



Photo: Virginia Capital Trail along Rt. 5, Charles City

## Richmond Regional Transportation Planning Organization (RRTPO) Long Range Transportation Plan (LRTP) Advisory Workgroup



### NOTES

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

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

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

Members of the public are invited to submit public comments either verbally or in writing. Written comments can be submitted through the Q&A/Chat function on Zoom by email to [RRTPO@PlanRVA.org](mailto:RRTPO@PlanRVA.org). Written comments will be read aloud or summarized during the meeting when possible and will be included in the meeting minutes. Verbal comments will be taken during the Public Comment Period on the agenda.

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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.*

# AGENDA

## RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION LONG-RANGE TRANSPORTATION PLAN ADVISORY WORKGROUP Kickoff Meeting

Wednesday, November 6, 2024, 2:00 p.m.

PlanRVA Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224

1. **Welcome and Introductions**  
*(Sulabh Aryal/10 minutes)*
2. **L RTP Introduction**  
*(Sulabh Aryal/20 Minutes)*
3. **Overview of the Advisory Workgroup and Ground Rules** – page 3  
*(Myles Busching/10 minutes)*
4. **Public Comment Period**  
*(Sulabh Aryal/5 minutes)*
5. **Federal Regulatory Framework** – page 5  
*(Dorian Allen/10 minutes)*
6. **L RTP Scope of Work and Schedule** – page 7  
*(Sulabh Aryal/20 minutes)*
7. **L RTP Public Engagement Strategy** – page 10  
*(Holly Gordon/10 minutes)*
8. **L RTP Branding**  
*(Ellen Cook/5 minutes)*
9. **Next Meeting- January 22 (time TBD) via Zoom**  
Staff recommendation is to have the regularly scheduled L RTP-AWG meeting on the fourth Wednesday of every month (virtual) and, if required, have additional meetings as needed. Important milestone meeting is recommended to be in-person.

## **Ground-Rules for the 2050 LRTP-AWG**

1. **Legal Foundation:** The advisory work group is not a public body and does not require a quorum to meet. Decisions on any steps in the process will be decided based on the consensus of those present and participating.
2. **Transparency:** The meeting will be open to the public. There will be a designated Public Comment Period where each person can speak for three minutes. The meeting summary will be recorded for each meeting.
3. **Commitment to Collaborative Decision-Making:** All members must commit to working together respectfully, valuing diverse perspectives, and seeking common ground. Decision-making will prioritize consensus, where the goal is to reach an agreement that everyone can support or at least live with, even if it may not fully align with individual preferences. Voting will only be done when required and need to pass as a majority. PlanRVA Staff will facilitate the meetings.
4. **Active Participation:** Each member is expected to contribute actively to discussions, share their expertise, and remain engaged in the process. Silence will not be assumed as agreement, so every member must voice their perspectives or concerns.
5. **Open and Honest Communication:** Discussions will be transparent, and members are encouraged to express their views openly, with a focus on the issue rather than personal positions. Constructive feedback is welcomed, and criticism should be aimed at improving the overall outcomes rather than at individuals.
6. **Respect for All Opinions:** Every member's opinion is valid and should be treated with respect. The group will make an effort to consider all viewpoints fairly before moving towards a decision. Disagreements will be seen as opportunities for deeper understanding, not as obstacles.
7. **Seek Common Interests, Not Positions:** When disagreements arise, the focus will be on understanding the underlying interests and needs of each member rather than defending fixed positions. The group will strive to find solutions that address these common interests.
8. **Flexibility and Adaptability:** Members should be open to modifying their positions based on new information or arguments presented during discussions. A willingness to compromise is key to reaching a collective consensus.
9. **Commit to Decisions Once Made:** Once a consensus has been reached, all members agree to support the decision, even if it was not their first choice. If follow-up discussions are needed, they will be conducted in a constructive manner without undermining prior decisions.
10. **Time-Bound Discussions:** To ensure efficiency, discussions will be structured with time limits to avoid prolonged debates. However, important matters should not be rushed. Extensions can be granted if consensus-building requires further dialogue.

## Flowchart of Consensus Decision Making Process

### **Stage 1: Introduce and clarify the issue**

Share background information. Work out the remit of the discussion - i.e. what questions do you need to decide about now?



### **Stage 2: Open out the discussion**

Make space for everyone to share their needs and opinions before launching into trying to solve the problem. If ideas come up already, you could hear them briefly, then park them for the next stage.



