

# AGENDA (Amended)

## **RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION POLICY BOARD**

**Monday, October 4, 2021  
9:30 a.m.**

### **PlanRVA James River Board Room**

This meeting is open to the public. Members of the public are invited to attend in-person or virtually.

If you wish to participate in this meeting virtually, please register via Zoom at [https://planrva-org.zoom.us/webinar/register/WN\\_e47VxDD5Qte-IZATwgT09g](https://planrva-org.zoom.us/webinar/register/WN_e47VxDD5Qte-IZATwgT09g).

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 [www.youtube.com/c/PlanRVA](http://www.youtube.com/c/PlanRVA).

**CALL TO ORDER** (Williams)

**PLEDGE OF ALLEGIANCE** (Williams)

**WELCOME AND INTRODUCTIONS** (Williams)

**CERTIFICATION OF A QUORUM** (Firestone)

### **A. ADMINISTRATION**

**1. Consideration of Amendments to the Action Meeting Agenda**  
(Williams)

**2. [Approval of September 2, 2021, RRTPO Policy Board Action Meeting Minutes](#)** - page 4

*Note: also attached are the amended minutes from the August 5, 2021, RRTPO Policy Board Action Meeting that were previously approved as amended*  
(Williams)

***ACTION REQUESTED - Approval of September 2, 2021 minutes as presented***

**3. Open Public Comment Period**

(Williams/5 minutes)

**4. RRTPO Chair's Report**

(Williams/5 minutes)

**5. RRTPO Secretary's Report**

(Parsons/20 minutes)

- a. [Current Work Efforts](#) - page 13
- b. [RRTPO Work Status and Financial Report for August 2021](#) – page 14
- c. [CTAC Report](#) – page 26
- d. Fall Forum Update
- e. Public Messaging Update  
(Addison/15 minutes)

**B. NEW BUSINESS**

**1. ConnectRVA 2045 Plan – page 28**

*Note: the [Summary and Final Public Review Comments](#) documents are included as an attachment; the [ConnectRVA 2045 Plan](#) document is included as a link*

(Parsons/Aryal/30 minutes)

***ACTION REQUESTED – Adoption of the ConnectRVA 2045 Long-Range Transportation Plan***

**2. [TIP amendment: IJR – Route 288](#) – page 56**

(Busching/10 minutes)

***ACTION REQUESTED - Approval of the amendment and resolution as presented***

**3. [TIP amendments: Henrico](#) - page 60**

(Busching/10 minutes)

***ACTION REQUESTED - Approval of the amendment and resolution as presented***

**4. [TRIP Program Funding Application Support – GRTC Request](#) - Page 62**

(Timm/10 minutes)

***ACTION REQUESTED - Approval of the resolution as presented***

**C. AGENCY AND COMMITTEE REPORTS**

**1. Transportation Agency Updates**

(VDOT, DRPT/10 minutes)

- a. VDOT – Mann
- b. DRPT – DeBruhl

#### **D. OTHER BUSINESS**

1. **Future Meeting Topics** – page 64  
(Williams/5 minutes)
2. **RRTPO Member Comments**  
(Williams/5 minutes)
3. **Next Meeting: December 2, 2021\***  
(Williams)

#### **E. ADJOURNMENT**

*\*December 2, 2021 is the next meeting of the RRTPO Policy Board. The Policy Board will hold its annual Fall Transportation Forum on November 4, 2021.*

CAP/jf  
Attachments

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION  
POLICY BOARD**

**MINUTES OF ACTION MEETING**

**Thursday, September 2, 2021**

**9:30 a.m.**

**PlanRVA James River Board Room**

**MEMBERS and ALTERNATES (A) PRESENT:**

<b>Town of Ashland</b>		<b>Charles City County</b>		<b>Chesterfield County</b>	
John H. Hodges	X	William G. Coad		Kevin P. Carroll	X
Anita Barnhart (A)		Vacant (A)		James M. Holland	X
				Christopher Winslow	X
				Leslie Haley (A)	
<b>Goochland County</b>		<b>Hanover County</b>		<b>Henrico County</b>	
John L. Lumpkins Jr.	X	Sean M. Davis	x	Patricia S. O'Bannon	X
Vice Chair Susan F. Lascolette	X	W. Canova Peterson	x	Frank J. Thornton	X
Vacant (A)		Faye O. Prichard (A)		Thomas M. Branin (A)	
Vacant (A)		Vacant (A)		Vacant (A)	
<b>New Kent County</b>		<b>Powhatan County</b>		<b>City of Richmond</b>	
Patricia A. Paige	X	David T. Williams	x	Andreas D. Addison	
C. Thomas Tiller Jr.		Karin M. Carmack	x	Katherine L. Jordan	X
Thomas W. Evelyn (A)		Vacant (A)		Stephanie A. Lynch	
Vacant (A)		Vacant (A)		Cynthia I. Newbille	X
				Michael J. Jones (A)	
				Kristen Nye Larson (A)	
				Ellen F. Robertson (A)	
				Vacant (A)	
<b>Capital Region Airport Commission</b>		<b>GRTC Transit System</b>		<b>RIC Metropolitan Transp. Authority (RMTA)</b>	
John B. Rutledge		Julie E. Timm	x	Joi Taylor Dean	
		Sheryl Adams (A)			
<b>Secretary of Transportation or Designee</b>		<b>CTAC</b>		<b>DRPT</b>	
R. Shane Mann	X	Upton S. Martin (non-voting)		Jennifer B. DeBruhl (non-voting)	X
Mark E. Riblett (A)	X	Lisa M. Guthrie (A) (non-voting)		Tiffany T. Dubinsky (A) (non-voting)	
<b>Federal Highway Administration (FHWA)</b>		<b>Federal Transit Administration (FTA)</b>		<b>RideFinders</b>	
Thomas L. Nelson Jr. (non-voting)		Daniel Koenig (Liaison)		Von S. Tisdale (non-voting)	
Ivan Rucker (A) (non-voting)				Cherika N. Ruffin (A) (non-voting)	
<b>VA Dept. of Aviation (DOAV)</b>					
P. Clifford Burnette Jr. (non-voting)					

The technology used for the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board meeting was a web-hosted service created by Zoom and YouTube Live Streaming and was open and accessible for participation by

members of the public. A recording of this meeting is available on our [Plan RVA YouTube Channel](#).

### **CALL TO ORDER**

The RRTPO Policy Board Chair, David T. Williams, presided and called the September 2, 2021, RRTPO Policy Board action meeting to order at 9:29 a.m. in PlanRVA's James River Board Room.

### **WELCOME AND INTRODUCTIONS**

Chair Williams asked Chet Parsons, RRTPO Secretary, to introduce Janice Firestone as the new Transportation Program Coordinator. Board members welcomed Ms. Firestone.

### **ATTENDANCE ROLL CALL & CERTIFICATION OF MEETING QUORUM**

Phil Riggan, Planner, certified that a quorum was present.

## **A. ADMINISTRATION**

### **1. Consideration of Amendments to the Action Meeting Agenda**

There were no requested changes to the meeting agenda. The RRTPO Policy Board unanimously approved the September 2, 2021, agenda as presented.

### **2. Approval of August 5, 2021 RRTPO Policy Board Action Meeting Minutes**

On motion by John Hodges, seconded by Canova Peterson, the RRTPO Policy Board voted unanimously by acclamation (voice vote) to approve the minutes of August 5, 2021, with the following amendments:

1. Note under *Welcome and Introductions* that Nicole Mueller was recognized by the board for her excellent service to the RRTPO.
2. Note under *Item D. Other Business* that board members had a discussion about the need for better outreach to the public and media. The importance of ensuring that accurate information about RRTPO programs and accomplishments is shared with the public and the media was stressed in light of a recent newspaper article that contained inaccurate information. There was further discussion about the need to increase public participation.

Patricia O'Bannon offered a friendly amendment to the motion to also correct the numbering under Item D. Other Business. Mr. Hodges agreed to the amended motion and Mr. Peterson seconded.

### **3. RRTPO Chair's Report**

The Fall Transportation Forum will take place on November 4, 2021 at the Independence Golf Club in Powhatan County.

Mr. Parsons provided an update on the FHWA Certification Review. He informed board members that they could expect an update to the Policy Board in November following the close of the 60-day public comment period.

## **B. NEW BUSINESS**

### **1. ConnectRVA 2045 Draft Plan Overview**

Mr. Parsons presented to the board and fielded questions from members about the draft plan. Areas of focus included the \$485 billion in benefits, pie chart on how the investments are being spread among transportation options and the percentage dedicated to each mode of transportation.

A copy of the presentation is available at: [ConnectRVA 2045 Draft Plan Overview](#).

### **2. CRRSAA Highway Infrastructure Program Funds**

A copy of the presentation is available at: [CRRSAA Highway Infrastructure Program Funds](#).

On motion of Christopher Winslow, seconded by Patricia S. O'Bannon, the RRTPO Policy Board unanimously approved the following resolution as presented:

**WHEREAS**, the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021 appropriated nearly \$10 billion in supplemental funding to FHWA for the Highway Infrastructure Program (HIP); and

**WHEREAS**, the Richmond Regional Transportation Planning Organization share of the HIP funding is \$7,642,406; therefore, be it

**RESOLVED** that the Richmond Regional Transportation Planning Organization Policy Board allocates the available HIP funds as follows:

- \$150,000 to UPC 113846
- \$1,869,997 to UPC 13551
- \$2,910,512 to UPC 112042
- \$2,711,897 to UPC 118153

**FURTHER RESOLVED** that the Richmond Regional Transportation Planning Organization Policy Board approves the transfer of regional Surface Transportation Block Grant (STBG) funding from the recipient projects to the RRTPO balance entry as follows:

- \$150,000 in FY23 funds from UPC 113846
- \$1,638,526 in FY23 funds from UPC 13551
- \$231,471 in FY24 funds from UPC 13551
- \$638,725 in FY23 funds from UPC 112042
- \$2,271,787 in FY24 funds from UPC 112042

On motion of Christopher Winslow, seconded by Patricia S. O'Bannon, the RRTPO Policy Board unanimously approved the following resolution as presented:

### **3. Transportation Alternatives (TA) Set-Aside – project endorsements**

A copy of the presentation is available at: [Transportation Alternatives \(TA\) Set-Aside – project endorsements](#).

On motion of Kevin P. Carroll, seconded by John L. Lumpkins, the RRTPO Policy Board unanimously approved the following resolution as presented:

**WHEREAS**, the Transportation Alternatives (TA) Set-Aside Guidance requires all Transportation Alternatives applications located within the boundaries of a Metropolitan Planning Organization to obtain a resolution of endorsement from the appropriate MPO; and

**WHEREAS**, Chesterfield, Hanover and Henrico counties and the City of Richmond have indicated their intent to submit FY23 – FY24 Transportation Alternatives applications for the following projects:

Chesterfield County

- Courthouse Road Shared Use Path (Route 10 to Fallow Drive)
- Fall Line (Shop Street to Chester Linear Park)
- Route 360 at Courthouse Road
- Route 360 at Turner Road
- Commonwealth Center Trail (Brad McNeer Pkwy to Craig Rath Blvd)

Hanover County

- Cool Spring ES Safe Routes to Schools

Henrico County

- Lakeside Community Trail – Phase 1
- Lakeside Community Trail – Phase 2
- Lakeside Community Trail – Phase 3
- Nuckols Road Corridor Shared Use Path

City of Richmond

- A Carnation St Phase II
- B SR 147 (Main St) Ped Safety (Ph I)
- C SR 147 (Cary St) Ped Safety (Ph II)
- D US 360 (Hull St) PHB
- E Gilles Creek Greenway Phase IV
- F Scott's Addition Greenway
- G Downtown Core Protected Bike Lanes
- H Patterson Avenue Bike Lanes
- I US Route 1 PHBs
- J Forest Hill Ave Bike/Ped Improvements
- K Jefferson Avenue Phase II

**NOW, THEREFORE, BE IT RESOLVED**, that the Richmond Regional Transportation Planning Organization endorses these projects as applications for the FY23 – FY24 Transportation Alternatives (TA) Set-Aside process.

**4. Public Messaging - update**

Martha Heeter, Executive Director, PlanRVA, addressed the public engagement process and planned improvements to the outreach of all committees under PlanRVA. Planned to continue the discussion and report back to the Policy Board at the October meeting.

## **C. AGENCY AND COMMITTEE REPORTS**

### **1. Transportation Agency Updates**

- a. A copy of the Virginia Department of Transportation update provided by R. Shane Mann is available at: [VDOT Update](#)
- b. A copy of the Virginia Department of Rail and Public Transportation update provided by Jennifer DeBruhl, Chief of Public Transportation at DRPT, is available at: [DRPT Update](#)

## **D. OTHER BUSINESS**

### **1. Future Meeting Topics**

- Annual Richmond Region Transportation Forum (November)
- DRPT Transit Modernization and Equity Study
- Agreement between the Commonwealth and Amtrak, CSX, and Virginia Railway Express, launching a \$3.7 billion investment to expand and improve passenger, commuter, and freight rail in Virginia and create a vital connection in America's national rail network between the Northeast and Southeast corridors.
- RRTPO Regional Bicycle & Pedestrian Plan

### **2. RRTPO Member Comments**

There were no comments from members.

