Richmond Regional Transportation Planning Organization

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Pathways to the Future

TRANSPORTATION

Advisory Workgroup Meeting

April 23, 2025

AGENDA

Richmond Regional Transportation Planning Organization

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1. Attendance
2. March 26 Meeting Summary
3. Public Comment Period
4. LRTP Progress Update
5. LRTP Phase 3 Update - LRTP Goals and Objectives
6. LRTP Phase 4: Update – 2022 State of the Transportation System Report & Story Map
7. LRTP Phase 5: Introduction – 2050 LRTP Project Inclusion Guidelines
8. Next Meeting

LRTP Progress Update

2050 LRTP – PROCESS FLOW

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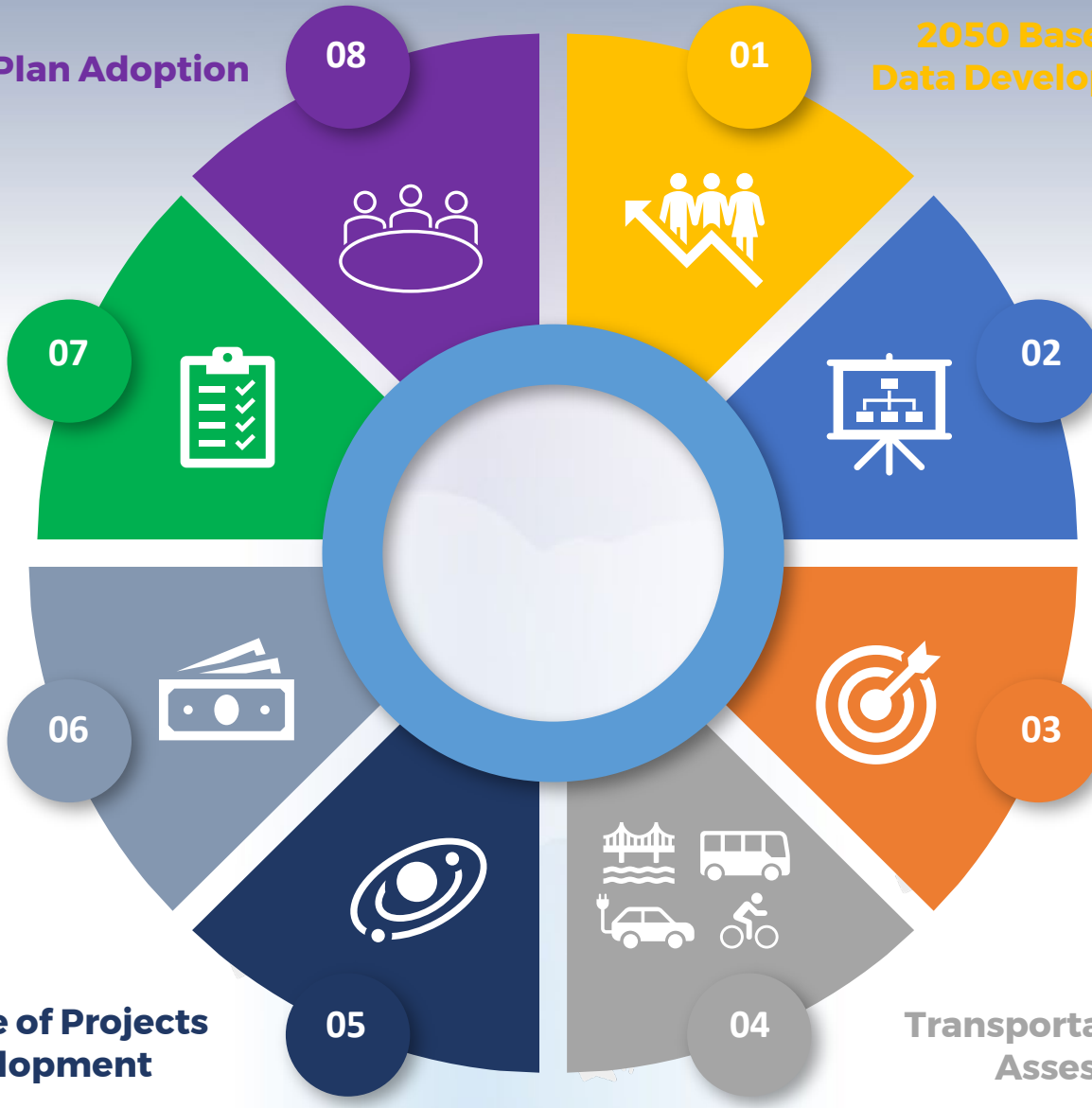

