Photo: Powhatan County Welcome Sign.

Richmond Regional Transportation Planning Organization (RRTPO) Long-Range Transportation Plan (LRTP) Advisory WorkGroup

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

Check out our complete **Public Participation Guide** online to learn about the different ways you can stay connected and involved.

Meetings are also live streamed and archived on our YouTube Channel at **Plan RVA - YouTube**.

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

Powered By:

PlanRVA
Where the region comes together to look ahead.

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

Richmond Regional Transportation Planning Organization

Pathways to the Future TRANSPORTATION

AGENDA

RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN ADVISORY WORKGROUP

Wednesday, May 28. 2025, 10 a.m.
Zoom Meeting Registration: https://planrva-org.zoom.us/webinar/register/WN_PbPa7d3xQXePrO23G4ECbA#/registration

1. **Attendance** (*10 minutes)*

2. **April 23, 2025, LRTP-AWG Meeting Summary** (Sulabh Aryal /5 Minutes)

3. **Public Comment Period** (Sulabh Aryal /5 Minutes)

4. **LRTP Progress Update** (*Sulabh Aryal /5 minutes)*

5. **LRTP Phase 3: LRTP Goals and Objectives**
   Recommendation Requested
   (*Sulabh Aryal /20 minutes)*

6. **LRTP Public Engagement - Phase 1**
   (Holly Gordon/ 15 Minutes)

7. **LRTP Phase 4: Update – Existing Multimodal Transportation Issues and Needs Inventory**
   (Dorian Allen/ 20 *minutes)*

8. **LRTP Phase 5: 2050 LRTP Project Inclusion Guidelines**
   Agreement Requested
   (*Sulabh Aryal /15 minutes)*

9. **Next Meeting** (Sulabh Aryal */5 Minutes)*
   June 25 at 10: a.m. Via Zoom

Richmond Regional Transportation Planning Organization

Pathways to the Future TRANSPORTATION

RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN ADVISORY WORKGROUP

Wednesday, April 23, 2025, 10:00 a.m.
Virtual Meeting via Zoom

Meeting Summary

MEMBERS and ALTERNATES PRESENT:

Affiliation	Name	4/23/2025
Town of Ashland	Bannon Luckert	✓
	Nora Amos (A)	
Charles City County	Sheri Adams	✓
Chesterfield County	JJ Banuelos	✓
	Barb Smith (A)	
Goochland County	Josh Gillespie	
Hanover County	Philip Kempf	✓
	Joseph Vidunas (A)	
Henrico County	Ashley Austin	✓
	Sharon Smidler (A)	
New Kent County	Amy Inman	✓
Powhatan County	Ligon Webb	✓
City of Richmond	Dironna Moore Clarke	✓
	Kelli Rowan (A)	
	Atiba Muse (A)	✓
	Brandon King (A)	
	Kathleen Murphy (A)	✓
Virginia Department of Transportation (VDOT)	Todd Scheid	✓
	Liz McAdory (A)	

Virginia Department of Rail and Public Transportation (DRPT)	Mitch Huber	✓
Port of Virginia	Thomas Cross	
Federal Highway Administration (FHWA)	Ivan Rucker	
GRTC Transit System	Corey Robinson	✓
	Guy Roach (A)	✓
Ride Finders	John O'Keeffe	
Tri-Cities Area MPO (TCAMPO)	Zakari Mumuni	✓
	Landon Bridges (A)	✓
Central Virginia Transportation Authority (CVTA)	Chet Parsons	✓
Virginia Commonwealth University (VCU)	John Leonard	
RRTPO Community Transportation Advisory Committee (CTAC) - Chair	Andrew Bunn	✓
Richmond Cycling Corp	Emily Monroe	✓
RVA Rapid Transit	Faith Walker	
	Stephanie Power (A)	✓
	Aqiyla McMillan (A)	✓
Southern Environmental Law Center	Trip Pollard	✓
Youth Representative	Diana Hall	
	Marisa Perez (A)	✓
Partnership for Housing Affordability	Woody Rogers	✓

1. **Attendance**
   LRTP Project Manager Sulabh Aryal, welcomed everyone and asked that all Advisory Work Group Members record their respective names and affiliations into the Zoom chat to record attendance.