### **3. Next RRTPO Policy Board Meeting: October 4, 2021**

The next action meeting will be held on Monday, October 4, 2021, beginning at 9:30 a.m. in Richmond, Virginia. Note: the meeting is on Monday rather than the traditional Thursday.

## **E. ADJOURNMENT**

Chair Williams adjourned the meeting at approximately 10:47 a.m.



**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION  
POLICY BOARD**

**MINUTES OF ACTION MEETING**

**Thursday, August 5, 2021**

**9:30 a.m.**

**PlanRVA James River Board Room**

**MEMBERS and ALTERNATES (A) PRESENT:**

<b>Town of Ashland</b>		<b>Charles City County</b>		<b>Chesterfield County</b>	
John H. Hodges	X	William G. Coad		Kevin P. Carroll	X
Anita Barnhart (A)		Vacant (A)		James M. Holland	X
				Christopher Winslow	
				Leslie Haley (A)	
<b>Goochland County</b>		<b>Hanover County</b>		<b>Henrico County</b>	
John L. Lumpkins Jr.	X	Sean M. Davis	X	Patricia S. O'Bannon	X
Vice Chair Susan F. Lascolette	X	W. Canova Peterson		Frank J. Thornton	X
Vacant (A)		Faye O. Prichard (A)		Thomas M. Branin (A)	
Vacant (A)		Vacant (A)		Vacant (A)	
<b>New Kent County</b>		<b>Powhatan County</b>		<b>City of Richmond</b>	
Patricia A. Paige	x	David T. Williams	X	Andreas D. Addison	X
C. Thomas Tiller Jr.		Karin M. Carmack (virtual)	X	Katherine L. Jordan	X
Thomas W. Evelyn (A)		Vacant (A)		Stephanie A. Lynch	
Vacant (A)		Vacant (A)		Cynthia I. Newbille	X
				Michael J. Jones (A)	
				Kristen Nye Larson (A)	
				Ellen F. Robertson (A)	
				Vacant (A)	
<b>Capital Region Airport Commission</b>		<b>GRTC Transit System</b>		<b>RIC Metropolitan Transp. Authority (RMTA)</b>	
John B. Rutledge		Julie E. Timm	x	Joi Taylor Dean	
		Sheryl Adams (A)			
<b>Secretary of Transportation or Designee</b>		<b>CTAC</b>		<b>DRPT</b>	
R. Shane Mann	x	Upton S. Martin (non-voting)	x	Jennifer B. DeBruhl (non-voting)	X
Mark E. Riblett (A)	X	Lisa M. Guthrie (A) (non-voting)		Tiffany T. Dubinsky (A) (non-voting)	
<b>Federal Highway Administration (FHWA)</b>		<b>Federal Transit Administration (FTA)</b>		<b>RideFinders</b>	
Thomas L. Nelson Jr. (non-voting)		Daniel Koenig (Liaison)		Von S. Tisdale (non-voting)	
Ivan Rucker (A) (non-voting)				Cherika N. Ruffin (A) (non-voting)	
<b>VA Dept. of Aviation (DOAV)</b>					
P. Clifford Burnette Jr. (non-voting)					

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participation by members of the public. A recording of this meeting is available on our [Plan RVA YouTube Channel](#).

### **CALL TO ORDER**

The Richmond Regional Transportation Planning Organization (RRTPO) Policy Board Chair, David T. Williams, presided and called the August 5, 2021 RRTPO Policy Board action meeting to order at 9:31 a.m. in PlanRVA's James River Board Room.

### **WELCOME AND INTRODUCTIONS**

Chair Williams introduced Mr. Ivan Rucker as the new policy board non-voting member representing the Federal Highway Administration.

Nicole Mueller, Transportation Program Coordinator, was recognized by the board for her excellent service to the RRTPO. Chair Williams and the board wished her the best in her new position with the Virginia Department of Transportation.

### **ATTENDANCE ROLL CALL & CERTIFICATION OF MEETING QUORUM**

Phil Riggan, Planner, certified that a quorum was present.

### **A. ADMINISTRATION**

#### **1. Consideration of Amendments to the Action Meeting Agenda**

There were no requested changes to the meeting agenda.

#### **2. Approval of July 1, 2021 RRTPO Policy Board Action Meeting Minutes**

On motion of Patricia A. Paige, seconded by Frank J. Thornton, the RRTPO Policy Board unanimously by acclamation (voice vote) approved the minutes of the July 1, 2021 meeting as presented.

#### **3. Open Public Comment Period**

There were no requests to address the RRTPO Policy Board.

#### **4. RRTPO Chair's Report**

Chair Williams asked Mr. Parsons to provide an update on the upcoming certification review. Mr. Parsons reported the last review was in 2017. The Federal Highway Administration is carrying out the review on the 24<sup>th</sup> of August.

#### **5. RRTPO Secretary's Report**

##### **a. Current Work Efforts**

A copy of the report provided by Mr. Parsons is available at: [Current Work Efforts](#).

##### **b. RRTPO Work Status and Financial Report for June 2021**

A copy of the report provided by Mr. Parsons is available at: [Work Status and Financial Report](#).

## **B. NEW BUSINESS**

### **1. Virginia's Transportation program: Recent Changes and COVID Impacts**

Mr. Nick Donohue, the Commonwealth of Virginia's Deputy Secretary of Transportation presented on Virginia's transportation program, including adjustments being made due to fuel tax revenue shortages and changed in driving habits during the COVID-19 pandemic. [See full presentation on PlanRVA.org.](#)

### **2. Action on FY21 – FY24 TIP Amendments: GRTC Request**

On motion of James M. Holland, seconded by Cynthia I. Newbille, the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board unanimously approved the following resolution as presented:

**RESOLVED**, that the Richmond Regional Transportation Planning Organization Policy Board amends the *FY21 – FY24 Transportation Improvement Program (TIP)* adding the following new project and

**BE IT FURTHER RESOLVED**, that this project is considered exempt from conformity under provisions contained in section 93.126 of the conformity rule as follows:

#### **One New Project:**

- UPC GRTC069: Shop Equipment Shed – GRTC; **Mass Transit - Reconstruction or renovation of transit buildings and structures**

### **3. Action on Draft Regional Conformity Assessment Report**

On motion of John L. Lumpkins, seconded by Kevin P. Carroll, the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board unanimously approved the following resolution as presented:

**RESOLVED**, that the Richmond Regional Transportation Planning Organization Policy Board approves the Richmond Regional Conformity Assessment Report.

[See the presentation on PlanRVA.org.](#)

### **4. Action on ConnectRVA 2045 – Public Review and Comment Period**

On motion of John L. Lumpkins, seconded by John H. Hodges, the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board unanimously approved the following resolution as presented:

**RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board authorizes staff to open the final public review and comment period for the ConnectRVA 2045 plan from August 16, 2021 through September 15, 2021.

## **C. AGENCY AND COMMITTEE REPORTS**

### **1. Transportation Agency Updates**

- a. A copy of the Virginia Department of Transportation update provided by R. Shane Mann is available at: [VDOT Update](#).
- b. A copy of the Virginia Department of Rail and Public Transportation update provided by Jennifer DeBruhl, Chief of Public Transportation at DRPT, is available at: [DRPT Update](#).

### **2. Community Transportation Advisory Committee Meeting Report**

A copy of the CTAC meeting report can be found on pages 36-37 in the [August 5, 2021 RRTPO Policy Board agenda packet](#).

## **D. OTHER BUSINESS**

### **1. Future Meeting Topics**

- Annual Richmond Region Transportation Forum (November)
- DRPT Transit Modernization and Equity Study
- Agreement between the Commonwealth and Amtrak, CSX, and Virginia Railway Express, launching a \$3.7 billion investment to expand and improve passenger, commuter, and freight rail in Virginia and create a vital connection in America's national rail network between the Northeast and Southeast corridors.
- Public Engagement/Community Outreach Efforts

### **2. RRTPO Member Comments**

There was a discussion about the need for better outreach to the public and media. The importance of ensuring that accurate information about RRTPO programs and accomplishments is shared with the public and the media was stressed in light of a recent newspaper article that contained inaccurate information. There was further discussion about the need to increase public participation.

### **3. Next RRTPO Policy Board Meeting: September 2, 2021**

The next action meeting will be held on Thursday, September 2, 2021, beginning at 9:30 a.m. in Richmond, Virginia.

## **E. ADJOURNMENT:**

Chair Williams adjourned the meeting at approximately 11:27 a.m. on August 5, 2021.

## **Current Work Efforts Update – Item A.-5.-a.**

### **ConnectRVA 2045 Long-Range Transportation Plan**

Staff time in August and September has been primarily focused on the completion of the *ConnectRVA 2045* plan. The *ConnectRVA 2045* draft document was completed, incorporating technical reports. Staff participated in an active in-person and virtual public engagement process from August 16 through September 15 where a mix of in-person and virtual opportunities were provided for members of the public to learn about the plan and provide feedback. The Director of Transportation has been visiting with each member government as it suits to share an update on the planning process.

### **Ashland Trolley Line Trail Study**

Staff continues to work with the National Park Service's Rivers Trails and Conservation Assistance Program to explore the opportunity for adding the skills of an NPS public historian for greater interpretation of the trolley line's former role in community connections through signage and self-guided walking tours. Staff attended a field trip to the corridor with NPS staff in September. Two storymaps for the project illustrate the importance and potential for the 14-mile Trolley Line Trail, now a segment of the Fall Line Trail, and include [history of the trolley line](#) and a [design sketchbook](#).

### **Regional Bicycle and Pedestrian Plan Update**

The draft plan entitled *BikePedRVA 2045* is being prepared concurrently with *ConnectRVA 2045* as a major update to the 2004 Richmond Regional Bicycle and Pedestrian Plan. The Complete Streets toolbox or illustrated [story map](#) continues to be updated as one resource intended to implement *BikePedRVA 2045*. The current schedule calls for the plan to be considered for adoption in the fall of 2021.

### **Active Transportation Work Group (ATWG)**

In addition to the regular quarterly meetings, staff continues to support Henrico staff on the County's ATWG and efforts to develop the bicycle and pedestrian chapter of the county's comprehensive plan. Staff also assists the East Coast Greenway Alliance (ECG) on potential designations of segments of the future route of the trail through the Richmond region and during quarterly ECG council meetings.

### **Vision Zero Work Group**

The RRTPO Vision Zero Work Group is working with VDOT and their consultant on a regional action plan. This action plan will be a great resource for member localities as they position for safety improvements around the region. A schedule for completion of the plan is being developed.



## Work Program Status Report August 2021

PlanRVA

9211 Forest Hill Avenue, Suite 200

Richmond, Virginia 23235

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The RRTPO Work Program Progress Report provides a short summary of each activity for the month of August 2021. Please reference the [FY 2022 UPWP](#) for details concerning the approved budget and work description for each task. Table 1 identifies all the tasks in the UPWP and the associated budget.

Table 1 summarizes overall federal and local revenues budgeted by PlanRVA in FY 2022 to support the work of RRTPO. Federal funds budgeted constitute 80 percent of the total; State and local matching funds constitute 20 percent, unless otherwise noted.

