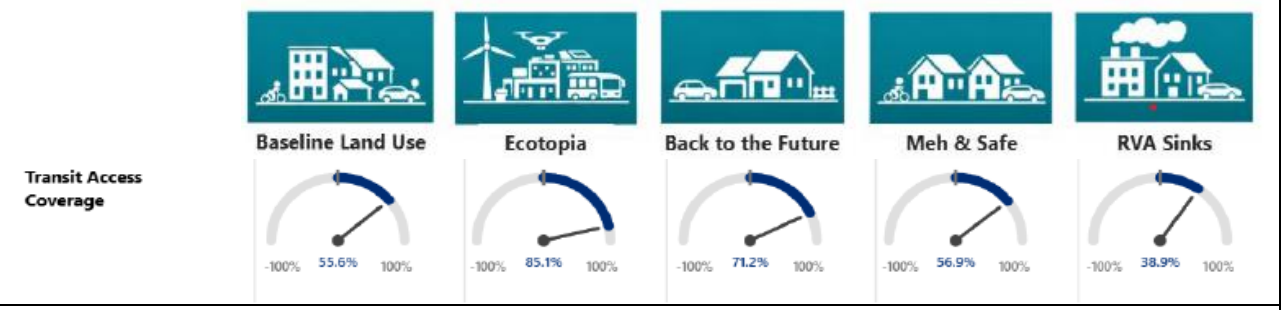
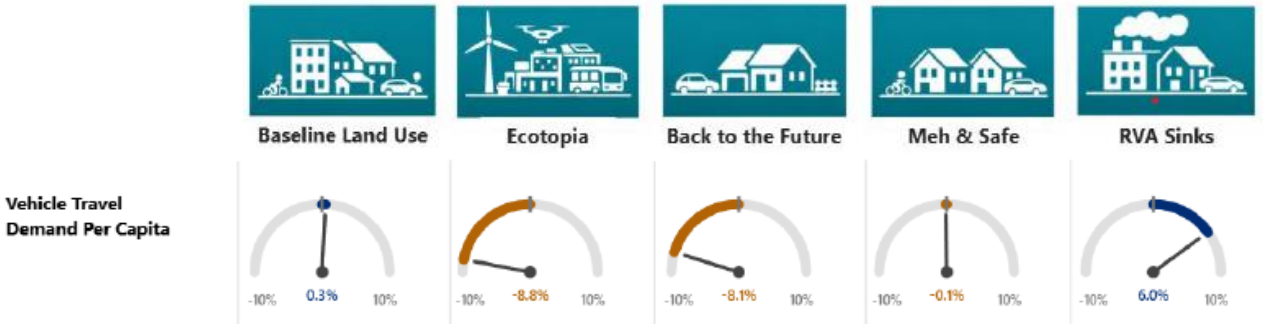
Analysis for the remaining objectives in this Goal (B2-B5) was done using the Scenario Outcome Modeling – see the **dashboard dials** beside each narrative.

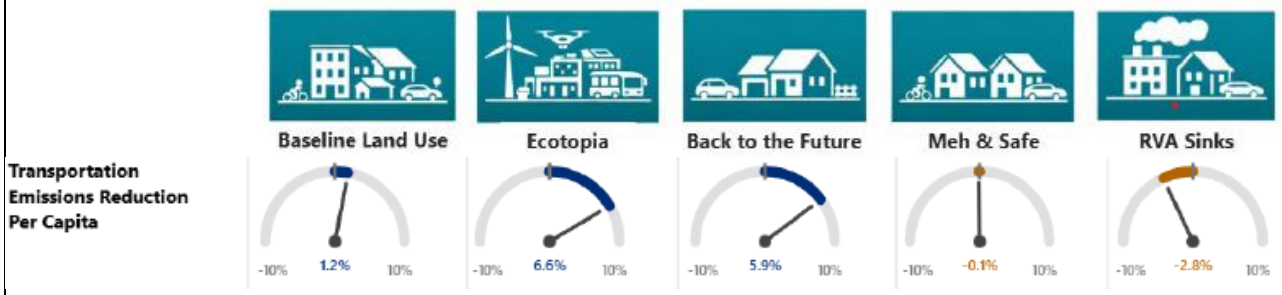
B2. By 2050, the average jobs and weighted destinations per capita accessible within 30 minutes by all modes (driving, transit, biking, walking) at AM Peak Hour (6:30AM-8:30 AM) will increase by 15%.