2050 LRTP – PROCESS FLOW - PUBLIC

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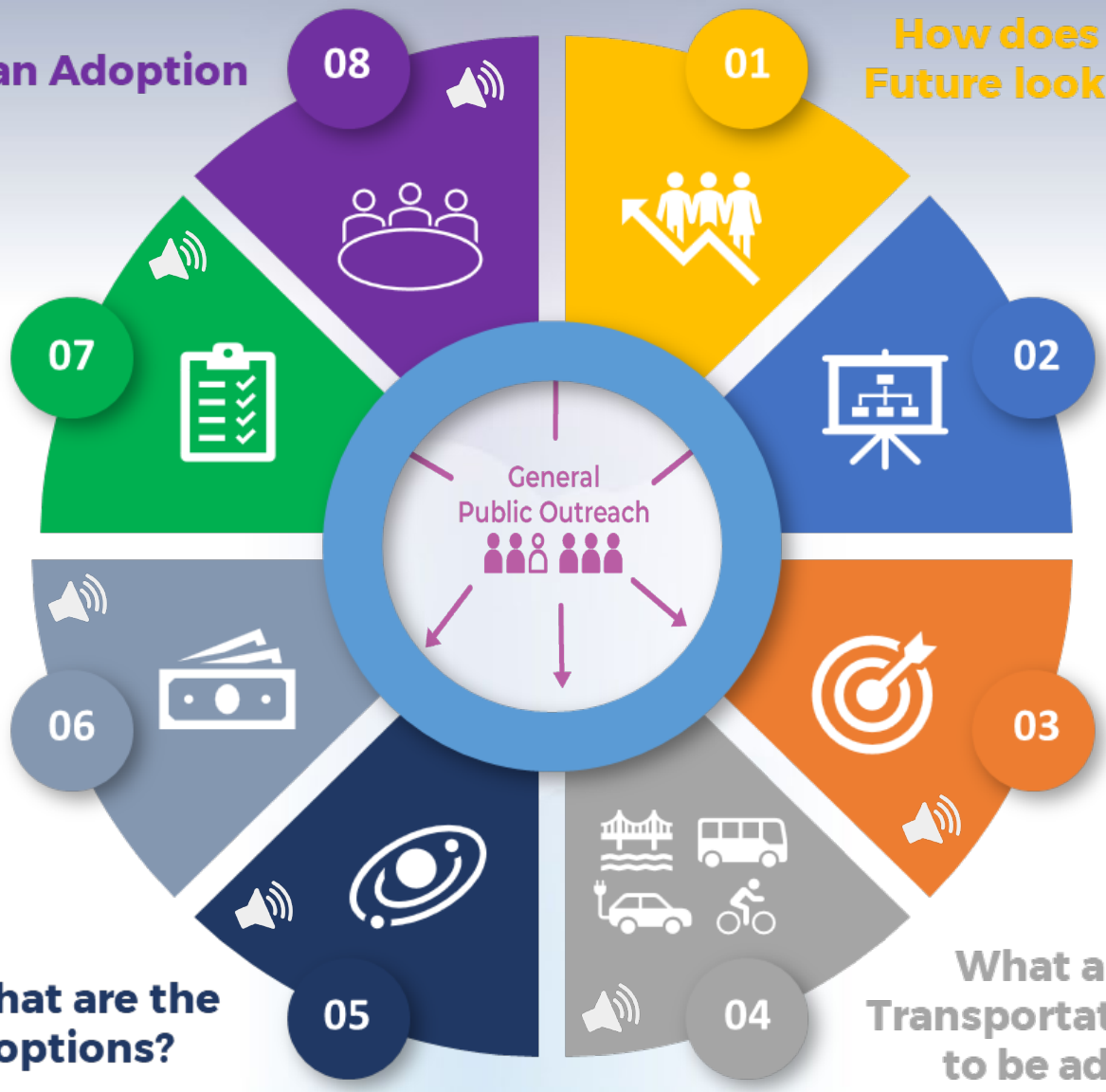


Formal Public Review

PHASE – 1

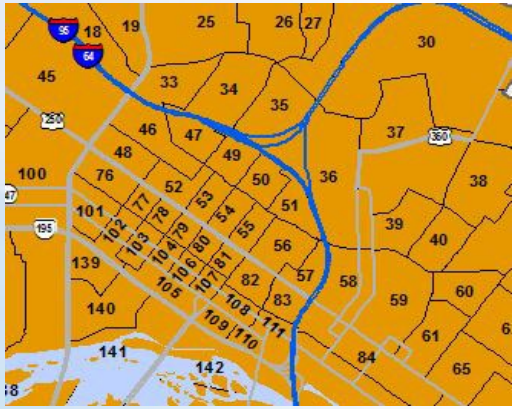
How does the Future look like?
(2050 Baseline Data Development)