**TABLE 1. SUMMARY OF FY 2022 RRTPO UPWP BUDGET**

Work Task	RRTPO Budget				
	PL Approved	5303 Approved	CO 5303 Approved	OTHER (1)	GRAND TOTAL
7110 MPO Prog Mgmt	\$128,885	\$32,221	\$ -	\$ -	\$161,106
7120 UPWP Budget & Contracts	\$32,314	\$8,079	\$ -	\$ -	\$40,393
7210 Public Outreach/ Equity Analysis	\$138,590	\$59,396	\$ -	\$ -	\$197,985
7220 Special Planning Efforts	\$51,472	\$ -	\$ -	\$ -	\$51,472
7230 Contingency Funding	\$281,049	\$57,670	\$ -	\$ -	\$338,719
7310 Long Range Transp Pln	\$144,088	\$46,921	\$ -	\$200,000	\$391,009
7320 Travel Demand Model	\$119,756	\$ -	\$ -	\$250,000	\$369,756
7330 Transit	\$ -	\$239,087	\$ -	\$ -	\$239,087
7340 Act Transp- Bike/Ped	\$234,338	\$ -	\$ -	\$ -	\$234,338
7350 System Resiliency	\$130,051	\$ -	\$ -	\$ -	\$130,051
7410 Perf Based Transp Plng	\$192,149	\$ -	\$ -	\$ -	\$192,149
7420 Financial Prog/TIP	\$149,270	\$32,767	\$ -	\$ -	\$182,037
7430 Rail & Freight	\$37,746	\$9,437	\$ -	\$ -	\$47,183
TOTAL (\$)	\$1,639,708	\$485,577	\$ -	\$450,000	\$2,575,285

(1) 7310 funds are direct carryover from FY21, 7320 funds are RSTBG funds for travel demand model development

## 7100 Program Management

7100	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Program Management	\$201,499	\$10,673	\$23,044	11%	11

- Developed agenda packages for the RRTPO Policy Board, Technical Advisory Committee and Community Transportation Advisory Committee
- Made initial contacts with representatives of the Virginia Tech Transportation Institute, Drive to Work, RideFinders and the Center for Urban Transportation Research concerning presentations for the September 16 CTAC meeting. Prepared the draft agenda for the September 16 CTAC meeting, and met virtually with CTAC Vice Chair Lisa Guthrie on August 31 to review the agenda. Revised the agenda to reflect the comments and suggestions of Vice-Chair Guthrie
- Participated in the August 5 PlanRVA Great Shiplock Park service project. The work consisted of weeding and cleaning out rain gardens adjacent to the Capital to Capital Trail
- Participated in (observed) the August 5 TPO meeting. The primary topics included a presentation on Virginia's Transportation Program and recent changes and COVID-19 impacts, the draft Regional Conformity Assessment Report, and the ConnectRVA 2045 Public Review and Comment Period.
- Participated in (observed) the August 6 meeting of the Tri-Cities MPO TAC. Primary topics included the Plan2045 Metroquest survey and the draft outline, the list of regionally significant projects to be included in the Plan2045 financially constrained list, a summary of the MPO's Round 4 SMART SCALE applications and scores, and an update on applications submitted for Congressional earmark funding.
- Participated in (observed) the August 10 virtual meeting of the TPO Technical Advisory Committee. Primary topics included approval of the allocation of CRRSAA Highway Infrastructure Program Funds and updates on Transportation Alternatives Set-Aside Program applications and STBG/CMAQ coordination guidelines with VDOT.
- Prepared an update of recent and future transportation planning activities for distribution and discussion at the August 11 meeting of the Goochland Community Partners.
- Participated in the August 11 UVA Transportation Training Academy course, "ADA and the Public Right-of-Way-Overview of Preparing Transition Plans." Topics covered in the course included the Americans with Disabilities Act, self-evaluation of accessibility improvements within the right-of-way, development of accessibility improvement transition plans, curb ramp placement and design considerations, use of detectable warning surfaces, accessibility considerations within roundabouts and turn lanes, and accessible pedestrian signals.
- Participated in the August 12 ChamberRVA Shared Values Conversation. The program featured remarks by JB Holston, CEO of the Greater Washington Partnership and Loren Hudson of Comcast on actions to enhance diversity, equity, and inclusion within the region. The speakers noted the importance of diverse teams, use of Employee Resource



Groups, and the action steps ChamberRVA will be taking to promote diversity, equity and inclusion.

- Participated in an August 12 virtual discussion with Sandra Wright of the Knowledge Advisory Group concerning staff succession planning at PlanRVA.
- Reviewed and provided proposed edits to the CVTA Informal request for Proposals for Special Bond Counsel and Financial Advisory Services.
- Researched Virginia Cowles' tenure as the representative from the League of Women Voters on CTAC and prepared a resolution of appreciation for her service.
- Participated in (observed) the August 24 and 25 certification review meetings for the Richmond and Tri-Cities MPO's, respectively. Among the topics discussed were an overview of the transportation planning organization; public transportation, coordination and transit planning; Unified Planning Work Program and Multimodal Planning; Planning Factors, Long Range Transportation Plan, Transportation Improvement Program and Performance Measures; Financial Planning; and Public Involvement Process, Title VI, DBE, EJ and ADA. Prepared a summary of the major topics discussed as part of the Tri-Cities MPO Certification Review.
- Participated in the August 27 VAMPO Peer Exchange. In addition to a presentation on the FAMPO Transportation Improvements Survey, the meeting included a discussion of the need for additional funds to support the planning process, and how to incorporate SMART SCALE and OIPI-recommended projects and studies into MPO planning documents and processes
- Participated in the August 30 staff meeting. Among the topics discussed were tools and platforms for communication and productivity, project management resources, alternatives to the virtual IT environment, Office 365 training, and the potential implications of regular teleworking on office space requirements.
- Worked with staff to develop "Welcome to CTAC" letters (e-mails) for new League of Women Voters representative and alternate to CTAC.

## **7210 Public Outreach & Equity Analysis**

7210	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Public Outreach & Equity Analysis	\$197,985	\$11,177	\$18,129	9%	13

- LRTP Public Engagement coordination meetings - internal
- Directed engagement meetings with the public related to ConnectRVA 2045
- General outreach to planning partners and stakeholders, relating to ConnectRVA 2045 and other transportation projects.

## **7220 Special Planning Efforts**

7220	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Special Planning Efforts	\$51,472	\$1,755	\$2,993	6%	15

- Data requests from planning partners and peer agencies
- GRP technical advisory steering committee
- Coordination with GRTC, RMTA, GRP, ChamberRVA and RRT on their initiatives and areas of overlap with our agencies.
- Data sharing discussions with GRTC, RMTA and GRP
- Coordination of speaking engagements to highlight agency achievements with groups like AMPO, NADO, and local/regional partners
- Coordinated with local staff, elected officials, and congressional representatives on developing project applications for potential federal earmarks.

## **7230 Contingency Funding**

7230	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Contingency Funding	\$338,179	\$0	\$0	0%	16

### **7310 Long-Range Transportation Plan (ConnectRVA 2045)**

7310	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
L RTP	\$391,009	\$68,237	\$115,483	30%	17

- Finalized the draft document including the technical documents which were published in the website for public review.
- Worked to prepare for an active in-person and virtual public engagement process for the final public review and comment period. The final public review and comment period of the plan is from August 16 to September 15.
- Conducted open houses public meetings on August 25, 26, 30 and 31 at Ashland library, Twin Hickory library, Atlee library and City Main library respectively.
- Participated in the August 26 virtual meeting of the ConnectRVA 2045 Advisory Committee. Principal meeting topics included summaries of the plan sections on systemwide performance, transportation savings, economic impacts, and accessibility. Also presented was information on the final public engagement period
- Continued work and participation in the internal staff meetings to execute various tasks for the L RTP Including plan evaluation, documents refinements and website maintenance.
- Participated in the August 4 virtual meeting concerning the public outreach plan for ConnectRVA 2045. Among the topics discussed were dates, locations and formats for the public outreach associated with the draft long-range plan.
- Participated in the August 10 virtual meeting concerning the L RTP public engagement efforts. Among the topics discussed were scheduling in-person meetings, the development of collateral materials and creating talking points for discussing the plan with the public.

### **7320 Regional Travel Demand Model (RTDM)**

7320	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
RTDM	\$359,753	\$10,479	\$20,482	6%	19

#### *Consultant Support*

- Continued discussion with the consultants and finalization of the tools developed for Task 8: ConnectRVA 2045 Tools Development. These tools were used to evaluate the ConnectRVA 2045 Constrained Plan.
- Reviewed the on-call consultant close-out invoices for Task 6,7 8 and 9 and developed invoice cover memos for the invoice delivered on August 24, 2021.

## 7330 Transit

7330	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Transit	\$239,087	\$11,303	\$19,605	8%	21

- Staff is serving on a Transit Oriented Development (TOD) advisory committee with community partners—PHA, GRTC, ChamberRVA, DRPT--to assist Greater Washington Partnership (GWP) conduct a data-driven research analysis of the next potential north-south BRT route. PlanRVA's role is to provide underlying statistics from the July 2017 Pulse Corridor Plan (prepared under contract by PlanRVA for the City of Richmond) sharing similar metrics which may be considered to measure viability of a north-south route. A stakeholder meeting for the new study was held on June 21 and will be followed up with a second one planned for August 4. Report out on transit survey anticipated for review by larger stakeholder group in September.
- Participated in the August 10 Metro Magazine webinar, "Bring Confidence Back and Restore Ridership." The webinar featured a presentation and discussion of a proprietary air purification system and surface cleaner that can significantly reduce the presence of the COVID-19 virus in the interiors of transit vehicles. According to the manufacturer, installation of the systems, when coupled with public information efforts, can restore confidence in using public transit.
- Reviewed the following documents:
  - Discovering Potential Market for the Integration of Public Transportation & Emerging Shared Mobility Services
  - The Innovative Mobility Landscape-The Case of Mobility as a Service
- Participated in the August 13 FTA Transit Renewal Initiative Listening Session, "America's Open and Transit's Open." The session consisted of a series of speakers on such topics as partnerships and coalitions; addressing inequities and creating equitable systems; and advocacy and community engagement.
- Participated in (observed) the August 17 virtual meeting of the GRTC Board of Directors and prepared a summary of the Board's discussions and decisions.
- Participated in the August 19 National Aging and Disability Transportation Center webinar, "AAA's and Transportation-Spotlighting Opportunities Under Section 5310." The webinar featured presentations by representatives of Bay Aging (VA) and the Old Colony Planning Council (MA) concerning their agencies' transportation services. Ken Pollock of Bay Transportation described the types of transportation services offered by his organization, the measures taken to protect drivers and passengers during the COVID-19 pandemic, and a "Good to Go" campaign that had been developed to educate riders about returning to the use of the service. David Klein of the Old Colony Planning Council described his agency's volunteer driver reimbursement program and how rides for this service were arranged by the Taking People Places website. Virginia Dize of the NADTC talked about a 2019 survey of transportation providers, and that a key finding of the survey was that many providers rely upon a patchwork of funding sources to support their services.
- Participated in the August 24 Eno Center for Transportation webinar, "Sharing the Sidewalk with Robots; Personal Delivery Device Technology and Policy." The presentation included a definition of personal delivery vehicles, a summary of regulations by type and state, issues associated with crashes involving these devices, and recommendations to encourage more widespread use of these devices.

#### *Paratransit and CHSMP*

- Reviewed the following documents:
  - NADTC 2020 Trends Report
  - Older Adults and Perceptions in Self-Driving, Ride-Hailing Services
- In response to an inquiry from Colleen Wilhelm of Senior Connections, looked into and compiled resources and suggestions for helping to estimate the number of transportation-disadvantaged seniors in Goochland and Powhatan Counties.
- Participated in the August 26 FEMA Preparedness Call for People with Disabilities. The call featured information and tips for emergency preparedness for persons with disabilities. Practical suggestions were offered on communications access, emergency awareness and preparation, and suggested items to include in an emergency “Go Bag”.

### **7340 Active Transportation: Bicycle and Pedestrian**

7340	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Active Transportation	\$234,338	\$11,081	\$27,475	12%	22

#### *Active Transportation Work Group*

- Staff continues to work with Henrico staff on the County's ATWG and efforts to develop the bicycle and pedestrian chapter of the county's comprehensive plan.
- Staff attended a Bike Month planning session for BikeWalkRVA, intended for promoting events scheduled for October.

#### *East Coast Greenway*

- Staff has been working with East Coast Greenway Alliance (ECG) to plan for the Sept. 21 East Coast Greenway Fall Virginia Summit to be held at the PlanRVA offices (and virtually).
- Staff also continues to work with ECG on updates to designated sections of the trail the Richmond region.

#### *Richmond Regional Bicycle and Pedestrian Plan*

- Staff continues to consult with regional partners to make additions and revise the interactive GIS story map data collected for the plan. The draft plan was prepared for review by the steering committee and delivered during our meeting on July 14 with review comments due by end of July.
- Staff is in process of reviewing comments, meeting with individual localities about the draft plan with renewed efforts to bring the next draft before the steering committee in September. A number of steering committee members have moved on to other positions requiring a reset for the committee.
- As part of the Bike/Ped plan, staff continues to develop and revise the [regional plan story map](#). The map and data have been presented to the steering committee and staff will continue to revise.

- Continued update of a SharePoint website and a Google Drive updated for committee members to share resources and their own observations of travel around the region on foot or bike.

*Town of Ashland Pilot Project and Regional Guidance for Complete Streets*

- Complete streets guidelines, or a “tool-box” of resources, depicted through graphic and photographic examples will to serve as implementation support for the regional bike/ped plan. The illustrated [story map](#) is available for review and continues to be updated in conjunction with the bike ped plan update.

*Fall Line (formerly Ashland to Petersburg Trail)*

- The National Park Service (NPS) Rivers, Trails, and Conservation Assistance (RTCA) program continues to provide technical assistance for the Ashland Trolley Line Trail, or northern 14-mile portion of the Fall Line Trail.
- A site visit to Ashland, Hanover and Henrico is being planned for September 14-15 for the NPS staff to help conceptualize historic interpretation opportunities which can add an important dimension to the Trolley Line Trail and be considered as a template for the Fall Line Trail.

## **7350 Systems Resilience Plan**

7350	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Systems Resil. Plan	\$130,051	\$986	\$3,054	2%	23

- Continued Coordination with coastal program initiatives, and hazard mitigation plan effort, including data mapping and overlap in programs among the eastern counties in the MPO study area.
- Coordination through participation of the transportation work group for the RVA Green 2050 plan being prepared by the City of Richmond Office of Sustainability.