### **Stage 3: Explore ideas in a broad discussion**

Come up with lots of different ways forward. Explore the pros and cons of different options. Identify key concerns, needs and objectives.



### **Stage 4: Form a proposal**

Look for a solution that meets everyone's most important needs. This might involve weaving together elements of different ideas.



### **Stage 5: Amend the proposal**

Look for changes that will make the proposal even stronger.



### **Stage 6: Test for agreement**

Clearly state the proposal and check whether there is real agreement. Starting by asking for who is against the proposal makes it easier for people to voice their concerns. E.g.:

Any **blocks**?

Any **stand-asides**?

Any **reservations**?

Do we have **consensus**?

If you have a block, or too many stand-asides you will need to go back a stage, and amend the proposal further, or create a new one.



### **Stage 7: Work out how to implement the decision**

Work out what needs to happen, by when, and who will do it!

## **Item 5. Federal Regulatory Framework**

The Long-Range transportation Plan (LRTP) serves as a multi-modal blueprint for the Richmond Region's transportation network. The LRTP is a long-term transportation planning document with a horizon of 20 plus years, in contrast to the RRTPO's Transportation Improvement Program (TIP), which is a four-year programming document.

The Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing the FAST Act, which became effective June 27, 2016, specify the development and content of the LRTP and require that it be reviewed and updated at least every four to five years as applicable. No major amendments have been made to the FAST Act since the adoption of the 2045 LRTP on October 4, 2021. Based on the Code of Federal Regulation § 450.324 the following includes applicable federal requirements to the RRTPO. RRTPO intends to address/incorporate all these requirements during its LRTP planning process.

1. The long-range transportation plan ("plan") has no less than a 20-year planning horizon.
2. The plan includes both long-range and short-range strategies/actions that provide for the development of a safe and integrated multimodal transportation system to address current and future transportation demand.
3. The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the plan. The Plan shall use the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The Plan shall include current and projected transportation demand of persons and goods to the horizon year of the plan.
4. The MPO planning process shall provide for the implementation of projects and strategies that address the following planning factors:
  - i. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
  - ii. Increase the safety of the transportation system for motorized and nonmotorized users;
  - iii. Increase the security of the transportation system for motorized and non-motorized users;
  - iv. Increase accessibility and mobility of people and freight;
  - v. 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;
  - vi. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
  - vii. Promote efficient system management and operation;
  - viii. Emphasize the preservation of the existing transportation system;
  - ix. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
  - x. Enhance travel and tourism
5. The plan shall include existing and proposed transportation facilities that serve important national and regional transportation functions over the period of the transportation plan.

