

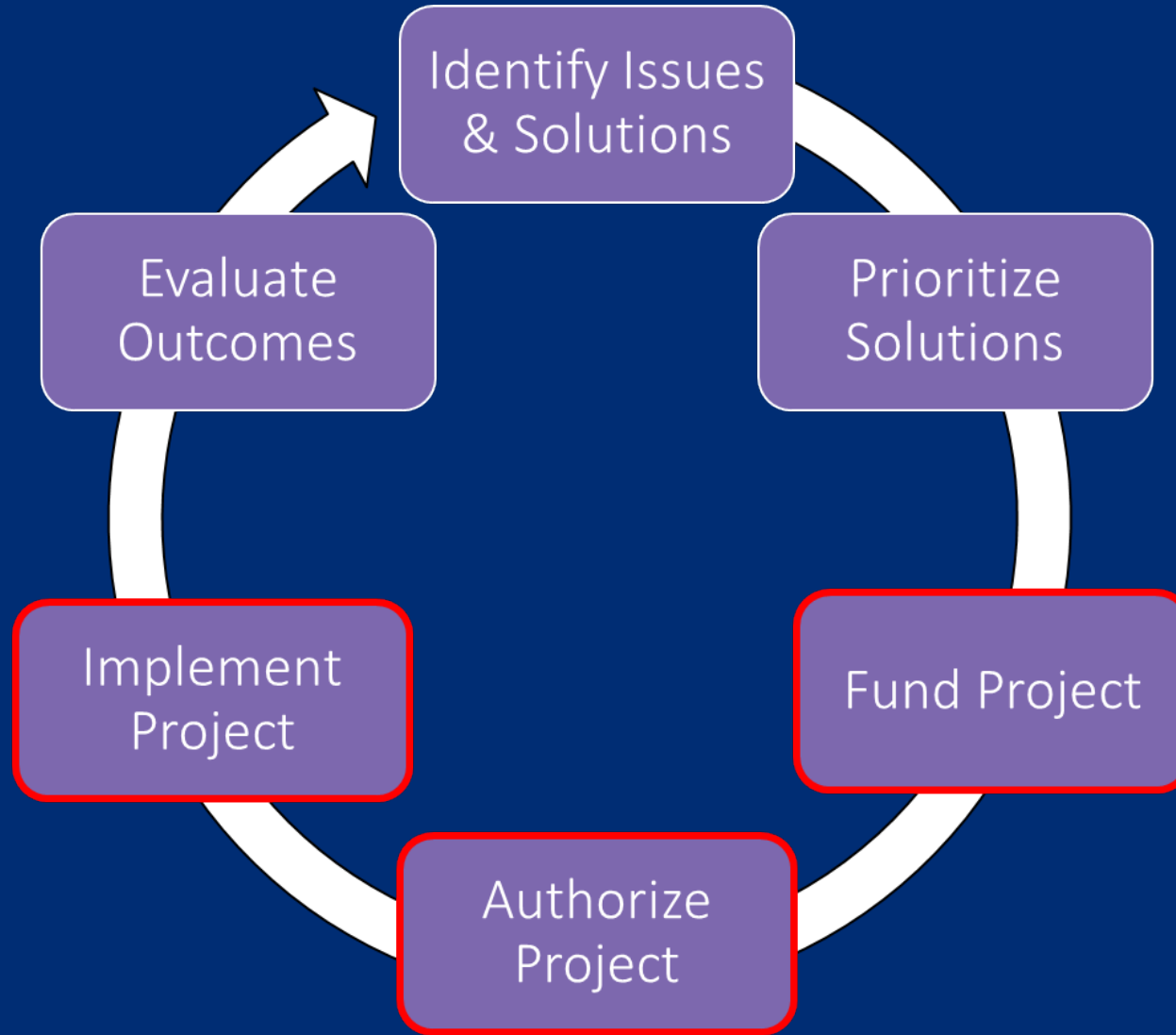
Pathways to the Future: Transportation 2050 LRTP