## **7410 Performance Based Transportation Planning**

7410	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Perf. Based Transp. Plng.	\$192,149	\$5,220	\$9,089	5%	24

### *System Performance*

- Updated the dashboard (<https://planrva.org/transportation/covid-19-pandemic/>) to track various PlanRVA transportation related metrics and the changes in those metrics due to the COVID-19 pandemic. The dashboard is on the Transportation home page of the PlanRVA website. The interactive dashboard was created using Tableau.
- Attended an FHWA Along with feature updates to the NPMRDS the webinar included presentations from NYSDOT and FDOT on their use of the data.
- Attended the Eastern Transportation Coalition's virtual event on how other states are handling conflation issues when trying to match TMC to their highway data.
- Attended the FHWA/FTA Joint Certification Review for RRTPO to answer questions concerning the Congestion Management Process and Federal Performance Measures and the RRTPO participation in quarterly meetings with OIPI, VDOT and DRPT.

## **7420 Transportation Improvement Program (TIP)**

7420	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
TIP	\$182,037	\$21,827	\$39,617	22%	25

### *Maintenance*

Based on TPO approval on the GRTC Shop Equipment Shed project (GRTC069) at the 8/5/21 TPO meeting, TIP amendment documents were prepared and submitted the following project to GRTC and DRPT on 8/6/21:

- UPC GRTC069: GRTC Shop Equipment Shed project – GRTC

The updated TIP with this amendment was placed on the PlanRVA web site on 8/6/21.

Developed a proposed allocations plan for the Highway Infrastructure Program (HIP) funds appropriated in the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA). The proposed allocations and adjustments to the

STBG and CMAQ allocations plans are included in the August 10 TAC agenda for review and recommendation to the policy board.

Based on TAC discussion and recommendation to the TPO at the 8/10/21 TAC meeting, STBG and CMAQ funds allocation documents for the following projects have been prepared and included in the 9/2/21 TPO agenda package for their approval:

- Allocating \$150,000 FY23 STBG funds to the Early Settlers Road sidewalk between Robious Road and Hospital/Park project (UPC 113846)—Chesterfield County
- Allocating \$1,638,526 FY23 STBG funds and \$231,471 FY24 STBG funds to the Route 360 widening between 0.61 MW Route 643 (Lee Davis Rd) and 0.18 ME Route 643 project (UPC 13551)—Hanover County
- Allocating \$638,725 FY23 STBG funds and \$2,271,787 FY24 STBG funds to the Route 1 improvements between Ashcake Road and Arbor Oak Drive project (UPC 112042) – Town of Ashland)
- Allocating \$2,711,897 HIP funds to the Brook Road/Hilliard Road trail between Belmont Recreation Center and Lakeside Avenue/Brook Road intersection project (UPC 118153)—Henrico County

Based on TAC discussion and recommendation to the TPO at 8/10/21 TAC meeting, STBG fund transfer documents have been prepared and included in the 9/2/21 TPO meeting agenda package for their approval. The details of the transfers are as follows:

- Transferring \$150,000 FY23 STBG funds from the Early Settlers Road sidewalk project (UPC 113846) in Chesterfield County to the RRTPO Balance Entry funds (UPC 70721).
- Transferring \$1,638,526 FY23 STBG funds and \$231,471 FY24 STBG funds from the Route 360 widening between 0.61 MW Route 643 (Lee Davis Rd) and 0.18 ME Route 643 project (UPC 13551) in Hanover County to the RRTPO Balance Entry funds (UPC 70721).
- Transferring \$638,725 FY23 STBG funds and \$2,271,787 FY24 STBG funds from the Route 1 improvements between 0.056 MN Ashcake Road and 0.01 MS Arbor Oak Drive project (UPC 112042) in Town of Ashland to the RRTPO Balance Entry funds (UPC 70721).

Received a TIP amendment request from VDOT for the following project on 8/17/21:

- UPC 118147: Route 288 (West Creek Area) IJR from West Broad Street Road to Tuckahoe Creek Parkway (UPC 118147) – Goochland County

After receiving Goochland staff's concurrence on 8/23/21, the TIP amendment documents for this project (#118147) have been prepared and will be included in the September 14, 2021 TAC meeting agenda package.

Received a TIP adjustment request from GRTC for the following project on 8/23/21:

- UPC GRTC062: BRT Park & Ride -- GRTC

After receiving DRPT staff's concurrence, TIP adjustment documents were prepared and submitted to GRTC and DRPT on 8/26/21. The updated TIP with this adjustment has been placed on the PlanRVA web site.



## **7430 Rail, Freight, Intermodal Planning**

7430	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Rail, Freight, Interim. Pang.	\$47,183	\$0	\$1,215	3%	26

### *Staples Mill Road Station Advance Planning and Design Study*

No new update-but the background for this soon-to be launched VDOT study remains:

- DRPT and their consultant are in the final stage of completing 30% design documents for the replacement of the Staples Mill Amtrak Station. The final Staples Mill Road Station Area Transit-Oriented Development Concept Plan recommended a corridor working group be formed that consists of Henrico, VDOT, DRPT, and PlanRVA to guide the VDOT sub-area plan and more detailed traffic studies of Staples Mill Road to improve both multimodal access to the station and usher in a more supportive land use pattern within the corridor.
- The working group is being formed by VDOT for the next stage of the sub-area plan.

## **7500 Rural Transportation**

7500	BUDGET	Billed this month	Total Funds Expended	% Total Funds Expended	UPWP Page
Rural Transportation	\$18,125	\$2,252	\$4,428	24%	27

### *Rural Transportation Advisory Committee (RTAC)*

- Staff followed up on the February meeting with data layer which shows the populations in the rural counties which are the most vulnerable to being cut off from road access due to road flooding from extreme weather events, poor road/bridge conditions or sea level rise, all factors which contribute to an assessment of the rural road system with regard to “resilience”. This package of mapping is intended to help the rural localities in their own comprehensive planning and capital improvements programming.

Opportunities related to environmental and coastal resources and hazard mitigation plan development continue to be shared with the rural jurisdictions.

# MEMORANDUM

**To:** Richmond Regional Transportation Planning Organization (RRTPO) Policy Board  
RRTPO Technical Advisory Committee

**From:** Kenneth Lantz, Jr., RRTPO Mobility Manager

**Date:** September 17, 2021

**Subj:** RRTPO Community Transportation Advisory Committee (CTAC) Meeting Report

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The following is a brief report on major discussion items from the September 17, 2021 CTAC meeting.

## **Drive to Work**

Robin Payne and Vicki Conley highlighted the background, mission and accomplishments of Drive to Work. The program, which is the only organization in Virginia addressing the driving needs of low income and previously incarcerated individuals, assist individuals in the restoration of their driver's license. Since 2007 the program has served over 2400 clients and over 850 licenses have been restored. The program includes "How to Get Your License Back" Seminars, advocating for legislative changes, and a driving school.

## **Automated Driving System Project**

Martin Walker of the Center for Truck and Bus Safety at the Virginia Tech Transportation Institute reviewed the Trucking Fleet Concept of Operations for Managing Mixed Fleets study. Dr. Martin noted that the goals of the study include demonstrating the safety of automatic driving system (ADS)-equipped trucks and how to integrate ADS-equipped trucks in a productive, cooperative way into the existing freight road ecosystem. Among the demonstrations undertaken was a week-long test of ADS equipped trucks which drove themselves while queuing to be loaded or unloaded at a West Coast port.

## **Update on ConnectRVA 2045**

PlanRVA staff member Sulabh Aryal provided an update on *ConnectRVA 2045*, the regional transportation plan. Among the topics covered were the organization of the plan; the plan's vision, goals, and objectives; the transportation issues identified for the region; the universe and cost-possible

projects lists; and the impacts of the recommended projects on operations, safety, the environment, the economy, and accessibility.

**Next CTAC Meeting**

The next CTAC meeting is scheduled for Thursday, November 18, 2021.

KEL/nm

## **RRTPO POLICY BOARD AGENDA 10/4/21; ITEM B.-1.**

### **ConnectRVA 2045 – Adoption**

#### **Richmond Regional Transportation Planning Organization**

**REQUESTED ACTION:** Review and adoption of the ConnectRVA 2045 Long-Range Transportation Plan.

**BACKGROUND:**

ConnectRVA 2045, 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, buses, car and vanpools, passenger rail, bicycles & pedestrians and freight by water, truck and rail. 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 Committee (LRTP-AC) spearheaded the development of the LRTP with autonomy to make decisions guiding the process and outcomes. The RRTPO policy board approved the financially constrained list of projects for the ConnectRVA 2045 on their July 1, 2021 meeting.

The 2040 Long-Range Transportation Plan (*plan2040*), the current LRTP, was adopted by the Richmond Regional Transportation Planning Organization (RRTPO) on October 6, 2016 and amended on March 2, 2017.

**PUBLIC REVIEW:**

During the development process of ConnectRVA 2045 plan, five public review and comment periods were conducted. Overall, 3,093 public comments including 1,743 completed surveys, 134 unique transportation issues, and 265 Vision Statements were received in the nearly two-year long planning and public engagement process.

The 30-day final public review and comment period was from August 16 through September 15, 2021 to seek input from the public regarding the overall planning process and the draft plan document. The public review period included six ConnectRVA 2045 Public Open Houses held at Ashland Pamunkey Library, Twin Hickory Library, Atlee Library, City Main Library, Chesterfield Career Tech Center and Fairfield Library. Advertisements were published in the Richmond Times-Dispatch, Richmond Free Press, Chesterfield Observer and Henrico Citizen.

The draft document was available in digital format on the ConnectRVA 2045 website (<https://www.connectrva2045.org/>) and hard copies were available at the public open houses. Virtual engagement opportunities were provided to the public and all plan

materials, interactive maps, and videos were hosted on connectrva2045.org for the entire period of plan development.

During the final 30-day review period, a total of 34 written comments were received through the ConnectRVA website, direct emails to staff and the filled survey forms which were distributed during the public open houses.

All public comments received during this period are attached with this report and also included in the *Technical Document H: Public Engagement & Outreach Report*.

### **MAJOR CHANGES TO THE DRAFT DOCUMENT:**

Based on the comments received during the public review period, the following changes will be implemented into the final draft document:

- Additional text about the staff developed multimodal transportation Issues Inventory in the introduction to Chapter 3.
- Additional text about Performance Measures in Chapter 4.
- Addition of a few pages in Chapter 6 to include the Fiscally Constrained Project List and related text and exhibits.
- Better explanation of the calculation of Vehicle Miles Travelled in Chapter 7 and in the Technical document G: Constrained Plan Evaluation.
- Better explanation of the calculation of Environmental Benefits in Chapter 7.
- Added clarifying language regarding resiliency specific to floodplains
- Added clarifying language regarding other environmental impacts from transportation including carbon sinks and other criteria pollutants not specific to ozone precursors
- Added language to emphasize the importance and impacts of scenario planning as a next step following adoption of the ConnectRVA 2045 plan
- Added many external resource links throughout the document.
- A more streamlined document design to Technical Documents D, E, F and G
- Grammatical and formatting edits to the document for clarity and comprehension.

**TAC RECOMMENDATION:** The RRTPO Technical Advisory Committee took action at their September 14, 2021 meeting to recommend RRTPO Policy Board approval of the ConnectRVA 2045 plan at their October 4, 2021 meeting provided that any significant comment and feedback received in the final public comment be incorporated in the document's final draft as appropriate.

**ConnectRVA 2045 Advisory Committee RECOMMENDATION:** The ConnectRVA 2045 Advisory Committee took action at their September 23, 2021 meeting to recommend RRTPO Policy Board approval of the ConnectRVA 2045 plan at their October 4, 2021 meeting.

**STAFF RECOMMENDATION:** Staff recommends approval of the ConnectRVA 2045 plan as presented.

**ACTION REQUESTED:** The following resolution is presented for RRTPO Policy Board review and action:

**RESOLVED,** that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board adopts ConnectRVA 2045, the Regional Long-Range Transportation Plan, as presented;

**FURTHER RESOLVED,** that the RRTPO Policy Board authorizes the transmittal of this plan to the Federal Highway Administration and the Federal Transit Administration; and

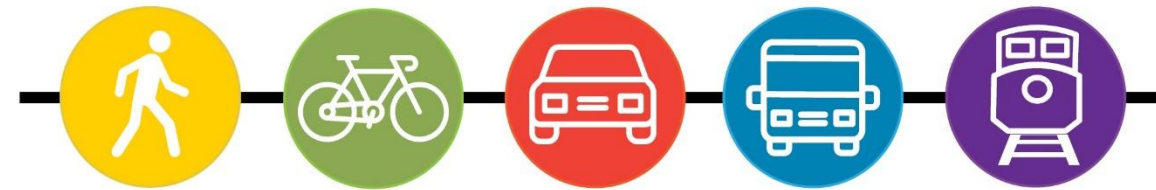
**BE IT FURTHER RESOLVED,** that the RRTPO Policy Board authorizes staff to add the ConnectRVA 2045 constrained list of projects to the 2045 Cost-Feasible Scenario of the Richmond/Tri-Cities Travel Demand Model for use as a baseline scenario for any future regional transportation study/plan.