Access to Jobs. Analysis shows a generally directionally solid result in terms of meeting this objective's target. For two of the modes – transit and walking - there are robust results across future scenarios, in most cases either meeting or exceeding the target percentage. Access to jobs through walking was also fairly robust, with the objective met under three of the five scenarios. However, for driving, the target was missed in almost all scenarios due to congestion outpacing infrastructure. High-growth scenarios like Ecotopia and Back to the Future actually saw a decrease in access.

Access to Destinations. Analysis shows a mixed picture result in terms of meeting this objective's target. For three of the modes – driving, biking and walking – the target is generally not met across the future scenarios, with a few exceptions. Transit results were much more positive and robust across future scenarios, as the target was met and heavily exceeded across all scenarios. Note that this modeling result does not capture prospective new service locations, which would likely improve the results.



B3. By 2050, the percentage of residents and jobs within one-half-mile radius of public transit lines will increase by 10%.	
Analysis shows that the region is projected to meet the target percentage increase across the future scenarios, both for residents and jobs.	
B4. By 2050, the total daily vehicle miles travelled, and the average number of vehicle miles travelled per person each year will be reduced by 10%.	
VMT is heavily dependent on spatial growth. While no land-use scenario fully achieves the 10% per capita reduction, the high-growth, compact scenarios (Ecotopia and Back to the Future) come very close to meeting this target. Conversely, under the RVA Sinks scenario, per capita VMT increases due to relatively low availability and utilization of transit, walking, and biking options.	
B5. By 2050, transportation related emissions per capita per year will be reduced by 75%.	
This objective sits at the intersection of technology and travel behavior related indices from the scenario planning process. The model calculates tailpipe emissions by factoring in the projected rate of electric vehicle (EV) adoption alongside	

total VMT. For this reason, a scenario with high VMT but rapid fleet electrification may yield better emissions reductions than a low-VMT scenario reliant on fossil fuels. Under lower growth scenarios (RVA Sinks, Meh & Safe) emissions per capita increase as the region experiences less congestion and driving remains the most convenient choice. By contrast, emissions per person are reduced the most in the higher growth scenario where other modes of travel become more convenient, and more goods and services are provided locally.	

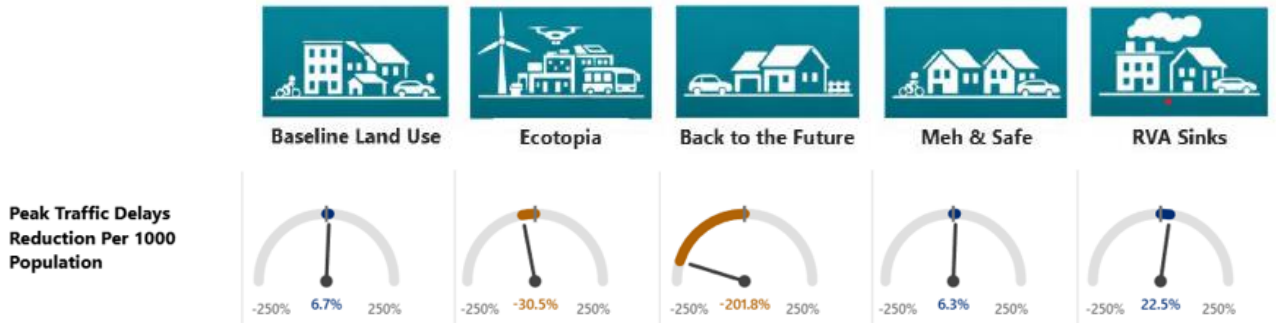
Key Takeaway
Achieving regional sustainability fundamentally depends on the integration of land use, transportation, and housing strategies, as housing density and location strongly influence daily travel patterns and transit viability. In addition, macro-level external variables—like fleet electrification and federal CAFE standards influence the region's ability to reach sustainability objectives. The high degree of variability in performance for the objectives discussed above in the varying futures reinforces the value of continuing to transition away from static transportation modeling toward more exploratory and scenario planning frameworks that allow stress-testing infrastructure investments to protect public capital against future uncertainty. Reference the Strategies under the Sustainability Goal in Chapter 4 and the Policy Considerations and Needs section below.