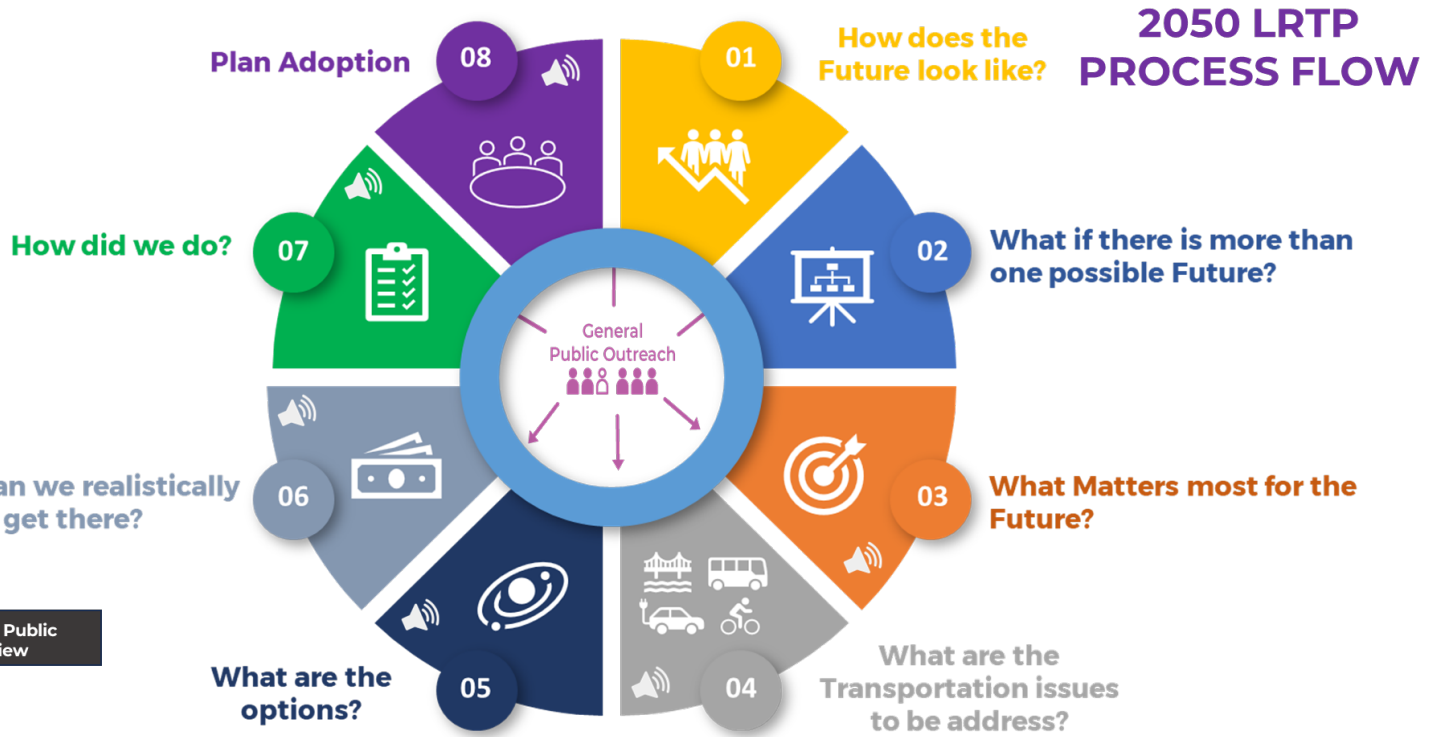
6. The plan shall include a description of the performance measures and performance targets used in assessing the performance of the transportation system, and a report on progress achieved in meeting the performance targets.
7. The plan shall include operational and management strategies to improve the performance of existing transportation facilities to relieve congestion and maximize the safety and mobility.
8. The plan shall include consideration of the results of the congestion management process, including the identification of SOV projects.
9. The plan shall include an assessment of capital investment and other strategies to preserve the existing and future infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters.
10. The plan shall include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption.
11. The plan shall include a description of existing and proposed transportation facilities in sufficient detail and include cost estimates.
12. The plan shall include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
13. The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate, a comparison of transportation plans with State conservation plans or maps, if available
14. The plan shall include a financial plan that demonstrates how the plan can be implemented and includes:
  - i. Cooperatively- developed estimates of costs and revenue sources reasonably expected to be available to adequately operate and maintain the highways and public transit (in "year of expenditure dollars")
  - ii. Recommendations on any additional financing strategies to fund projects and programs included in the plan.
15. The plan should integrate the priorities, goals and strategies in the State's Highway Safety plans and Improvement programs, and public transportation agency safety plans.
16. The plan shall demonstrate that stakeholders were given the opportunity to comment on the plan; in accordance to the RRTPO Public Engagement Plan.
17. The plan shall demonstrate consultation with agencies involved in: a) tourism; b) natural disaster risk reduction.
18. The plan shall be made readily available for public review in electronically accessible formats.
19. Visualization techniques shall be used to describe the plan.
20. Air quality conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and EPA regulations
21. MPOs are encouraged to consider housing in the metropolitan transportation planning process. Metropolitan Planning Organizations (MPOs) may address this through a housing coordination process such as adding affordable housing organizations as stakeholders for metropolitan transportation plans and using housing distribution as a factor for scenario planning.

## 2050 LRTP General Scope of Work & Schedule

Main Project Timeline: September 2024 – September 2026

Public Engagement: November 2024- August 2026

### 2050 LRTP Process Flow



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

- 2050 Baseline Growth Assumptions
- 2050 Baseline Demographic Data

**Policy Board Adoption – July 6, 2023**

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

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

**Policy Board Adoption - September 5, 2024**

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

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

**Policy Board Adoption – June 2025** (tentative)

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

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

**Policy Board Adoption - July 2025** (tentative)

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

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

**Policy Board Adoption - December 2025** (tentative)



## **6. How can we realistically get there?**

Transportation Project Prioritization and Implementation (2025- 2026)

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

**Policy Board Adoption – June 2026** (tentative)

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

Plan Evaluation (2026)

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

**Policy Board Adoption - July 2026** (tentative)

## **8. Plan Adoption (2026)**

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

**Policy Board Adoption - September 2026** (tentative)

A central goal of this engagement process is to ensure that diverse stakeholders from communities across the region have opportunities to inform and review multiple phases of the planning process. Forward-looking, intentional touchpoints include returning to identified groups to share the results of their feedback along the way.