Constrained Plan Approval & Conformity Initiation

RRTPO Policy Board

April 23, 2026

Transportation Planning Process



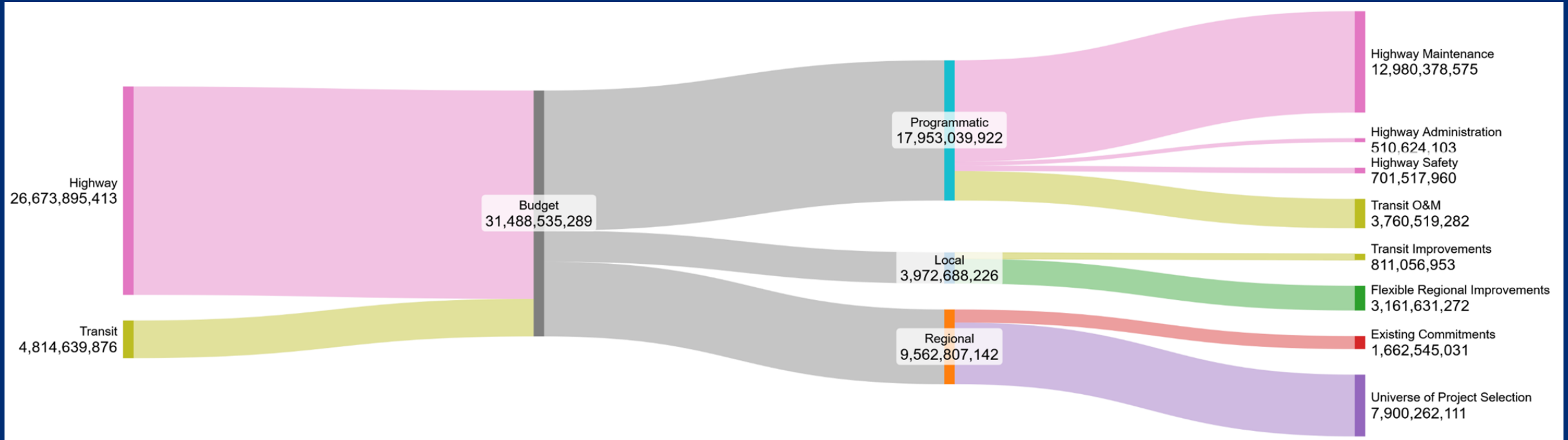
What is Fiscal Constraint?

- Definition: Demonstrating that proposed investments are achievable within expected revenue parameters through 2050.
- The Financial Plan Components:
 - Expected Revenue Projections.
 - Maintenance of the existing system.
 - Proposed system improvements.
- Collaborative Partners: Developed with VDOT, Virginia DRPT, and GRTC.

Revenue Projections & Sources

Fund Source	Agency	Amount
Highway Funds	VDOT	\$26.7 Billion
Transit Funds	DRPT / GRTC	\$4.8 Billion
Total		\$31.5 Billion

Budget Allocations



57% - System Maintenance & Operations (~\$18B): Repaving, fixing buses, and keeping the current network running.

13% - Local & Transit Operator Allocations (~\$4B): Funding for member localities (sidewalks, roundabouts, etc.).

30% - Regional Funds:

\$1.6B: Already committed to existing projects.

~\$7.9B: Available for new "Constrained Plan" projects.

Constrained Plan Development

Historically, CLRP has been developed using a single recommended plan, refined by localities & advisory work group

Plan	Approach
2045	Cost-Benefit, manual adjustment for local priority, linked projects
2040	Goal, subjective benefit, adjusted for local priority, linked projects

Investment Scenarios

- **Scenario A: Traditional Usage (Benefit/Cost)**

- Reflects recent historical funding patterns.

- **Split:** ~70% Highway / 30% Multimodal (Transit, Rail, Bike, etc.).

- **Scenario B: Mode Shift (Benefit/Cost)**

- Focuses on reducing car dependency.

- **Target Split:** 55% Highway / 45% Multimodal.

- **Actual:** Closely tracks to **60/40** due to the high, indivisible costs of major transit projects.

Investment Scenarios

- **Scenario C: Transformative (Benefit Only)**

- Prioritizes the highest benefit scores regardless of mode.
- Outcome:** Fewer projects overall, but larger in scale and individual regional impact.

- **Scenario D: Cost Effective (Benefit/Cost)**

- No dedicated Mode split
- Outcome:** A larger number of smaller, efficient projects mixed with select high-value larger ones.

Selection Process & Review

- **How Projects Were Chosen:**

- Projects were added in priority order based on the scenario's specific goals.
- Selection stopped once the funding "ceiling" was reached.

- **Review Material:**

- **CLRP Investment Package List of Projects and Story Map**

- **Balance:** Is the modal split correct?
- **Geography:** Are projects distributed fairly across the region?
- **Goals:** Does it support Safety, Sustainability, Reliability, and Resiliency?

Selection Process & Review

Public Engagement Period – FEB-APR

- Fiscal Constraint and Investment Scenario Introduction
- Project-Goal Alignment
- Interactive Mapping
- Community Feedback

Updates

There are currently **no** news items.