***Goal C Reliability:* A consistent and predictable transportation experience for all people regardless of how they travel.** Analysis for objectives C-1 through C3 in this Goal was done using the Scenario Outcome Modeling – see the **dashboard dials** beside the narrative.

How Well Do We Meet Objectives?

C1. By 2050, peak-hour traffic delays (hours of delay) will be reduced by 10%.

The plan sets a target of reducing peak-hour delay by 10%. The region only meets this target in the low-growth RVA Sinks scenario, while moderate-growth scenarios like the Baseline and Meh & Safe approach it. In these scenarios, the lower amount of growth injects fewer new vehicles into the network so traffic volumes remain below physical capacity. Conversely, high-growth scenarios are farther from meeting the target. The compact Ecotopia sees delay rise by 30.5%, while the car-centric, sprawling Back to the Future scenario experiences a 201.83% increase in delay as decentralized growth results in the roadway network absorbing a higher number of private vehicle trips.



C2. By 2050, the percentage of single-occupancy vehicles trips will be reduced by 10%.

No scenario comes close to achieving the 10% reduction target. However, the high-growth Back to the Future and Ecotopia scenarios make the most progress. In these futures, population growth mathematically dilutes the increased SOV share of total



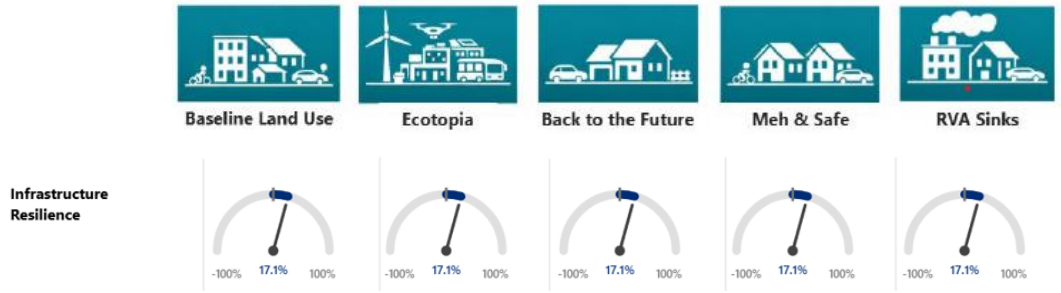
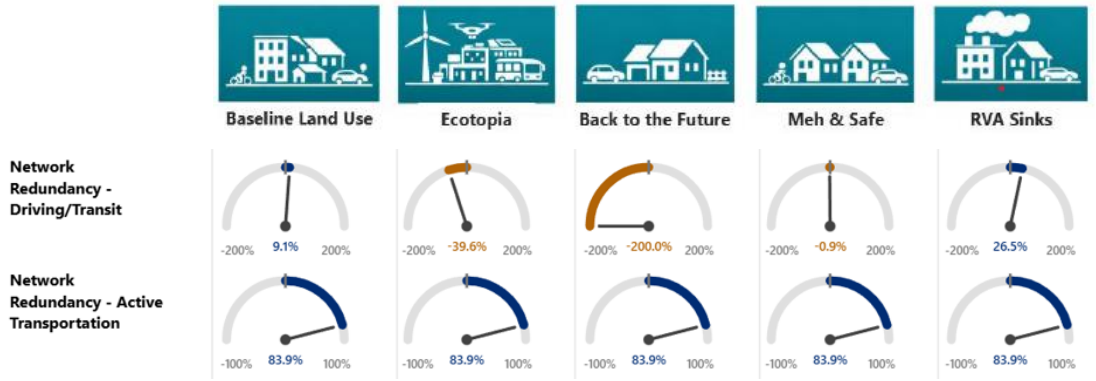
travel while compact land-use patterns increase the statistical probability of successful trip matching for transit, walking, and biking. In contrast, the RVA Sinks scenario sees SOV trips increase.	
C3. By 2050, the average annual daily transit ridership will increase by 75%.	
Ecotopia leads with a 75.0% ridership surge by concentrating growth into dense, transit-oriented development patterns that maximize proximity to transit lines. Back to the Future generates the second-highest increase. Despite decentralized sprawl, its population growth increases the number of residents in the expanded Bus Rapid Transit (BRT) footprint, while rising road congestion would encourage drivers to switch to transit. Meh & Safe and Baseline capture steady, incremental gains through moderate regional growth and balanced expansion. RVA Sinks yields the lowest gains.	