The Richmond Regional Transportation Planning Organization (RRTPO), powered by PlanRVA, produces this plan every 5 years for the regional transportation and connectivity needs for a 20+ year horizon.



### **Visioning : What matters most for the future of the region?**

Presenting opportunities for the public to help shape strategic goals and objectives of the plan.



### **Identifying Needs: What are the transportation issues to address?**

Engaging the public to identify needs in the Richmond region with a special emphasis on equity.



### **Universe of Projects: What are the possible solutions?**

Here's what we heard about your vision and needs.. Here are possible regional solutions. Formal public comment on the Universe of Projects.



### **Prioritizing Investments: How can we realistically get there?**

Inviting the public to weigh in on costs, investment scenarios, and impacts and indicate preference.



### **Plan Impact: How does impact data affect perception of the plan?**

Presenting expected impact (air quality, equity) of proposed projects with goal to learn what considerations the public desires in future approaches and design.



### **Presenting the Plan: How does the public feel about the way forward?**

Returning to the public to share the final plan, highlighting the ways their input is reflected in the proposed vision for the future of transportation in the region.



## Goals:

Public Engagement Strategy for the 2050 Long Range Transportation Plan (LRTP):

1. **Engage** the public at all levels and throughout key phases of the regional strategic planning process.
2. **Ensure** that a variety of multi-modal engagement strategies are implemented to establish inclusive input, with an emphasis on hard to engage populations.
3. **Strengthen** relationships with local governments, agencies, and stakeholder groups to ensure equal outreach to all regional jurisdictions.

## Audience:

**The 2050 LRTP will be informed by input from individuals and groups from each member locality, and across diverse strata of the regional population.**

This will include required, federally mandated groups, as well as strategic and collaborative efforts to engage underserved populations or those persons with unique transportation needs and challenges.

Our aim is to focus more intently on **increasing participation with these groups**, not as a one-time invitation, but as an **ongoing effort to build relationships, and trust** and to ensure their interests and ideas are reflected in the Pathways to the Future regional strategic planning process.



## Aligning Engagement to the Phases of the Process

Essential to the success of this public engagement strategy is the **alignment with key outreach phases of the LRTP plan**, where public input is critical to ensure stakeholder voice is heard and to promote public investment in the process. **In the timeline matrix (attached)**, each of these action phases leads with a process question intended to guide the focus of our work, and selection of tools to achieve meaningful engagement levels.

Ongoing throughout the process, broad education and engagement outreach will occur with **milestone assessments on stakeholder voices underrepresented in the data**.

### Intentional Feedback Loop Design



**New** to the 2050 LRTP engagement process is an intentional design **to return to update and re-engage stakeholder groups at designated points in the plan development**.

**We will schedule three focused touchpoint engagements** with identified stakeholder communities throughout the process with the following objectives:

1. Introduce the plan concept and collect input on vision and transportation issues.
2. Share back about how their input informed plan goals and obtain new feedback on investment scenarios and the Universe of Projects.
3. Present the final plan and its impact with opportunity for comments.

**A multi-modal and equity-focused approach** to outreach will use print and digital mediums, activity-based engagement tools, alongside in-person and asynchronous presentations.

## Building on Locality Engagement



**Data capture begins with review of the nine RRTPO member localities' prior work** in these areas, to build on the input data reflected in comprehensive plans.

PlanRVA's position as a regional convener allows us to zoom out and consider needs to best inform the plan for issues of regional significance.



## Measuring Engagement Success

Our focus on equitable and inclusive engagement practices means that, while specific event participation, activities, and language used may be customized for unique audiences, the core messaging and opportunities to provide individual and community input will be the equal.

We will track milestones.



## Organizational Structure

- PlanRVA staff
- RRTPO Advisory Workgroup
- RRTPO Community Transportation Advisory Committee
- RRTPO Board
- Locality staff and elected officials