SA/CP

Attachments:

1. Final Public Review Period Comments
2. Final Draft - ConnectRVA 2045 Documents – Link

# Connect RVA 2045



**Final Public Review Comments**

**August 16 – September 15**

Website Comments (<https://storymaps.arcgis.com/stories/f8795b3e68d545ba81b8d35a67f377dc>)

SN	Is anything missing in the draft ConnectRVA document?	Does the content make sense? Is the level of detail sufficient?	Do you have any recommendations to make the document easier to read or more accessible?	Additional comments:
1	A one pager that summarizes everything.	Overly detailed for most citizens, findings are hard to identify	Yes, I suggest a one or two pager for each location that summarizes what you are proposing for that location (less formal report)	If you want the input from general public you need to write your report for the general public. This report is beautifully done, well organized, support well with data, but it is not written with the general public in mind.
2		No	Overlay the changes on what is there currently. Fulton still does not look like it is connected to the rest of Richmond without changing buses. Including a link to the White Oak Village might increase the jobs for Fulton tremendously.	Gear it towards someone we does not follow transportation or you are limiting who is going to be involved in the process. A few lines on a map does not tell how it connects to the rest of the picture. I will be nice and only say this is lackluster.
3	It would be nice to work on Cary Street between Westmooreland and River road. The one lane segment creates predictable traffic and has no pedestrian or bike access despite being almost entirely residential housing all around. If find it downright scary to try to cross Cary on foot and life threatening to bike on.	Hard to tell all of the plans, but I'm not a city/regional planner/politician.	The scores and verbiage are harder to interpret. If you really want to see what citizens prefer, why not structure a series to trade off paired questions (would you rather have bus route X v. bike lane Y; How about bike lane Y vs. road widening Z). This could determine public values for each proposal and then you could calculate costs per preference.	Thanks for sending out for comments.
4	More information on expanding access to and creating more infrastructure for public transportation and bike and pedestrian infrastructure.	the content makes sense. What doesn't make3 sense is the continued focus on expanding car infrastructure when we are in the midst of a climate crisis. We need to be focused on increasing funding for transportation alternatives that prioritize low and zero carbon expenditures.		
5	An evaluation on the climate impact of spending 2/3 of proposed funds on car-related infrastructure.			We can only hope to tackle climate disaster with coordinated action across industries. For transportation, that requires a focus on both eliminating vehicles that directly produce greenhouse gases and on systematically reducing the total energy required to meet our regional travel needs. Road-widening and other car-focused efforts work directly counter to these goals in a way that no amount of electric vehicle energy source shifting will compensate for. New and wider roads devoted to cars will only increase our regional transportation energy needs and encourage a low density settlement patterns that have a negative impact on both the environment and the local tax base.
6	PUBLIC TRANSIT FUNDING - enough with the car culture.	Somewhat - it's long AF, kinda takes a shovel to get thru	Better exec-summary sections	MORE PUBLIC TRANSIT.



Website Comments (<https://storymaps.arcgis.com/stories/f8795b3e68d545ba81b8d35a67f377dc>)

SN	Is anything missing in the draft ConnectRVA document?	Does the content make sense? Is the level of detail sufficient?	Do you have any recommendations to make the document easier to read or more accessible?	Additional comments:
7	The proposed list of projects seems to be exclusively related to highways and roads. There should be a stronger commitment of improvements to bike and ped infrastructure. References to other plans like the RVA Bike Master Plan and RVA 300 should be made to provide a direction for what improvements are to be made.	The content seems to be very repetitive and mostly fluff; an abbreviated version may be very useful as a reference guide and for presentations	More bullet-point lists and less aspirational language. Seems like this document is very watered down and doesn't advocate for the improvements that residents are expecting.	
8	No	Yes	No	As a Richmond resident, I fully support the addition and expansion of high quality bike lanes, trails, sidewalks, public transit, etc. for my community!
9	Not enough funding for better transportation (not car centric)	Yes	No	The majority of funds SHOULD NOT be allocated to car-centric infrastructure. Please do not repeat the mistakes of NOVA and the Tidewater area and literally all other regions in the US that are clogged in traffic with no better transportation alternatives!
10	Not to my knowledge.	Yes. It is high-level work done with enough granularity to be useful, actionable, and informative	None. I very much like the brief video explainer component as it makes the high-level work more digestible. I also like that folks can schedule with someone to have questions explained.	I am aware that many of the foundational plans that informed the more comprehensive and regional plans exist in a range of two to six years of age. However, [and after the year in climate we have just had] to continue to move forward with 84% of the proposal being roads, 89% when you include bridges, is nothing short of irresponsible.
11	<p>The draft Connect RVA plan is seriously deficient and misguided. I strongly urge you to revise the plan with the following additions:</p> <p>1. Remove highway and road expansions in outer areas that appear tied to opening rural land to development, and allocate more funds to fixing existing roads.</p> <p>2. Allocate more funding for transit to support a frequent, accessible transit network in Richmond and the inner suburbs.</p> <p>3. Shift more funding to bicycle and pedestrian needs, including arterial road redesigns that will make them safer for people walking, biking, and using transit.</p>	No. This plan is a disastrous recipe for "dumb" growth and suburban sprawl.		
12	Sufficient money for anything OTHER THAN highways.	Needs more inclusion of more points of view	not now	

Website Comments (<https://storymaps.arcgis.com/stories/f8795b3e68d545ba81b8d35a67f377dc>)

SN	Is anything missing in the draft ConnectRVA document?	Does the content make sense? Is the level of detail sufficient?	Do you have any recommendations to make the document easier to read or more accessible?	Additional comments:
13	There is way too much emphasis on highways and not enough on public transportation.			Public transportation should take priority over highways to help the region due our part in combating climate-change and to be more equitable.
14			Many of the tables mis-represent numbers as they use variable width fonts making larger numbers appear shorter and thus smaller than they are. For example in Exhibit 11, 170.48 appears longer than 411.01	Far too much emphasis (both in content and proposed funding) on roads and not enough of transit and and active transportation.
15				There is too large an emphasis on highways and car infrastructure - climate change tells us this simply isn't feasible. More dollars need to be dedicated to means of moving people around the region while drastically reduce carbon emissions.
16	the document is clear, logical, well illustrated; all modes are represented, as are all the areas of the region. the scenario planning at the end is interesting; the performance measure section seems very detailed and thorough.	level of detail is fine...there's just one giant disconnect between on the one hand the stated goals and public priorities, and on the other the Universe of Projects. that doesn't make sense. i'll say more in the additional comments!	yes. I am unclear how, when, who the final list of projects that is actually going to be approved from the Universe of projects...or if that has already happened. more clarity on that would help me, at least.	As a planning document, the Connect RVA plan is terrific. Interesting, well-illustrated, multi-modal images and content...good stuff. What I cannot reconcile is that the Goals of the Plan (safety, environment, land use, equity, accessibility, economic development and mobility (further defined as maintenance)), and the clearly stated preferences of the public (bike/ped; transit; maintenance; rail; transit; with highway expansion trailing at half the level of support of transit) are simply not reflected in the Universe of Projects where two-thirds of the projects and the funding is allocated to new and expanded highways. Not even maintenance, but new and expanded highways.
17				i did have one additional comment. in the section on performance measures and metrics, you compare levels of investment based on travel times -- what happens to a 30-minute car trip, bike trip, walk trip. But you use 45 minutes as the trip time for transit. why this inherent bias to start with, and wont doing this just exacerbate the divide between transit and other modes? after 20 years and \$1.5bn of investment, i'd like transit to be as timely and efficient as any other mode...if not more so. and if it isn't, then fixing it is a priority.

Website Comments (<https://storymaps.arcgis.com/stories/f8795b3e68d545ba81b8d35a67f377dc>)

SN	Is anything missing in the draft ConnectRVA document?	Does the content make sense? Is the level of detail sufficient?	Do you have any recommendations to make the document easier to read or more accessible?	Additional comments:
18		Yes.	Maybe have the map use different color lines to indicate road projects, public transportation and bike/pedestrian projects. Or have a list by type of project. I was interested in learning about bike/pedestrian projects, but didn't want to click on every line on the map.	
19	The plan is still largely silent on racial equity. I appreciate the designation and use of Equity Emphasis Areas (EEAs), however it is not apparent how much priority that is really given in what was ultimately selected. For instance, the bike and transit projects seem to have a much higher impact on EEA accessibility. We know now that accessibility to jobs in these areas is poor so why not make this a much higher priority? In the equity funding EEA analysis I am bewildered. Isn't the major project in one of these areas the I-64 widening? Doesn't that create NEGATIVE environmental/EJ/equity impacts for these communities? It is presented though as a positive. When you take that project out of the value of investment, it seems that these areas are not prioritized in funding. Am I reading this correctly?	The level of detail in the performance measure, build/no build/base discussion was useful but also confusing in that it wasn't entirely clear always what was included or not, and what weight this analysis ultimately had in the projects selected. The fact that \$5.11 billion is going to roads vs \$64 million for transit will do little to actually alleviate the projected roadway congestion that is presented earlier in the report.	I appreciated the interactive map that was provided earlier in the process. Having a map of projects within report itself would be useful to show the comprehensive picture. It would also be useful to know what % of regional, local, state and federal funds is supporting these different projects, ie. where are our CVTA funds going?	I appreciate the commitment to improve multi-modal access and TOD at Staples Mill station. The discussion of rail within the report overall was very helpful. A huge amount of time and effort has gone into the report, which is appreciated. However, the final report would benefit from an executive summary that clearly illustrates modal split for investment, benefits, and WHO benefits / pays.
20	Consider proposed Ashcake Road overpass of the CSX railroad tracks in Ashland.	Yes	It was not clear that the proposed Hill Carter Parkway connection to the I-95 interchange was temporary to allow for the construction of a diverging diamond at Rt. 54 and I-95.	Maps were great but you had to enlarge them to see many of the proposed projects in an area.

Website Comments (<https://storymaps.arcgis.com/stories/f8795b3e68d545ba81b8d35a67f377dc>)

SN	Is anything missing in the draft ConnectRVA document?	Does the content make sense? Is the level of detail sufficient?	Do you have any recommendations to make the document easier to read or more accessible?	Additional comments:
21	I would like to see more details on who (which jurisdiction or VDOT) is responsible for which components and how these projects will be funded and implemented with any eye toward accountability. Another note - it would be great to include more pictures of people, particularly people of color and people of different ages and mobility needs to better represent the region's racial diversity.	The content makes sense but there is a lot of detail on the planning process; I would like to see the details about specific projects outlines more prominently.	<p>Clearer graphics, such as a table with proposed projects, jurisdiction, and funding, would be helpful, as would more images in general. I would move the Vision and supporting goals and objectives to the front of the plan as well.</p> <p>Regarding public engagement about the document, people need to better understand how this relates to them and why they should care about a plan with such a long-term timeline. Better advertising might also draw more people to in-person public meetings.</p>	<p>- On page 16, regarding the priorities - what is the difference between safety &amp; security?</p> <p>- Can you clarify the difference between the RRTPO and the CVTA? Who is responsible for what?</p> <p>- How were the performance measures decided upon? Who identified and approved them?</p> <p>- A clearer delineation of who is responsible for maintaining which roads would be helpful. Additionally, will the allocation of funding for maintenance be based on need or some other criteria?</p> <p>- I appreciate the focus on Complete Streets and Vision Zero.</p> <p>- Restructure the document so the vision statement is up front; I would also suggest rewording the vision statement to be more action-oriented. "Prioritization" and "respect" shouldn't be the end goals, a regional transportation system that provides equitable opportunities and fosters environmental sustainability should be.</p> <p>- An explanation of how this relates to other planning documents would be a helpful addition.</p>
22			the maps are hard to access.Lines in eastern Goochland look like doodle	very little in this for Goochland County. More justification for giving most of the funding to larger jurisdictions

Website Comments (<https://storymaps.arcgis.com/stories/f8795b3e68d545ba81b8d35a67f377dc>)

SN	Is anything missing in the draft ConnectRVA document?	Does the content make sense? Is the level of detail sufficient?	Do you have any recommendations to make the document easier to read or more accessible?	Additional comments:
23	<p>There is no acknowledgement of induced demand and the ways in which \$5 billion in road expansion projects will reinforce or create many problems in future decades, including more impervious surface, more lane miles to maintain, encouraging more driving and car-oriented development, more pollution, etc. The spending priorities are not in line with the stated goals of the plan and the feedback given by citizens, particularly as concerns equity, multimodality, safety, maintenance, and an emphasis on non-car transportation. A good example of this is the statement that the highway network would "come to a standstill" if not expanded given increasing population. This is true only if you assume and continue to encourage single occupancy vehicles as the default mode of transportation. We all know that is unsustainable and not at all in line with the very apparent and pressing need to address climate change. A appreciate that transit, bike and pedestrian projects do get some attention, but the plan is far from visionary and far from what we need to create a sustainable transportation system for the region.</p>			

## Sulabh Aryal

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**From:** Ben Campbell <bcampbell@richmondhillva.org>  
**Sent:** Thursday, August 26, 2021 10:04 AM  
**To:** Sulabh Aryal  
**Cc:** Chet Parsons  
**Subject:** LRTP accomplishment

Mr. Aryal,

Congratulations on an incredible product. I am in awe of the scope of your work. I hope that you will pursue the two issues I raised today: the impact on vehicle miles travelled by replacement of cars by public transit, and the expression of environmental results in net fashion — surely increase in vehicle miles travelled is a negative environmentally, offset by certain positive things — it may be necessary but we should not hide it.