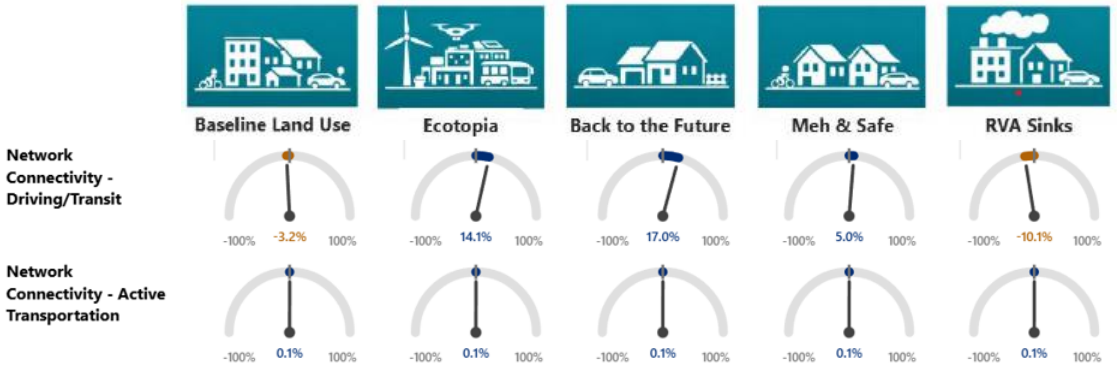
Analysis for the remaining objectives in this Goal was done using the Strategic Trajectory Evaluation.

C4. By 2050, the miles of dedicated infrastructure for biking and walking will increase by 25%.
Based on the planned transportation investments, Active Transportation is locked in at a 60% increase in dedicated miles across all scenarios, comfortably outpacing the 25% planning objective. While the physical mileage built is identical in every scenario, its practical utility would vary. As shown in the accessibility modeling, this 60% infrastructure expansion delivers its highest return on investment in Ecotopia, where compact development places destinations within a walkable or bikeable distance of these new paths.
CS. By 2050, the Bridge & Culvert Deck Area on the National Highway System classified as in 'Good' condition will increase to 10% and 'Poor' condition will be reduced to 0%.
Since the plan includes pavement and bridge maintenance as separate, dedicated funding, this objective and objective C6 were not included in scenario analysis. As further detailed in Technical Report J, this funding level is projected to result in 93% of bridges across the state being in a state of good repair by 2050. While these investments will not achieve 0% poor condition, they are expected to continue to increase the deck area in good condition through proactive maintenance and repair.
C6. By 2050, the pavements on the National Highway System which are in good condition will increase to 70%.
The level of maintenance investment included in this plan is expected to achieve 82% fair or better pavement conditions on interstate and high-volume roadways, with lower percentages on low volume primary and secondary roads. Over time, the expectation is that fewer roads would be in fair condition as proactive, preventative maintenance leads to more roadways being in good condition through early, lower cost interventions. This approach is consistent with the plan goal of 70% of NHS pavements in good condition.