2. **March 26, 2025, LRTP-AWG Meeting Summary**
   The fourth LRTP Advisory Work Group meeting was held on March 26, 2025. Sulabh Aryal informed the group that the summary of the meeting was included within the agenda packet. There were no amendments to the meeting summary.

3. **Public Comment Period**
   There were no requests to address the committee.

4. **LRTP Progress Update**

Sulabh presented a review of the LRTP process flow with an overview and timeline for past and upcoming tasks. Sulabh reviewed what had already been accomplished by the Plan RVA staff thus far, including 2050 Baseline Data Development and deliverables and the Pathways to the Future Exploratory Scenario Planning Analysis. He presented a recap of ongoing tasks and upcoming AWG recommendations, including:

- LRTP Phase 3 – Strategic Direction
  - Recommendation to Policy Board – Next Meeting (May 28)
  - Policy Board Adoption – August 2025
- LRTP Phase 4 – Transportation Issues and Needs Identification
  - Review Technical Report C: State of Transportation Report – Today
  - Review 1st Draft of the Regional Needs Inventory & Maps – May 28
  - Recommendation to the Policy Board – June 25
  - Review Technical Report B: Richmond Regional Structural Inventory & Assessment Report 2024 - July
  - Review Technical Report D: F Y25 Congestion Management Process Report - July
- LRTP Public Engagement for Phase 4 – Ends April 30
  - Analysis and Update to the AWG – Next Meeting (May 28)
- LRTP Phase 5 - Universe of Projects Development
  - Regional Projection Inclusion Guidelines
    - Discussion – Today
    - Agreement – Next Meeting (May 28)
- LRTP Data Development for Phases 3, 4 and 6

5. LRTP Phase 3: Update – LRTP Goals and Objectives

Sulabh continued with a discussion regarding LRTP-AWG action items and recommendations regarding the regional vision, goals, objectives, strategies and performance measures. Within this discussion, Sulabh provided a breakdown of the LRTP Road Network and Regional Major Highway Corridors as it relates to the selection of regionally significant projects. He then provided the next steps for the AWG and staff including:

- Final comments on Goals, Objectives and Strategies statements by Friday, May 11 EOB.
- Calculation of final baseline values and recommended percentage changes (increment or reduction) for all Objectives.
- Incorporation of all recommended suggestions and changes and send to the Advisory Workgroup with the May meeting agenda
- Final discussion and recommendation to the RRTPO Policy Board in the next Advisory Workgroup meeting on May 28.

6. LRTP Phase 4: Update – 2022 State of the Transportation System Report & Story Map

Dorian Allen provided an overview of the Richmond Regional Transportation Report. The Report was effectively broken down into three areas of focus: transportation (highway classification safety and congestion, structure, active transportation, transit/passenger rail, freight and alternative transportation), economic development (Commuting patterns and travel and tourism), and transportation resiliency (air quality, environmental resources, system security, and natural hazards). He then gave an overview of the next steps for the State of Transportation Report which will be included within the LRTP as Technical Report C and provided a link for the AWG to make recommendations. Mitch Huber asked if the report was considering Richmond's bike share program and was assured that it did consider the program.

Kerry Ramos then began discussion regarding the LRTP Existing Conditions Story Map. She began by providing a breakdown of the contents within the Story Map and guided the group through its features, capabilities, and visual representations. Kerry fielded various questions and concerns from the AWG:

- Zakari Mumuni asked, "where can we source the pavement data?" Kerry ensured that she would be able to provide that information later.
- Amy Inman requested to include the Bay Transit existing rural service and new microtransit within the story map.