All of this being said, we are all the beneficiaries of your excellent vision and attention to detail. We could not make suggestions if you had not done such a comprehensive job. Thank you.

Ben Campbell

## Sulabh Aryal

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**From:** O'Keeffe John <john.okeeffe@ridefinders.com>  
**Sent:** Thursday, August 26, 2021 3:53 PM  
**To:** Sulabh Aryal  
**Cc:** Chet Parsons  
**Subject:** RE: 2 quick questions from todays Connect2045 LRTP

Thanks for your responses Sulabh. I am hopeful we can get micotransit in the area very soon.

John

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**From:** Sulabh Aryal <SAryal@planrva.org>  
**Sent:** Thursday, August 26, 2021 3:51 PM  
**To:** O'Keeffe John <john.okeeffe@ridefinders.com>  
**Cc:** Chet Parsons <CParsons@planrva.org>  
**Subject:** RE: 2 quick questions from todays Connect2045 LRTP

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

John,

Thank you for your query. See my responses in **red** below.

Sulabh

Check out [ConnectRVA2045.org](https://connectrva2045.org) and help us update our regional transportation plan!



### Sulabh Aryal, AICP

Transportation Planning Manager

**804-924-7045 (New)**

[saryal@PlanRVA.org](mailto:saryal@PlanRVA.org)

9211 Forest Hill Avenue, Suite 200

Richmond, Virginia 23235

[www.PlanRVA.org](https://www.PlanRVA.org)

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**From:** O'Keeffe John <[john.okeeffe@ridefinders.com](mailto:john.okeeffe@ridefinders.com)>  
**Sent:** Thursday, August 26, 2021 11:27 AM  
**To:** Sulabh Aryal <[SAryal@planrva.org](mailto:SAryal@planrva.org)>  
**Subject:** 2 quick questions from todays Connect2045 LRTP

Sulabh,

Good Morning. I wanted to reach out to you regarding a few questions I had regarding the Connect2045 LRTP.

When you all were looking at the congestion was COVID given consideration in looking at the data as far as fewer cars on the road and the possibility of more remote work being the new future?

The short answer is No. COVID was not given any consideration as all the data and tools we used were already build before COVID. In the plan document, we have acknowledged the fact that all our data and projections are based on pre-COVID numbers and any COVID implications were not considered.

Normally, when we do long term projections things like economic booms and recessions are considered part of the projection cycle and are zeroed out. COVID however, is a special case. Though we know that there have been changes in traffic patterns in short term, at this point we do not know what will be a long -term impact in 20 years from now.

When you had the accessibility analysis up under transit was micro transit considered as build no build? I am sure you are aware GRTC is looking at this option and speaking with localities about how this could look for them.

Micro transit was not included. We only calculated accessibility based on the projects which were listed in the constrained plan. Once micro transit becomes reality it would be a good time to recalculate accessibility and see if there are any measurable net benefits. Thanks for raising this question.

Thanks as always for your help.

**John O’Keeffe**

Account Executive

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1013 East Main Street, Richmond, VA 23219

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Ridefinders is a Division of GRTC Transit System





## Sulabh Aryal

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**From:** Susan Miller <susan.miller1417@gmail.com>  
**Sent:** Sunday, August 29, 2021 6:19 PM  
**To:** ConnectRVA2045  
**Subject:** Public comments

Connect RVA2045

I am opposed to any policies or allocation of revenue that increases sprawl in the Richmond metro area. We need to finish the city and county infill. Thus I do not support providing roads that make it more attractive to convert rural or outlying lands to development.

The goals of the plan give an appearance of reasonableness but the apparent allocation of 66% of the funds to roads belies the goals of multimodal transport. Any road based money should be spent for repair of current infrastructure and safety issues. The vast majority of money should go to pedestrian and bike improvements and a major expansion of public transport. We need to decrease the number of cars and the number of miles by car that people drive.

The Vision Zero project seeking to eliminate deaths on our roads should take precedence above other items.

Thank you for your consideration,

Susan A Miller MD

[susan.miller1417@gmail.com](mailto:susan.miller1417@gmail.com)

1417 Grove Ave Richmond, VA 23220

## Sulabh Aryal

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**From:** Bickmeier, Dennis <dbickmeier@richmondraceway.com>  
**Sent:** Tuesday, September 14, 2021 2:53 PM  
**To:** ConnectRVA2045  
**Subject:** Richmond-Henrico Turnpike and Meadowbridge Road

Thank you for this opportunity to provide comments on the Connect RVA 2045 plan. We'd like to commend the Plan RVA staff and leadership on a very thoughtful and comprehensive document which looks at the various transportation needs throughout the region we've now called home for 75 years. We look forward to being a partner in supporting implementation of the plan.

We were particularly pleased to see the inclusion of FHW-81 Meadowbridge Road Widening project in the proposed project list. Meadowbridge Road has become an increasingly important part of the road network serving the Richmond Raceway. Further, with the private development underway now on our former parking lots, and additional development expected in the future, the Meadowbridge Road connector to Interstate 295 is becoming even more important, particularly to keep trucks off of local streets relied on by residents and small businesses, as well as access to a nearby hospital.

We would urge, however, that the project either be broadened to include, or a new project be added, to improve the bridge culvert across the Chickahominy River at the Henrico-Hanover line. As you are likely aware, that vital connection was damaged several years ago, requires continual maintenance and a more permanent fix to the situation there is required. If we are going to take full advantage of the improvements already underway to Richmond-Henrico Turnpike and the ones envisioned in the plan for Meadowbridge Road, that river crossing must also be enhanced. Given the plan's focus on resiliency and emergency services connections, the crossing is an essential part of the regional transportation network which cannot be ignored longer.

We look forward to working with the various stakeholders to do what we can to facilitate this necessary improvement, including donation of rights of way and areas for construction laydown.

Please do not hesitate to contact me directly if I can answer any additional questions about this project.

Sincerely,

Dennis Bickmeier  
President, Richmond Raceway

## Sulabh Aryal

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**From:** Trip Pollard <tpollard@selcva.org>  
**Sent:** Wednesday, September 15, 2021 5:03 PM  
**To:** ConnectRVA2045  
**Subject:** Comments on Draft ConnectRVA 2045 LRTP  
**Attachments:** ConnectRVA2045-comments on draft plan -SELC.pdf

Attached are the Southern Environmental Law Center's comments on the draft LRTP.  
Thanks!

Trip Pollard  
Land & Community Program Leader  
[tpollard@selcva.org](mailto:tpollard@selcva.org)

Southern Environmental Law Center  
530 East Main Street, Suite 620  
Richmond, VA 23219

Office: (804) 343-1090  
[southernenvironment.org](http://southernenvironment.org)

September 15, 2021

connectrva2045@planrva.org  
BY EMAIL

**Re: Draft ConnectRVA 2045 Long-Range Transportation Plan**

As a member of the ConnectRVA 2045 Advisory Committee, and on behalf of the Southern Environmental Law Center, I would like to provide the following comments on the Draft ConnectRVA 2045 Long-Range Transportation Plan (LRTP).

We appreciate the opportunity to participate on the Advisory Committee, as well as staff's work on this plan and in responding to a number of issues raised by myself and other Committee members. Among other things, this includes positive changes to the draft plan's Vision, Guiding Principles, Goals, and Objectives.

In addition, the draft plan contains useful analysis, important discussions, and many projects we support. Among items of note, we applaud the discussion of the importance of reducing vehicle miles traveled (VMT) and enabling more residents to travel by alternative modes such as transit, biking, and walking, both to reduce transportation pollution and to create a more equitable and accessible transportation system. We also support the inclusion in the fiscally-constrained projects list of a number of significant transit and active transportation projects.

However, the draft plan suffers from serious shortcomings. Of primary importance, we do not support the heavy emphasis in the constrained project list on highway construction and expansion. Despite the draft plan language about the importance of alternative modes, as well as the results of public input surveys clearly prioritizing transit and active transportation, equity, and environmental quality over highway expansion and congestion mitigation,<sup>1</sup> the lion's share (over 85%) of funding in the draft plan for regional capital investments appears to be allocated to highways.<sup>2</sup> For the most part, public input appears to have been largely ignored in the ultimate project list.

The emphasis on highways is particularly troubling in light of the current climate crisis, with extreme weather increasing, harming our health, our communities, our economy, and our environment. And the adverse effects of climate change and other transportation-related air pollution are borne disproportionately by under-resourced communities and people of color. Transportation is the largest source of climate change-driving carbon dioxide (CO<sub>2</sub>) pollution

<sup>1</sup> See Draft LRTP at 73-76.

<sup>2</sup> Draft LRTP, *Technical Report F* at 17 (showing approximately \$5.36 billion out of a total of \$6.2 billion in regional investments allocated to roadway projects, compared to \$464.5 million for transit and \$271.7 million for active transportation).

both in Virginia and nationwide,<sup>3</sup> and the majority of transportation pollution comes from passenger cars and trucks.<sup>4</sup> Achieving the environmental and equity elements of the draft LRTP's Vision, Guiding Principles, Goals, and Objectives requires a much greater shift towards funding clean transportation alternatives.

The emphasis on roads in the draft plan is even harder to justify in light of the limited benefits planned highway expansions are expected to provide in reducing traffic congestion in the region. According to the draft, the construction of 188 additional lane miles in the 2045 Build scenario over the No-Build scenario is expected to result in just a 1% reduction (from 18% to 17%) in congested lane miles in the region.<sup>5</sup>

Going forward, a much greater share of the region's long-range plan must be allocated to alternative modes to meet the needs of the region's residents and businesses, create a more equitable and accessible transportation system, and for the Richmond region to do its part to address the climate crisis.

In addition to these fundamental concerns with the draft plan, we would like to provide the following more specific comments and suggestions.

- **Greenhouse gas emissions:** While the draft plan mentions the need to decarbonize transportation, the urgency of this issue warrants greater discussion and consideration. For instance, the plan should specifically mention that the Commonwealth has established greenhouse gas reduction goals to achieve net zero emissions across all sectors of the economy—including transportation—by 2045,<sup>6</sup> as well as the net zero by 2050 goal adopted by the City of Richmond. CO<sub>2</sub> emissions should also be included in the plan's assessment of environmental benefits and in future scenario planning, as noted below.
- **Fiscal constraint funding summary:** The constrained projects list is undoubtedly one of the most important parts of the plan, yet it only appears to be included in one of the technical appendices. The draft plan buries this information and makes it unlikely that many members of the public will be aware of what projects the plan would actually advance. Indeed, there does not even appear to be a basic summary of the project types and overall funding amounts being recommended for funding in the constrained list as part of the main LRTP document.<sup>7</sup> This type of basic summary should be incorporated into both the Executive Summary and in Chapter 6 of the document, and the full constrained list should be included at the end of the main LRTP document.

<sup>3</sup> U.S. Energy Information Administration, *Table 4: State energy-related carbon dioxide emissions by sector*, available at <https://www.eia.gov/environment/emissions/state/>; U.S. Environmental Protection Agency (EPA), Sources of Greenhouse Gas Emissions, <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions> (last visited Sept. 9, 2021).

<sup>4</sup> U.S. EPA, Fast Facts on Transportation Greenhouse Gas Emissions, <https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions> (last visited Sept. 9, 2021).

<sup>5</sup> Draft LRTP at 94.

<sup>6</sup> See Va. Code § 45.2-1706.1(A).

<sup>7</sup> The project category-based summary that is provided in Chapter 5 appears to only address the total universe of projects and needs considered for funding in the plan. While this information is helpful, similar information about the types of projects actually proposed to be funded seems more important to include.

- **VMT reduction:** Reducing VMT is a key part of reducing transportation emissions of CO<sub>2</sub> and other air pollutants, and we strongly support the inclusion of VMT per capita as a performance measure in the draft plan. However, we continue to have concerns with the analysis conducted for this measure, as well as the limited information provided on this analysis in the plan. Results for this measure are only provided in the technical appendices and only show overall results for the entire 2045 Build scenario—showing a very modest overall 18-mile reduction in annual per capita VMT.<sup>8</sup>

This is a very modest reduction in VMT that again does not get us where we need to go to reduce transportation pollution. And even this number is questionable. Numerous studies have found that increasing lane miles tends to result in comparable increases in VMT, and that congestion relief often vanishes within a short time due to the additional traffic generated.<sup>9</sup> With the considerable lane mileage proposed to be added in this plan (188 miles more than the No-Build), it is hard to imagine this would not result in substantial VMT increases.

Further information provided by staff following a recent Advisory Committee meeting suggests that most of the VMT reduction shown to result from the 2045 Build scenario may be coming from the small number of transit projects included in the plan. Given the counter-intuitive results of the overall VMT analysis for a plan so heavily focused on capacity expansion, it is imperative that the plan provide further explanation of how these results were reached, as well as a breakdown based on project type (such as road widening, interchange improvements, and transit) to give the public and decision-makers a better sense of which improvements are positively or negatively affecting this measure.