Key Takeaway
The contrast between a 201.83% increase in peak-hour delay under the sprawling Back to the Future scenario and the robust ridership gains under the compact Ecotopia scenario suggest that the reliability benefits, particularly around congestion, do not materialize in higher growth scenarios. An adaptive approach which shifts focus to development patterns and multimodal solutions may be needed if the region appears to be on a higher growth trajectory. Reference the Strategies under the Reliability Goal in Chapter 4 and the Policy Considerations and Needs section below.

Goal D: Resiliency: **A transportation system that prepares, withstands, and recovers quickly from disruptions caused by natural disasters, extreme weather events, and other emergencies.**

How Well Do We Meet Objectives?	
D1. By 2050, 10% of the at-risk transportation infrastructure on the LRTP Network will be improved to withstand extreme weather evets and natural disasters.	
For scenario modeling, the assessment of at-risk infrastructure focused on flood risk, including from projected sea level rise. While the scenarios have some differences in assumptions, the parts of the region affected by the resulting variability were relatively limited, and as a result, all scenarios were projected to impact the same amount of milage. All scenarios are projected to meet the target at-risk milage threshold.	
D2. By 2050, the redundant capacity of the Transportation Network in the PM Peak Period (4:30-6:30 PM) will be increased by 5%.	
The RVA Sinks and Baseline scenarios easily surpass the 5% target In RVA Sinks, economic contraction and net out-migration preserve redundant capacity simply because fewer drivers are on the road. High-growth scenarios show sizeable declines in redundant capacity. In the high-growth scenarios, the PM peak hour compresses standard workplace commuting with school, retail, commercial, and freight traffic, generating thousands of simultaneous trips in dense Traffic Analysis Zones (TAZs); this surge overwhelms regional baseline capacity gains.	

D3. By 2050, the overall average systemwide Transportation Network connectivity will be increased by 2%.	
Network Connectivity (Driving and Transit) - The regional connectivity target is met in Back to the Future and Ecotopia, driven by stronger transit-oriented and compact development patterns increasing route options and network links. Meh & Safe surpasses the 2% threshold, but the Baseline & RVA Sinks scenarios miss the regional target. Low-growth conditions and economic contraction lead to a net decrease in systemwide connectivity, as development is less effective at leveraging or expanding the network's potential. **Network Connectivity (Active Transportation) -** Active Transportation connectivity holds steady across all future land uses. Alternative low-stress walking and biking routes are established equally by the fixed fiscal blueprint but fall short of reaching the regional target.	

Key Takeaways
The greatest variability in the objectives for this Goal is for the Network Redundancy for driving and transit. Results for this objective are strongly affected by how growth is distributed across the region. In the high-growth scenarios, the decreases in redundant capacity indicate that peak-hour travel demands can overwhelm the network if commuter, commercial, and freight traffic is not coordinated regionally. Reference the Strategies under the Resiliency Goal in Chapter 4 and the Policy Considerations and Needs section below.

Air Quality Conformity Evaluation

Air quality conformity is a Federal requirement that requires RRTPO staff to ensure the projects from Transportation 2050 collectively contribute to the air quality improvement goals as stated in the Clean Air Act (CAA). The transportation projects proposed by Transportation 2050 must not cause new air quality violations or worsen existing violations. The Air Quality section in Chapter 3 provides additional information about the region's air quality attainment status, and Chapter 6 and *Technical Report G: Project Prioritization Methodology* note the inclusion of an Air Quality Performance Measure in project scoring. This section describes the additional step of demonstrating conformity for the long-range transportation plan and the Transportation Improvement Plan (TIP). The constrained list of projects in Transportation 2050 and the ungrouped projects in the FY27-30 TIP constitute the RRTPO set of projects for the purpose of this analysis.

An interagency consultation meeting was held on May 12, 2026 to review the process and methodology for the conformity analysis. The report was advertised and open for public review from May 15th to June 14th, 2026. There were no comments were received from the public. The Air Quality Conformity Report was approved on July 2, 2026 by the RRTPO Policy Board, and the approved report was submitted to FHWA on (Date). The Federal Conformity Determination will be received within 45 days of submittal to FHWA.

The Richmond Region is currently meeting all of EPA's air quality standards. Transportation 2050 is not anticipated to cause or contribute to a violation of any air quality standards. For a more detailed overview of the process, see *Technical Report L: Air Quality Conformity*.