- There were suggestions to change specific features within the congestion management section of the story map
- Kerry was asked "what threshold was used to measure levels of congestion?" Kerry ensured that the threshold will be added to the map.
- Stephanie Power asked if "the transit maps/routes show frequency, and if the idea is to update the maps as routes expand/service changes?" Frequency is shown in a dialogue box when selecting a transit link on the map, however, Kerry ensured that features will be added to explicitly highlight transit frequency. Stephanie Powers also asked, "if the page with microtransit zones indicate that the current zones are pilots and need county/jurisdictional funding to keep them going?" Kerry ensured that she would be able to add this content
- Guy Roach mentioned that some routes interlink, resulting in multiple frequencies on a singular segment where routes meet. Guy Roach asked, "if there was any way to reflect a "combined routing frequency" rather than a singular frequency?" Kerry ensured that she would speak with GRTC officials to troubleshoot the issues.

Kerry then provided a link to the story map and solicited feedback from the AWG.

7. LRTP Phase 5: Introduction – 2050 LRTP Project Inclusion Guidelines

Sulabh discussed the development of the universe of transportation projects and associating deliverables to be adopted by the Policy Board in December. Sulabh continued by discussing the Transportation Improvement Plan and regional funding eligibility framework as they relate to LRTP/agency-wide project inclusion guidelines. Sulabh discussed the following project categories within the regionally significant framework:

- Roadway Projects
- Bridge Projects (State of Good Repair)
- Transit Projects
- Transportation Demand Management (TDM) Projects
- Active Transportation Projects
- Freight and Passenger Rail Projects

Mitch Huber added the following comment via Zoom chat: "I'll add that the GRTC new transfer center and a new intercity bus depot may want to be added to regionally significant." Sulabh ensured that this would be included with the Transit Project category. He later provided a suggestion to look at VTRANS mid and long-term needs as it relates to the time frame of the LRTP and consider what needs the agency wants to consider as critical roadway projects.

JJ Banuelos questioned, "how will the region treat major intersection recommendations from a Pipeline or STARS Study that may include minor roads since the project inclusion guideline indicated that both legs of an intersection project must be major roads? Sulabh responded by ensuring that the threshold was up for further discussion. JJ continued to provide questions regarding project eligibility for both roadway and active transportation projects.

Tripp Pollard expressed gratitude for the inclusion of rail station upgrades into the project inclusion guidelines and asked how combined projects would be considered in the inclusion process.

8. Next Meeting

Sulabh mentioned that the next LRTP-AWG meeting will be held on May 28, 2025, 10:00 AM via Zoom.

Staff Recommended LRTP Goals, Objectives, and Strategies

This is the final recommended version of the Goals, Objectives and Strategies based on the discussions of March 26 and April 21 LRTP- Advisory Workgroup Meetings and comments received by staff after the April 21 meeting.

Working Definitions

Goals (What do we want?)

The goals will describe a series of **desired end states** for the region's transportation system informed by the vision – and will provide foundation for objectives and strategies.

Objectives (How do we measure success?)

The objectives will describe specific, measurable statements that support achievement of the goals.

Strategies (How will we get there?)

The strategies will be high-level approaches/methods used to achieve the goals and objectives.

Performance Measures (PM) (How will we measure success through a data driven approach?)

The Performance Measures provides the technical mechanism (data) to monitor progress towards the goals, objectives, and strategies.

Goals, Objectives, and Strategies

Safety

General Definition

Minimizing the risk of fatalities, injuries, and property damage across all modes of transportation. This includes improving infrastructure, vehicle technology, and human behavior to reduce the likelihood and severity of crashes.

Goal A

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

Objectives

A1. By 2050, the number of people killed or seriously injured on our roadways will be reduced by 100%.

Base Year Values: Fatalities – 116, Serious Injuries - 871

A2. By 2050, the rate (per 100 million VMT) of people killed or seriously injured on our roadways will be reduced by 100%.

Base Year Values: Fatality Rate -1.170, Serious Injury Rate – 8.566

A3. By 2050, the number of people killed or seriously injured while biking and walking on our roadways will be reduced by 100%.

Base Year Value: 109

Target – Vision Zero (Zero Deaths and Serious Injuries) = 100% Reduction

Strategies

1. Implement complete street policies including adding sidewalks and crosswalks, and other proven measures that prioritize the safety and comfort of all users, including people walking, biking, riding the bus, and driving.
2. Support the deployment of new vehicle technologies that better protect people inside and outside of motor vehicles.
3. Promote awareness of the rules and responsibilities of the road and efforts to reduce dangerous behaviors.

