

From: [Plan RVA](#)
To: [Myles Busching](#)
Subject: TIP Public Comment
Date: Friday, August 21, 2020 10:48:53 PM

Name: Virginia Cowles

Email: vipcowles@gmail.com

Message:

It is extremely gratifying to see pedestrian and transit improvements along West Broad Street among the projects selected by TAC. Please accept the recommendation. It is sad to see those who are transit dependent walking along paths instead of sidewalks and standing in grass or mud at bus stops.

Their lives matter.

From: [Plan RVA](#)
To: [Myles Busching](#)
Subject: RSTP/CMAQ Public Comment
Date: Wednesday, September 2, 2020 2:48:14 PM

Name: Trip Pollard
Email: tpollard@selcva.org
Message:

On behalf of the Southern Environmental Law Center, I would like to provide the following comments on the recommended regional funding allocations by the RRTPO for FY21-26.

As policies, plans, polls, and public officials increasingly recognize, it is critical to develop a cleaner, equitable, multimodal system for the Richmond region. Among other things, transportation is by far the largest source of carbon pollution in the Commonwealth. And the Richmond region has had the highest driving rates per capita in Virginia. Studies have also confirmed the comparative lack of transit access in our region, and the disproportionate impacts of the COVID-19 pandemic have highlighted the disproportionate air quality burden communities of color and low income households typically endure, as well as the lack of equitable access to transportation.

The allocation of the three regional funding programs RRTPO administers—the Regional Surface Transportation Block Grant Program (RSTP), the Congestion Mitigation and Air Quality (CMAQ) program, and the Transportation Alternatives Set-Aside—provide important opportunities to shape the future of transportation in our region. Yet the recommended allocations for FY21-26 reflect too much a “business-as-usual” approach that falls far short of what is needed.

There are a number of positive recommendations that we strongly support, including funding for GRTC to purchase replacement buses and pedestrian/trail projects. However, far too much money is recommended to go to road projects that will spur additional driving. Among other things, one of the largest CMAQ grants would go to the Patterson/Parham interchange (this interchange needs improvement, but CMAQ money is better spent elsewhere), and the RSTP funds would overwhelmingly go to road widening.

This would be a mistake. We urge you to reject the overwhelming emphasis on road widening in the proposed allocation, and provide significantly more funds to transit, bicycle, pedestrian, and transportation demand management (TDM) projects and programs to help develop a cleaner, more equitable transportation system.

Thank you.