Overview

Investment Scenarios-INPUT

Completed Input

FAQs

Toolkit

Pathways to the Future: Transportation 2050 is the Richmond region's long range transportation plan (LRTP). It outlines significant transportation needs across the region through the year 2050, covering all nine localities and travel modes. This plan is a dynamic document that not only sets a vision and goals for regional transportation but also prioritizes projects based on these goals.

As a fiscally constrained plan, it includes financial strategies to show how the proposed transportation improvements can be implemented. PlanRVA creates a 25-year plan and updates it every five years, per federal mandate.

For the 2050 update, we continue the vision from the last plan:

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

Happening Now



Map of all
Projects



Scenario
Packages
and Maps



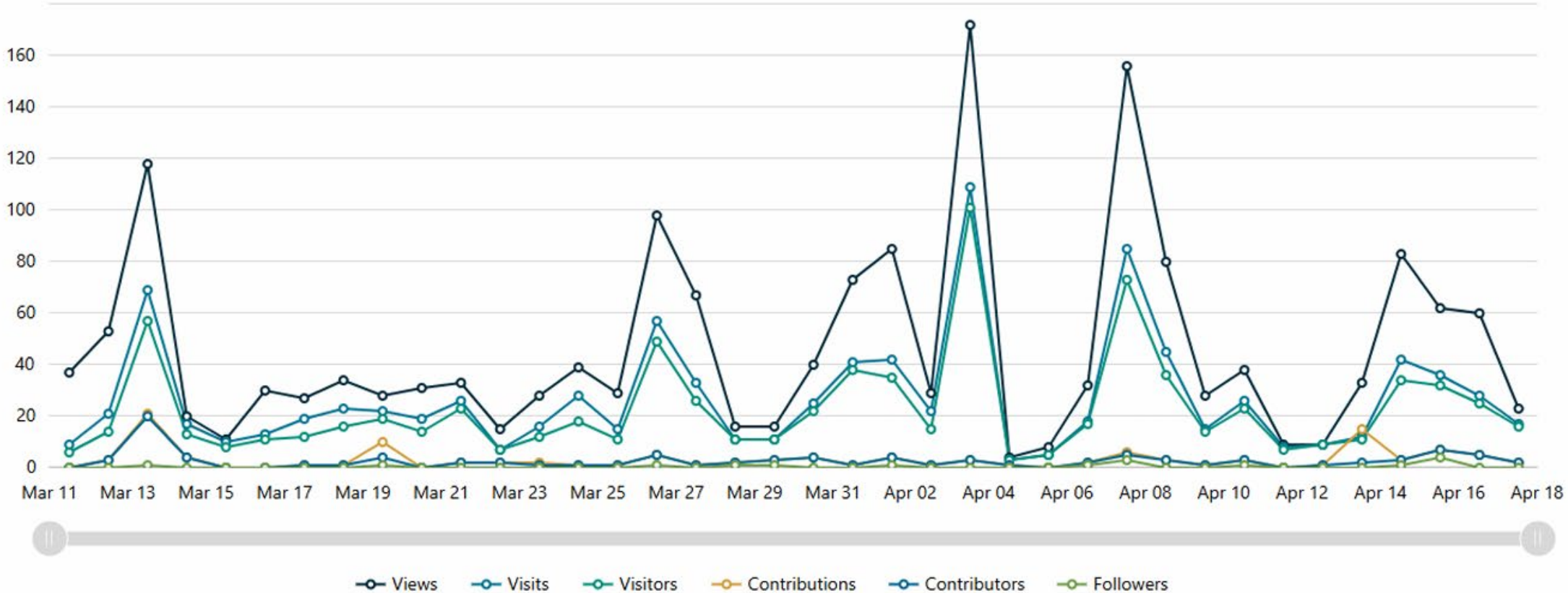
List of
Projects



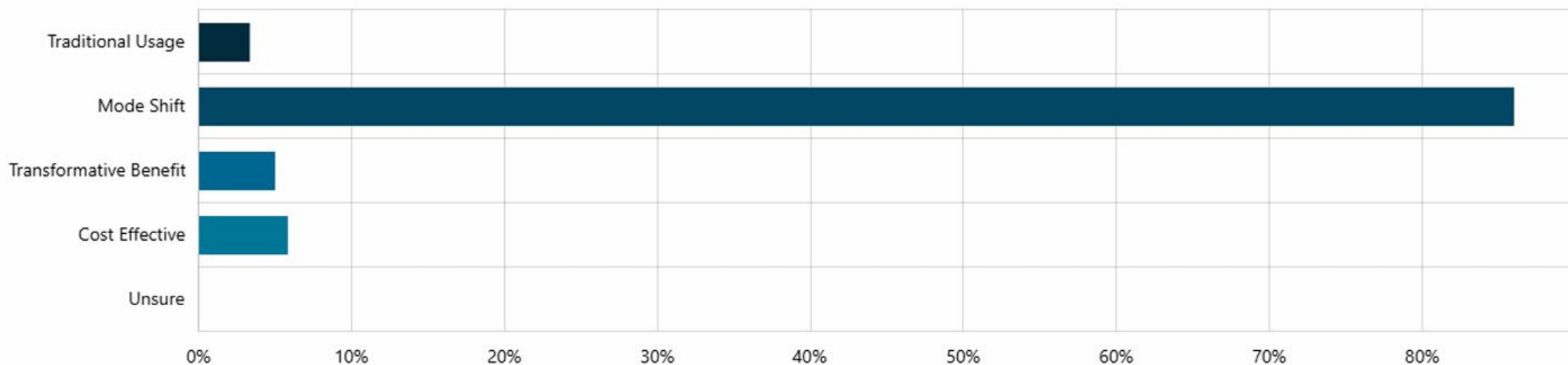
Goal Areas

Engage page

Performance Summary



If you could only choose ONE scenario



Mode shift

Comment Themes*

Reduce highway funding: Strong consensus that highways are overfunded and ineffective (cost, safety, sprawl, induced demand).

Invest in **alternatives**: support for more transit, biking, walking infrastructure to enable mode shift.

Safety: protecting pedestrians and cyclists; current road designs seen as unsafe.

Sustainability: funding should better align with climate and environmental goals.

Equity & access: Car-centric systems seen as excluding non-drivers and lower-income populations.

Skepticism of current planning: Doubts about “cost-effectiveness” metrics and funding logic (especially defaulting to highways).

Bottom Line*

The feedback is highly consistent and directional:

- **Shift funding** away from highways
- **Invest** heavily in **transit, biking,** and **walking**
- **Prioritize** safety, sustainability, and equitable access
- **Outliers** largely concern implementation details, **not the overall direction.**

AWG Feedback

- Conducted 1-on-1 interviews with localities
- Material provided for the public engagement period
- **Business-as-Usual** Scenario was the highest voted scenario
 - 133 projects provided the most trade-off
 - High number of transit and active transportation projects