4. Prioritize a systemic approach to safety investments to reduce the overall risk of the transportation system in a cost-effective manner.

Sustainability

General Definition

Meeting the transportation needs of the present without compromising the ability of future generations to meet their own needs. This involves considering social, economic, land use and environmental factors.

Goal B

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

Objectives

B1. By 2050 the percentage of volume of freight moved via intermodal transportation (rail or through the port) will increase by 50 %.
Base Year Value – 5.10% by Volume

B2. By 2050, the average jobs and weighted destinations per capita accessible within 30 minutes by all modes (driving, transit, biking, walking) will increase by 15%.
Base Year Values
Jobs (Autos- 2,605, Transit -942, Biking- 196, Walking -154; Total 3,897)
Destinations (Autos -39, Transit- 12, Biking -1, Walking -1; Total – 54)
Target Increase – Auto – 2%, Transit – 30%, Biking – 80% and Walking – 15%
Overall – 15 %

B3. By 2050, the percentage of residents and jobs within one-half-mile radius of public transit lines will increase by 10 %.
Base Year Values
Residences – 48% and Jobs – 63%

B4. By 2050, the total daily vehicle miles travelled, and the average number of vehicle miles travelled per person each year will be reduced by 10%.
Base Year Value
Average Daily VMT/person -31 miles
Total Daily VMT – 33,842,080 miles

B5. By 2050, transportation related emissions per capita per year will be reduced by 75%.

Base Year Values

NOx – 2.41 kg/Year

VOC – 0.91 kg/Year

Carbon – 4,840 kg/Year

$PM_{2.5}$ – 0.14 kg/Year

Strategies

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

Reliability

General Definition

Ensuring that the transportation system operates consistently and predictably. This means minimizing delays and disruptions, providing accurate travel time information, and maintaining infrastructure in good condition. Active transportation and public transit use are also promoted.

Goal C

A consistent and predictable transportation experience for all people regardless of how they travel.

Objectives

C1. By 2050, peak-hour traffic delays (hours of delay) will be reduced by 10%.
Base Year Values
AM Peak (6:30AM-8:30 AM) – 6,995 Hours
PM Peak (4:30 PM – 6:30 PM) – 11, 301 Hours

C2. By 2050, the percentage of single-occupancy vehicles trips will be reduced by 10%.
Base Year Value – 58.26%

C3. By 2050, the average daily transit ridership will increase by 75%.
Base Year Value – 25,556

C4. By 2050, the miles of dedicated infrastructure for biking and walking will increase by 25%.
Base Year Value – 186 miles
Target Increase – 25 %

C5. By 2050, the Bridge & Culvert Deck Area on the National Highway System classified as '*Good*' conditions will increase to 10% and '*Poor*' conditions will be reduced to 0%.
Base Year Values
Bridge and Culvert Deck Area in Good condition – 6.5%
Bridge and Culvert Deck Area in Poor Condition - 4.15%

C6. By 2050, the pavements on the National Highway System which are in good condition will increase to 70%

Base Year Value – 59.9%

Strategies

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

Resiliency

General Definition

The ability of the transportation system to withstand and recover from disruptions caused by natural disasters, extreme weather events, and other emergencies.

Goal D

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

Objectives

D1. By 2050, 10% of the at-risk transportation infrastructure on the LRTP Network will be improved to withstand extreme weather events and natural disasters.

Base Year Value

At-Risk Infrastructure in The LRTP Network – 437.7 Lane Miles (13% of the Network)

D2. By 2050, the multimodal redundant capacity of the Transportation Network will be increased by 10%.

Base Year Value – To be calculated.

D3. By 2050, the overall Transportation Network connectivity will be increased by 10%.

Base Year Value – To be calculated.

Strategies

1. Conduct comprehensive vulnerability assessments of the transportation system to identify critical infrastructure and high-risk areas. Ensure critical infrastructure and infrastructure in high-risk areas is located or designed so as to avoid or withstand identified hazards
2. Develop Response Mechanism for different system disruptions.
3. When planning for diversion and detour routes, incorporate information related to weight-restricted bridges, and roads with substandard pavements and geometric features.
4. Invest in resilient materials and technologies for infrastructure construction and maintenance. When existing vulnerable infrastructure is damaged by extreme weather, make the additional investment required to rebuild it to withstand similar events in the future.