- **Electric vehicles:** Accelerating the adoption of electric vehicles (EVs) is also a key solution to reduce transportation-related emissions, and is likely to become an increasingly-important component of regional transportation planning. We appreciate the draft plan's discussion in Chapter 4 of EVs and some of the potential barriers to more widespread adoption. That said, there are several recent developments related to EVs that are not mentioned in the plan, but probably should be, including a number of significant actions taken in the 2021 General Assembly session,<sup>10</sup> as well as the significant investments the Commonwealth is making in EVs and charging infrastructure through its Volkswagen settlement funds.<sup>11</sup> Data and mapping on the extent of existing public and

<sup>8</sup> Draft LRTP, *Technical Report G* at 9-10.

<sup>9</sup> See Todd Litman, Victoria Transport Policy Institute, *Generated Traffic and Induced Travel – Implications for Transport Planning* at 6 et seq. (Apr. 2021), available at <https://www.vtpi.org/gentraf.pdf>.

<sup>10</sup> See, e.g., H.B. 1965 (adopting an Advanced Clean Cars Program, including a zero-emission vehicle program), H.B. 1979 (establishing a new EV rebate program for the purchase of new and used EVs), H.B. 2118 (creating a Virginia Electric Vehicle Grant Fund to help fund electrification of school buses and other fleet vehicles), S.B. 1223 (requiring a study of Virginia's EV charging infrastructure in the Virginia Energy Plan); H.B. 2282 (directing the State Corporation Commission to develop recommendations to help accelerate widespread EV adoption).

<sup>11</sup> See Virginia Department of Environmental Quality, Volkswagen Settlement Agreement, <https://www.deq.virginia.gov/get-involved/topics-of-interest/volkswagen-settlement-agreement> (last visited Sept. 9, 2021).

private EV charging stations in the region are also readily available, and it would be helpful to incorporate this information into the plan.<sup>12</sup>

- **Climate resiliency:** The Richmond region is already grappling with the growing effects of climate change, and we appreciate the discussion in Chapter 4 of the draft plan of potential impacts on natural resiliency features such as wetlands and floodplains, as well as the need to ensure the resiliency of our infrastructure. One point of concern, however, is in the section on “Special Flood Hazard Areas” on page 66, which states that “Only infrastructure designed to flood or to be located above the anticipated level of flooding should be constructed in these areas.” We urge you to modify this language to make clear that floodplains should first be avoided to the greatest extent possible, and only then should the considerations noted above come into play.
- **Carbon sinks:** Another aspect that should be added to the discussion of “Environmental Resources & Mitigation” on pages 64-65 is the benefits of wetlands, forests, and other natural areas in serving as “carbon sinks” that help to absorb and store CO<sub>2</sub> from the atmosphere, as well as the potential adverse effects of destroying them—which can result in additional emissions attributable to a project. The loss of carbon sinks is another consequence of the over-emphasis on highway construction in the draft plan.
- **Environmental benefits:** While we strongly support the inclusion of emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx) in the plan’s performance measures, we are concerned that these appear to be the only two factors assessed to determine the overall “environmental benefits” of the 2045 Build scenario. There are many other factors that would need to be considered to determine the environmental effects of this plan, including emissions of other criteria pollutants and mobile source air toxics (MSATs), and CO<sub>2</sub> emissions. Properly accounting for climate change-related costs and benefits requires consideration of various effects related to carbon sinks, heat islands, and community resiliency, among other things. And the environmental damage caused by projects to resources such as wetlands, streams, farms, and forests can be significant, yet is not reflected in the “environmental benefits” calculation—again giving a misleading picture of the net environmental benefits of a project.

Given the extremely limited scope of this measure, we encourage you to add further discussion of its limitations in Chapter 7 and/or rename this measure to something that better reflects its focus on VOCs and NOx emissions. Going forward, we also encourage you to add CO<sub>2</sub> emissions and explore additional environmental components that can be incorporated into this measure.

- **Scenario planning:** Finally, the draft plan mentions that scenario planning will be a component of the next long-range transportation plan. We support this step and, in line with our comments above, recommend that this effort include future scenarios based on

<sup>12</sup> See, e.g., U.S. Department of Energy, Alternative Fuels Data Center, Fueling Station Locator, <https://afdc.energy.gov/stations/#/find/nearest>.

illustrating the types and extent of transportation and/or land use changes that would be needed to achieve certain levels of future GHG emissions reductions across the region.

Thank you for your consideration of these comments

Sincerely,

A handwritten signature in black ink, appearing to read "Trip Pollard", is positioned above the printed name.

Trip Pollard  
Land & Community Program Leader



## Sulabh Aryal

---

**From:** Sebastian Shetty <sebastian@psgrichmond.org>  
**Sent:** Friday, September 17, 2021 12:40 PM  
**To:** ConnectRVA2045  
**Subject:** PSG Comments  
**Attachments:** ConnectRVA 2045 Draft Plan Comment Letter.pdf

Hello,

I'm aware that the comment period ended yesterday, but I am hoping that you will permit me to submit the attached comment letter regarding the draft ConnectRVA 2045 plan on behalf of Partnership for Smarter Growth.

Thank you,  
Sebastian Shetty

--

**Sebastian Shetty**

**PARTNERSHIP *for***  
**SMARTER GROWTH**

Coordinator for Policy and Administration

Partnership for Smarter Growth

[sebastian@psgrichmond.org](mailto:sebastian@psgrichmond.org) | (757) 390-9930

<https://www.psgrichmond.org/>

# PARTNERSHIP *for* SMARTER GROWTH

**Dear PlanRVA Officials and Staff,**

Upon review of the draft long-range transportation plan released in August, we are deeply concerned with the degree to which allocated funding is skewed towards expansion of highways and roads rather than towards fix-it-first road investments and the transit, bicycle and pedestrian infrastructure our region deeply needs. As demonstrated by the public participation efforts documented in the plan, residents of our region are strongly in favor of investing in infrastructure that supports a healthier, more equitable, and more sustainable transportation system; the overemphasis of roadway capacity needs, particularly in suburban-rural interface areas will fuel speculative auto-dependent development and serves to undermine the Richmond region's progress towards the goals outlined by the public.

As established in the plan, the "build" scenario includes construction of 232 new miles of roadway, making up the vast majority of transportation projects in the LRTP and associated Constrained Project List. By comparison, transit funding, active transportation infrastructure, and pedestrian safety improvements make up a small fraction of the overall spending outlined in the plan. The plan highlights the status quo in which roughly 99% of trips in the Richmond region are made using private vehicles, and according to its own projections this number will not be meaningfully reduced even after the plan's implementation. With only 9 transit improvements (\$464.5 million) out of a \$5 billion dollar project list, this is a regrettable, but logical outcome.

In terms of the plan's own evaluation, one measure of success included is the total savings the region can expect to gain by making the proposed investments, divided into "Operational", "Safety", and "Environmental" savings. While vehicle miles traveled (VMT) and certain criteria air pollutant emissions are considered within these evaluation metrics, there is no reference to carbon or other greenhouse gas (GHG) emissions, nor is there explicit discussion of VMT reduction as one of the primary goals of the plan. In fact, the environmental savings the plan describes as a result of the specified investments only make up just over 5% of the total benefits outlined. At a time when the existential threat of climate change has never been more apparent, and when the public has clearly specified environmental concerns as the second-most important factor in any new transportation plan, this represents a major shortcoming in our regional transportation planning process.

Another evaluation metric included within the plan is the economic impact the region can expect to receive resulting from the specified investments, projected at \$15 billion in total. The plan fails to include any analysis of the economic benefits of alternatives beyond “build” and “no-build”, such as scenarios in which a greater percentage of funding is allocated towards transit and other explicit VMT reduction strategies. While highway connectivity plays a role in the region’s economic vitality, it has been the case for many years that the return on investment from highway expansion has been declining, and as demonstrated in other regions of the United States, higher levels of investment in transit have the potential to provide returns far exceeding those of traditional roadway projects.

The plan further highlights the degree to which projects selected serve “Equity Emphasis Areas”, implying that the plan is successful in addressing the needs of low-income and otherwise marginalized populations across the region. While we commend the inclusion of equity-based metrics, the manner in which the plan’s equity analysis is conducted falls far short of describing the actual equity impacts of the described transportation investments. Rather than considering the type of projects included, the plan considers projects that are physically located within Equity Emphasis Areas as serving equity goals, despite the fact that the least-advantaged residents of the region are disproportionately likely to lack access to private vehicles, or to be able to afford to travel by means other than transit, biking, and walking. Much like an eight-lane highway is of little use to an individual with no car in getting to work, a highway expansion project in a neighborhood in which a significant portion of the population does not drive does little to advance equity, or access to opportunity. Meanwhile, a significant proportion of the road expansions are in outer areas where they would provide little benefit to most equity areas. While the plan does address impacts to employment access resulting from planned investments, it does not explicitly address how the proposed projects will increase connectivity between marginalized areas and their wealthier counterparts, a metric that has been demonstrated to play a significant role in the potential for upward mobility among low-income residents.

Taken as a whole, the ConnectRVA 2045 LRTP fails to meet the needs of the region as articulated in the hundreds of comments received during each stage of the planning process. The public established a clear preference for investments in transportation infrastructure that reduce our region’s environmental impact, increase equity and connectivity, and provide more choices for travel beyond merely driving private vehicles. As implied in the plan itself, the projects selected and the methods used to evaluate them fail to prioritize these stated preferences, and further fail to make the most efficient use of our limited resources as measured by how many people (not just vehicles) can physically move through a given space. Stated in terms included within the plan itself, only \$464.5 million out of the more

than \$5 billion dollar list is allocated to transit; no substantial changes to the status quo in which 99% of trips are made by private vehicle are advanced; only 5% of the projected benefits are from the “environmental” category; and the result of the “build” scenario at completion is only a 1% decrease in traffic congestion as compared to a “no-build” scenario. The role of public participation in public processes is to place some degree of decision-making power where it belongs: in the hands of the people. This LRTP and its associated Constrained Project List are at best ignoring, and at worst directly undermining, the desires of the public and the need to address the impending climate crisis. As currently drafted, this LRTP is reflective of the fundamental structural challenges involved in attempting to thoroughly meet the needs of the moment, which necessitate a wholesale reconsideration of the status quo.

Thank you for your hard work on the drafting of our region’s LRTP, and for the opportunity to weigh in through each stage of the planning process. We look forward to staying involved in planning processes moving forward, and to working together to create a stronger, more sustainable Richmond region.

**Sincerely,**

**Partnership for Smarter Growth**



## Draft ConnectRVA 2045 Public Review

Is anything missing in the draft ConnectRVA 2045 document?

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Does the content make sense? Is the level of detail sufficient?

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Do you have any recommendations to make the document easier to read or more accessible?

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Additional comments

Bus routes - cannot easily get  
downtown on Grove/Westhampton Route  
- it only goes  
to VCU, or have to transfer to Pulse.

Name

Phone Number

Email

Zip Code



Richmond Regional  
Transportation  
Planning  
Organization  
SUPPORTED BY PIRVA

Helen Gden

## Draft ConnectRVA 2045 Public Review

Is anything missing in the draft ConnectRVA 2045 document?

Unknown

Does the content make sense? Is the level of detail sufficient?

Unknown

Do you have any recommendations to make the document easier to read or more accessible?

?

Additional comments

Thank you for this information meeting.  
I would like good access to updates and revisions but I don't  
have internet service & must use library for this purpose.

Name

Beth Watkins

Phone Number

804 347-9286

Email

Zip Code

23116



Richmond Regional  
Transportation  
Planning  
Organization  
SUPPORTED BY PIRVA

## Draft ConnectRVA 2045 Public Review

Is anything missing in the draft ConnectRVA 2045 document?

N/A

Does the content make sense? Is the level of detail sufficient?

yes, it is very helpful.

Do you have any recommendations to make the document easier to read or more accessible?

N/A

Additional comments

Great job, Thanks

Name

Walter J. Schwanke

Phone Number

737-5685

Email

wschwank@col.com

Zip Code

23213



Richmond Regional  
Transportation  
Planning  
Organization

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PLANRVA

## Draft ConnectRVA 2045 Public Review

Is anything missing in the draft ConnectRVA 2045 document?

No

Does the content make sense? Is the level of detail sufficient?

Certain sections are sufficient, yes.

Do you have any recommendations to make the document easier to read or more accessible?

The suggestion I have is for a larger print or font so the document is a bit easier to read.

Additional comments

I would like to know the status of the Tyler Potterfield Bridge so we could have access for handicap people.

Name

Brian Montgomery

Phone Number

(804) 261-4952

Email

Zip Code

23217



Richmond Regional  
Transportation  
Planning  
Organization

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# Accommodations

PlanRVA welcomes all community members to participate in our processes and is committed to providing reasonable accommodations to make meetings accessible for everyone.