- **Mode Shift** Scenario was a close second
 - Higher percentage of bike/ped, transit, TDM projects

Consensus Scenario Overview

- **Objective:** Transition from 4 investment strategies to a single, fiscally constrained project list for the 2050 LRTP.
- **Filter 1: Public & Stakeholder Feedback:** * Extensive public engagement events, Direct one-on-one interviews with key regional stakeholders.
- **Result:** Identification of two "Preferred Scenarios" (**Business-as-usual vs Mode Shift**)

Methodology

- **The Common Core:** We identified "Scenario-Resilient" projects—those that appeared in both preferred lists.
- **The Trade-Off Analysis:** Evaluated unique projects from each preferred scenario.
 - Balanced competing needs (e.g., system preservation vs. capacity expansion).
 - "Project Readiness" Filter
- **Advisory Work Group Refinement:** Finalized through a cooperative work session with the Advisory Work Group to ensure multi-jurisdictional agreement. **(April 8 AWG Meeting)**

The Consensus Constrained Plan

- **Fiscal Constraint:** Every project included in this list fits within the projected revenue forecasts through 2050, meeting federal regulatory requirements.
- **Strategic Alignment:**
 - Reflects the priorities voiced by the public and stakeholders.
 - Addresses critical bottlenecks and safety concerns identified in the RTC models.

- **Key Outcomes:**

	Number	Value	% of Projects	% of Need (\$)
Active Transportation	21	\$ 676,625,310	100.0%	100.0%
Highway	86	\$ 5,723,723,821	61.4%	53.3%
Travel Demand Management	5	\$ 41,381,182	62.5%	55.3%
Transit	9	\$ 1,457,836,494	64.3%	66.4%
TOTAL INCLUDED IN PLAN	121	\$ 7,899,566,807	66.1%	57.8%

Air Quality & Compliance

- **Federal Conformity**

- **Requirement:** Projects must collectively contribute to air quality goals under the **Clean Air Act (CAA)**.
- **Mandate:** Transportation projects cannot cause new air quality violations or worsen existing ones.
- **Status:** Regional conformity assessment is ready for draft review.

Requested Action

- **Action Item for the RRTPO Policy Board:**
 - **Approve** the draft constrained list of projects for the 2050 LRTP.
 - **Authorize** the Transportation Advisory Committee (TAC) to review and open the public comment period for the draft regional air quality conformity assessment.



Thank You