Policy Considerations & Needs

Not all outcomes of the long-range transportation planning process are specific to project-based solutions. Some of the most effective ways to enact change over such a long timeframe are to focus efforts at both a regional and local scale to assess and update policies that impact transportation decisions. Policy considerations for the RRTPO and local governments to consider are listed below.

Land Use is shown to be a major driver of transportation network performance.

Consideration: The Scenario Planning evaluation section above shows the significant impact of land uses on future transportation network performance.

Recommendation: Review and strengthen policies and analytical framework around integration of land use, housing, and transportation.

Discussion: Land use, housing, and transportation fundamentally dictate a community's economic and environmental performance. Undertaking a unified analytical framework that merges all three of these elements is critical for unlocking sustainable regional growth, ensuring that infrastructure investments directly reinforce housing affordability and economic accessibility rather than working at cross-purposes. By updating planning policies to evaluate these sectors collectively, planners can leverage land-use zoning to proactively solve transportation and housing challenges before they compound.

To turn this recommendation into reality, RRTPO and regional partners should adopt integrated forecasting models that explicitly simulate how a change in one sector ripples through the others. For example, updating zoning policies to allow high-density, mixed-use zoning around transit nodes (Transit-Oriented Development (TOD)) directly reduces vehicle miles traveled while simultaneously expanding the housing supply where it is needed most. Strengthening these regulatory frameworks ensures that public infrastructure investments are structurally aligned with local housing needs and commercial growth, ultimately driving better fiscal performance, lower household costs, and more resilient urban centers.

Legitimate uncertainty around the shape of future development should continue to drive improved planning for uncertain outcomes.

Consideration: Compare previous LRTPs forecasts to current socioeconomic baseline data to assess past predictive performance, and continue to improve forecasting and modeling tools.

Recommendation: Continue scenario planning for the next LRTP and explore tools and opportunities to expand its use more broadly for robust decision making.

Discussion: Historically, LRTPs (Metropolitan Transportation Plans) relied on a singular baseline forecast, effectively betting public infrastructure investments on a lone, static predictive framework. However, minor shifts in macro-trends, such as sudden changes in telecommuting, fuel pricing, or population distribution can render long-range travel demand models inaccurate. Continuing to expand exploratory scenario planning for the next LRTP cycle ensures that the region's long-range strategies are intentionally designed to perform well across a wide array of future conditions.

Expanding the use of advanced exploratory tools will allow the agency to seamlessly shift toward Robust Decision Making (RDM) and Decision Making under Deep Uncertainty (DMDU) frameworks. Tools such as VisionEval provide rapid, sketch-planning capabilities to test hundreds of policy and land-use permutations, specifically analyzing variables like vehicle miles traveled (VMT) and household costs. Meanwhile, the TMIP-EMAT (Travel Model Improvement Program - Exploratory Modeling and Analysis Tool) functions as a powerful cover around the agency's existing travel demand models, leveraging cloud-based experimental designs to run thousands of simulated futures within seconds. With these systems, planners can systematically stress-test long-range plans, pinpoint critical vulnerabilities and bottlenecks, and isolate low-impact, flexible investments that protect public capital.

Formalize the Congestion Management Process (CMP) more tightly into the project prioritization process.

Consideration: Before considering capacity expansion projects, the most efficient transportation planning framework considers first land use, then operational improvements, then multimodal solutions.

Recommendation: Develop policy framework to formalize demonstration of CMP-style solutions hierarchy.

Discussion: To truly address congestion and maximize the effectiveness of public funds, the region should explore embed a strict solutions hierarchy directly into the project selection process. By formalizing the CMP within the overarching project prioritization framework, agencies establish a transparent protocol that requires sponsors to exhaust lower-cost, high-efficiency interventions before requesting capital-intensive expansions. Under such a framework, candidates would first consider if altered Land Use strategies could address the issue, followed by implementing Operational Improvements (such as intelligent transportation systems or signal optimization) and Multimodal Solutions (like transit and active transportation infrastructure). Only after these three tiers are thoroughly analyzed and proven insufficient would a traditional capacity expansion project be considered.