While not all accommodations can be provided without advance notice, PlanRVA is happy to provide all possible reasonable accommodations on-site for our meetings. Please fill out the following form:

## Vision Services/Aids

- ☐ Documents read
- ☐ Request escort

☒ Other Larger print

## Mobility Services/Aids

- ☐ Walking escort
- ☐ Wheelchair escort
- ☐ Extra-wide wheelchair

☐ Transfer assistance

☒ Other N/A

## Hearing Services/Aids

- ☒ Notepad

☐ Other \_\_\_\_\_

## Other Needs/Notes

- ☐ Cognitive impairment
- ☐ Sound sensitivity
- ☐ Speech impairment
- ☐ Uses hearing
- ☐ Uses service animals

☐ Uses notepad

☐ Uses walker

☒ Uses cane

☐ Requires additional time

☒ Other USES wheelchair

## Requests

- ☐ Speak loudly
- ☐ Speak slowly
- ☐ Make eye contact
- ☐ Reads lips

☐ Speak on right side

☐ Speak on left side

☒ Other NONE



## **POLICY BOARD AGENDA 10/4/21; B.-2.**

### **FY21 – FY24 TIP AMENDMENT: VDOT REQUEST**

#### **Richmond Regional Transportation Planning Organization**

**REQUESTED ACTION:** Review a request from VDOT to amend the FY21 – FY24 Transportation Improvement Program (TIP) to add a new project.

**BACKGROUND:** The RRTPO Policy Board has received a request from VDOT to amend the TIP to add one new project. Amendment details are outlined below:

- UPC 118147: IJR – Route 288 (West Creek Area) from Broad Street Road to Tuckahoe Creek Parkway – Goochland County

This project was selected and allocated Regional Surface Transportation Block Grant (STBG) funding in FY21 by the RRTPO.

**TAC RECOMMENDATION:** The Technical Advisory Committee (TAC) reviewed the proposed amendment at the September meeting. TAC unanimously recommended approval of the amendment and resolution as presented.

**PUBLIC REVIEW:** A 15-day public review period was held between September 17, 2021, and October 1, 2021. The draft amendment document and a summary presentation shared with the Technical Advisory Committee were posted on the website and email notice was sent to committee members and interested parties. Any comments received will be shared with the policy board before to the meeting.

**STAFF RECOMMENDATION:** Staff agrees with the TAC recommendation.

**ACTION REQUESTED:** The following resolution is presented for consideration:

**RESOLVED**, that the Richmond Regional Transportation Planning Organization Policy Board amends the *FY21 – FY24 Transportation Improvement Program (TIP)* adding the following one new project and

**BE IT FURTHER RESOLVED**, that this project is considered exempt from conformity under provisions contained in section 93.126 of the conformity rule as follows:

One New Project:

- UPC 118147: IJR – Route 288 (West Creek Area) from Broad Street Road to Tuckahoe Creek Parkway – Goochland County; **Planning or Technical Study**

Attachments  
CAP/jl



**POLICY BOARD AGENDA 9/2/21**

**ITEM B.-2. - TIP Amendment – VDOT Request**

**Richmond Regional Transportation Planning Organization**

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***RESOLVED***, that the Richmond Regional Transportation Planning Organization Policy Board amends the FY21 – FY24 Transportation Improvement Program (TIP) adding the following new project and

***FURTHER RESOLVED***, that this project is considered exempt from conformity under provisions contained in section 93.126 of the conformity rule

\*\*\*\*\*

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held October 4, 2021.

WITNESS:

BY:

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Janice Firestone  
Program Coordinator  
PlanRVA

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Chet Parsons  
Secretary  
Richmond Regional Transportation  
Planning Organization

# FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

## Primary

**UPC 118147**

**Jurisdiction:** Goochland County  
**Route/Street:**  
**Description:** IJR - Route 288 (West Creek Area)  
**Scope:** Preliminary Engineering  
**From:** Broad Street Road  
**To:** Tuckahoe Creek Parkway  
**Length:**  
**Administered By:** VDOT  
**Regionally Significant:**  
**MPO Note:**



### Schedule

Phase	Start	End	Status
Preliminary Engineering (PE):			
Right of Way (RW):			
Construction (CN):			

### Cost Estimates / Previous Obligations

**Cost Estimates**  
**PE:**  
**RW:**  
**CN:**  
**Total:** \$499,900

### Goals addressed

Access	<b>No</b>	Congestion	<b>Yes</b>	Environment	<b>No</b>
Freight	<b>No</b>	Landuse	<b>No</b>	Maintenance	<b>No</b>
Safety	<b>Yes</b>	Reliability	<b>No</b>	Multimodal	<b>No</b>

### Federal Obligations

Phase	Fund Source	Match	Federal Obligations			
			FY21	FY22	FY23	FY24
PE	RSTP	\$99,980	\$0	\$399,920	\$0	\$0

### Amendments

**Amd 21** 10/4/2021 Approved

1). This is a new project added to the TIP. 2). Add PE phase to FY22 and obligate \$399,920 RSBG funds (match \$99,980).

Date Requested 8/17/2021

## FY 2021 to FY 2024 Richmond Region TPO Transportation Improvement Program

### Project Amendments - Tracking Records

**Amd 21    118147    Goochland County    IJR - Route 288 (West Creek Area)**

10/4/2021   Approved   1). This is a new project added to the TIP.   2). Add PE phase to FY22 and obligate \$399,920 RSBG funds (match \$99,980).  
Date Requested   8/17/2021

## **POLICY BOARD AGENDA 10/4/21; B-3.**

### **FY21 – FY24 TIP Amendment: VDOT Request**

#### **Richmond Regional Transportation Planning Organization**

**REQUESTED ACTION:** VDOT requests the RRTPO policy board authorize the Technical Advisory Committee (TAC) to review and approve the addition of one project (I-64 & Parham Road Interchange Improvements, in Henrico County) RRTPO Transportation Improvement Program (TIP) and the state's Statewide Transportation Improvement Program (STIP).

**BACKGROUND:** VDOT Central Office conducted studies of all interstate systems in the state in 2019-2020. The I-95 & I-64 Corridor Improvement Plans (CIP) provided several project recommendations (see list at bottom of memo) within the VDOT Richmond district and the RRTPO study area.

In early September 2021, the Commonwealth Transportation Board (CTB) [took action](#) to approve the I-95 and I-64 CIPs and add the recommended projects to the FY22-27 VDOT Six-Year Improvement Program (SYIP). The projects are funded under the Interstate Operations and Enhancement Program (IOEP) and funding is available in FY22, with the expectation that Preliminary Engineering phase will begin in late October/early November 2021.

In order to begin the PE Phase in the fall of 2021, the projects will need to be added to the TIP and STIP as soon as possible. After discussions between VDOT, TPO staff and Henrico County staff, only the I-64 & Parham Rd Interchange Improvements will be requested to be added to the TIP and STIP in October. VDOT will request for the other projects to be added to the TIP and STIP later this calendar year, after additional coordination is complete.

The I-64 WB – Exit 181 (Parham Rd) – Improve Interchange Configuration is a local, regional and state priority. As mentioned above, the CTB recommends beginning the PE phase in late October/early November 2021. To do so, the TIP Amendment to add this project requires RRTPO TAC and Policy Committee approval in October 2021. Thus, VDOT requests that the TPO Policy Committee be asked to consider taking action at the October 4<sup>th</sup> meeting to allow the RRTPO TAC to take final action to approve the TIP Amendment to add the I-64/Parham Rd project at the October 12<sup>th</sup> meeting.

**Project Information:** I-64 WB & Parham Rd Interchange Improvements  
Preliminary Engineering – \$1,750,000  
Right of Way – \$500,000  
Construction – \$9,750,000  
Total Cost – \$12,000,000

TIP / STIP Amendment will obligate the Federal portion of the PE funds; \$1,750,000. Additional TIP and STIP revisions for future phases will be requested as the project moves into subsequent phases.

VDOT recognizes that this is outside of the typical TIP Amendment process, but would like to try to meet the CTB's expectations that the PE phase will begin this fall for the I-64 & Parham Rd project.

**NEXT STEPS:** The remaining RRTPO area I-95 & I-64 projects funded via FY22 IOEP are listed below. VDOT will request TIP and STIP Amendments to add these projects and revise the corresponding project TIP / STIP Groupings at upcoming RRTPO TAC and Policy Committee meetings later this year. Additional information will be provided regarding these projects prior to the request.

Transit Projects:

- UPC T-26041 – I-64 EB/WB – Broad Street – Short Pump Bus Service
- UPC T-26042 – I-64 EB/WB – Express (22x) Bus Service from Short Pump to Downtown Richmond
- UPC T-26045 – I-64 EB/ WB – Increase Bus Frequency on Route 7/Nine Mile Rd to 15-Minute Intervals

Grouped Projects:

- UPC T-26028 – I-95 Both - Exit 58 - New Park-And-Ride Lot
- UPC T-26027 – I-64 Both - Hickory Haven - New PnR or Relocate
- UPC T-26026 – I-95 SB - Exit 53 - Extend Acceleration Lane
- UPC T-26020 – I-64 Both - Bottom's Bridge - Expand P&R Lot or Relocate
- UPC T-26014 – CCTV Cameras on I-295
- UPC T-26013 – CMS on I-295
- UPC T-26044 – SSP Route on I-295
- UPC T-26012 – High Wind Warning on I-295

**ACTION REQUESTED:** The following resolution is presented for consideration:

**RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board authorizes the Technical Advisory Committee (TAC) to review and take action on the proposed amendment to the FY21 – FY24 Transportation Improvement Program (TIP) to add the I-64 WB & Parham Rd Interchange Improvements project.

## **POLICY BOARD AGENDA 10/4/21**

### **ITEM B.-4. – TRIP Program Funding Application Support – GRTC Request Richmond Regional Transportation Planning Organization**

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To express Richmond Regional Transportation Planning Organization (RRTPO) support for a Greater Richmond Transit Company (GRTC) grant application for “Transit Ridership Incentive Program, Zero Fare and Low-Income Projects” funding through the Virginia Department of Rail and Public Transportation.

**WHEREAS**, pursuant to Chapter 1230 of the Acts of Assembly of 2020, the General Assembly enacted the Transit Ridership Incentive Program (the “TRIP Program”); and

**WHEREAS**, the TRIP Program was developed by the Virginia Department of Rail and Public Transportation and approved by the Commonwealth Transportation Board; and

**WHEREAS**, the TRIP Program application process opened on August 1, 2021, and closed on September 17, 2021, with all supplemental data being due by October 4, 2021; and

**WHEREAS**, the TRIP Program is a statewide grant program whose purpose is to improve regional transit connectivity in urban areas and reduce barriers to public transit through low income and zero fare programming; and

**WHEREAS**, the TRIP Program focuses on urban metropolitan areas with populations of 100,000 or more, which includes the GRTC service area; and

**WHEREAS**, other Virginia localities and transit agencies are considering the extension of “fare free” or “zero fare” policies post COVID-19, including but not limited to the cities of Alexandria, Charlottesville, Lynchburg, and Roanoke; and

**WHEREAS**, GRTC believes there is a need for further study of the social and economic impacts of fare collection systems, including zero fare operations on GRTC’s current service population; and

**WHEREAS**, the GRTC Board of Directors passed a resolution stating its belief that it is in the best interests of all GRTC public transit riders and the citizens of the GRTC service area

to continue to study the costs, benefits, and transportation equity of various fare collection systems and zero fare policies; and

**WHEREAS**, the Richmond City Council passed a resolution stating its belief that it is in the best interests of the citizens of the City of Richmond that the Council supports GRTC’s application for the TRIP Program through DRPT for the purpose of maintaining GRTC’s current zero fare policy; and

**WHEREAS**, GRTC has obtained financial commitments from the City of Richmond and from VCU as local funding partners to fully match state pilot funding under the TRIPS grant application; and

**WHEREAS**, GRTC must explore and define additional, new and sustainable sources of funding for all potential future fare collection systems prior to permanent implementation of any; and

**WHEREAS**, GRTC applied for grant funding through TRIP Program through DRPT for the purpose of maintaining the GRTC’s current zero fare policy while GRTC continues to study fare systems and equity considerations;

**RESOLVED** that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board hereby supports the GRTC’s application for the TRIP Program through DRPT for the purpose of maintaining the GRTC’s current zero fare policy while studying social and economic impacts of various fare collection systems.

\*\*\*\*\*

This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held October 4, 2021.

WITNESS:

BY:

\_\_\_\_\_  
Janice Firestone  
Program Coordinator  
PlanRVA

\_\_\_\_\_  
Chet Parsons  
Secretary, Richmond Regional Transportation  
Planning Organization

**RRTPO POLICY BOARD AGENDA 10/4/21**  
**FUTURE MEETING TOPICS\***

- Annual Richmond Region Transportation Forum (November)
- DRPT Transit Modernization and Equity Study
- Regional Scenario Planning
- GRTC Microtransit Study
- RRTPO Regional Bicycle & Pedestrian Plan
- Smart Scale Round 5 – what to expect
- STBG / CMAQ competitive grants

\*Draft: This is not a comprehensive list of considerations and is subject to change.