5. Prioritize in enhancing Transportation Network connectivity and multimodal redundancy to ensure swift and reliable emergency responder access during and after distractive events.
6. Minimize construction of new infrastructure in flood-prone areas and avoid natural resources that help buffer communities from flooding and extreme weather.
7. Develop and enhance community engagement and communication strategies to educate the public and increase awareness about disruptions to the transportation system.

Existing Multimodal Transportation Issues and Needs Inventory

This staff report provides an update on progress made towards compiling regional multimodal transportation issues and needs for locality/agency review. The purpose of this exercise is to identify discrepancies between the current state of the transportation system and the desired, safe and interconnected transportation system. Staff compiled an exhaustive list of transportation related issues across all modes of transportation from various sources including:

- State/Regional/Local Plans and Studies
- Capital Improvement Plans
- Public Input from:
    - LRTP Survey
    - LRTP Mapping Exercise

Issues were given a description based on their respective geographic location and categorized by specific problems or impedances facing the regional transportation systems including, lack of accessibility, congestion, safety, design, interconnectivity, infrastructure conditions, predictability, resilience, transportation equity, policy, and multimodal options. (ex. Congestion on SR 288 between US 60 and the James River) Each issue was assigned to a needs category that highlights a specific requirement to addressing the corresponding issue, i.e, “interchange modification, rail access, or new transit route”. Issues were then assigned to a link ID that corresponds with PlanRVA’s LRTP Road Network shapefile so that problem corridors can be highlighted and displayed geospatially. A given corridor is highlighted with a need if 50% of more of its network links are flagged with an issue. A major objective is to identify major regional corridors with multiple needs that will necessity projects with multimodal solutions. Additionally, any active transportation or railway-related issues were mapped on separate networks. The regional compilation of issues and needs were collected within the LTRP Multimodal Transportation Needs Inventory Spreadsheet and Interactive Map that will be shared with LRTP Advisory Committee Members.

2050 LRTP Project Inclusion Guidelines

The 2050 LRTP Project Inclusion Guidelines lists the types of projects categorized by transportation mode, which are considered regionally significant and should be included in LRTP. Below is the final staff recommended list which incorporates April 21, 2025, LRTP-AWG meeting discussion and member comments.

Regionally Significant Projects that should be in the LRTP

1. Roadway Projects
   - Project on roadways on the LRTP Highway Network
     - Capacity change (add/remove lane, changing use of lanes e.g., HOT or HOV lanes, bus only lanes)
     - Realignment, extension, or relocation
     - New interchanges/ interchange modifications
     - Overpasses/underpasses
     - Major Intersection Improvements (must have at least one leg on the LRTP Highway Network and a cost of 10 million dollars or more).
     - Spot safety or ITS improvements bundled at the corridor level on the LRTP Highway Network (10 million dollars or more)
     - Active Transportation and/or Transit Infrastructure improvements at the Corridor level bundled with a roadway project on the LRTP Network (10 million dollars or more)
   - New road or alignment which normally would be on the LRTP Highway Network
   - Capacity change and other improvements to the highways not on the LRTP Highway Network providing access to Interstate/ Freeways interchanges as a part of new interchanges/ interchange modifications projects

2. Bridge Projects (State of Good Repair)
   - Replacement/major rehabilitation of National Bridge Inventory (NBI) structures on the LRTP Highway Network with a Poor or Cusp Bridge Condition Rating.

3. Transit Projects
   - Fixed Route Projects
     - New Bus Rapid Transit (BRT) Corridors
     - Expansion of Existing BRT Corridors
     - Light Rail Corridors
   - Major Transit System Improvement
     - New Transit Hubs/Centers/Transfer Stations
     - Relocated Transit Hubs/Centers/Transfer Stations
     - Significant upgrade to exiting transit infrastructure (10 million dollars or more)
     - Large Scale Fleet Expansion (10 million dollars or more)

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

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

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