To operationalize this approach, the agency should develop a rigorous policy framework that mandates a structured "demonstration of compliance" for all submitted projects. This framework functions as a gateway process: project sponsors must provide data-backed evidence showing that they have systematically evaluated and advanced through the hierarchy, proving why land-use, operational, or multimodal adjustments alone cannot solve the localized bottleneck.

Vision networks need to be fully integrated into the plan.

Consideration: The region has identified Vision networks for the transportation modes, but not fully included the networks in project development and LRTP plans.

Recommendation: Develop stable project inclusion guidelines including definition of major roads for continuity between updates.

Recommendation: Develop policy to ensure adopted vision networks are fully incorporated into project development and design.

Discussion: A frequent failure in the planning cycle occurs when a vision network is formally identified, but lacks a clear mechanism for funding or implementation, causing it to drop out of subsequent updates. To bridge this gap and maintain continuity, the agency must develop stable project inclusion guidelines that include a standardized, cross-jurisdictional definition of "major roads." Establishing these baseline criteria ensures that critical regional corridors remain consistently prioritized across different planning cycles, preventing fragmented networks and protecting long-term multimodal investments from being overlooked during routine updates.

Interregional coordination

Consideration: Discrepancies in border-zone socioeconomic data and inconsistent travel demand modeling assumptions between adjacent regions limit the accuracy of cross-boundary travel forecasts and impact regional project prioritization.

Recommendation: Collaborate with neighboring planning agencies to harmonize socioeconomic data collection timelines, standardize demographic forecasting methodologies, and build a unified, multi-regional modeling framework to better capture interregional commuter patterns and freight flows.

Discussion: The regional transportation network functions as a contiguous system, while travel demand modeling and demographic forecasting remain fragmented by MPO boundaries. Disconnects in model base years, employment

definitions, and population growth projections along border zones create inaccurate traffic forecasts. These technical inconsistencies complicate the evaluation of interregional freight corridors and commuter sheds.

Aligning socioeconomic data horizons and modeling assumptions between adjacent MPOs is critical to creating a legally defensible, fiscally constrained plan. Establishing a unified analytical foundation ensures that multi-jurisdictional corridor investments are evaluated against a single, agreed-upon baseline, accelerating regional consensus and optimizing funding prioritization.

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RESOLUTION

2026-11-5

Pathways to the Future: Transportation 2050

WHEREAS, the Richmond Regional Planning District Commission recognizes the importance of a strong regional transportation system; and

WHEREAS, undertaking coordinated transportation planning can benefit the region as a whole; and

WHEREAS, the Long-Range Transportation Plan (LRTP) serves as a core product of the MPO and PlanRVA, establishing the regional transportation vision, policy framework, and fiscally constrained multimodal transportation investments over a 20+ year horizon; and

WHEREAS, federal regulations require the LRTP to be updated at least once every five years to maintain compliance and align regional transportation strategies with updated demographic, economic, and land use forecasts; and

WHEREAS, the PlanRVA conducted robust public outreach, stakeholder engagement, and a formal public review period in accordance with federal requirements and the PlanRVA's adopted Public Participation Plan; and

WHEREAS, the proposed project portfolio balances regional highway capacity, transit expansion, active transportation networks, travel demand management, and critical infrastructure preservation to support future growth and regional mobility; and

WHEREAS, the Richmond Regional Planning District Commission finds this plan to be consistent with the Regional Strategic Vision adopted June 12, 2025.

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Regional Planning District Commission adopts Pathways to the Future: Transportation as an official plan; and

BE IT FURTHER RESOLVED, that the Richmond Regional Planning District Commission hereby incorporates Pathways to the Future: Transportation 2050 into the FY2025-FY2030 Regional Strategic Plan.

Martha Shickle, Executive Director

June 11, 2026

Date

Jordan T. Stewart, Chair

June 11, 2026

Date

This is to certify that the PlanRVA Commission adopted the above resolution at its meeting held November 12, 2026.