- 2050 Baseline Growth Assumptions
- 2050 Baseline Socioeconomic Data

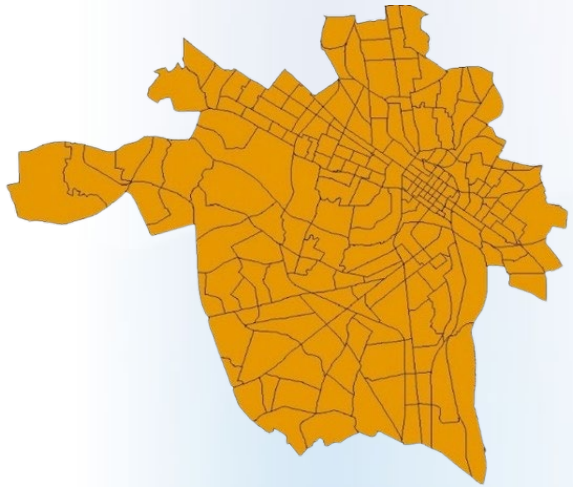
Deliverables:

- 2050 Socioeconomic Data (TAZs, Jurisdiction, Region)
- Report
- Data Dashboard & Story Map

Policy Board Adoption – July 6, 2023 (Task Complete)



TAZ Level



Jurisdictional Level

Regional Level

PHASE – 1

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PlanRVA
Where the region comes together to look ahead.

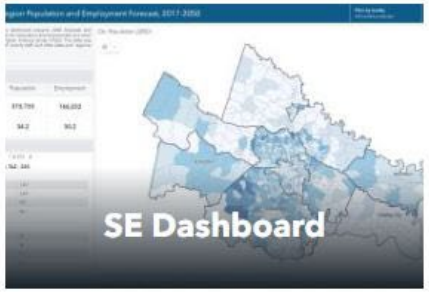
Collection

Socioeconomic Data

2017 Base Year Estimates and 2050 Forecast Year Projections

Get started

The Richmond Regional Transportation Planning Organization (RRTPO) is in the process of developing its first Scenario Planning Process and Tools - Pathways to the Future (P2F). This will be followed by the development of the 2050 Long-Range Transportation Plan (LRTP). It starts with forecasting the socioeconomic data which helps plan for future development by providing forecasted population and job growth. This data hub presents the socioeconomic data report in *PDF* format and also using Esri *Story Map*. It also presents the socioeconomic data in the form of an interactive dashboard.



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PHASE – 2

What if there is more than one possible Future?
(Exploratory Scenario Analysis)

- ***Pathways to the Future*** Scenario Planning Process for the Richmond Region
- Scenarios Development
- Scenario Evaluation Tools Development

Deliverables:

- Five Scenarios
- Eleven Predictive Models
- 65 Performance Measures
- 8 Composite Indices
- Reports
- Story Map

Policy Board Adoption – September 5, 2024
(Task Complete)

PHASE – 2

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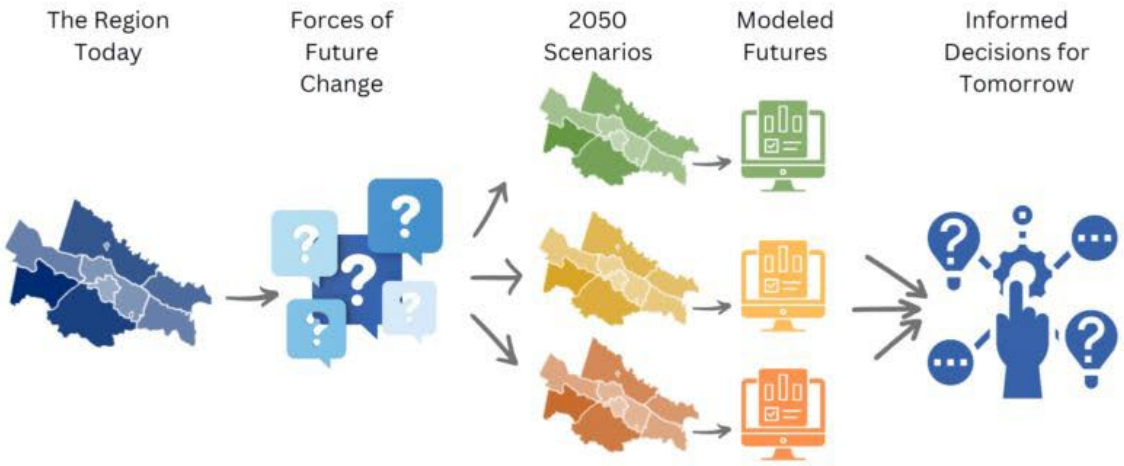
Pathways to the Future

Long Range Planning, by design, looks out far enough to capture substantive regional change in land use, economics, and other regional dynamics. This allows regional leaders to anticipate threshold-level changes that must be planned for as well as to consider how to avoid undesirable outcomes with enough time to manage the ripple effects of near-term decisions.

Long Range Planning benefits from examining a range of plausible futures through scenario planning. The futures vary based on key regional drivers of change including community factors (land use, housing), economics, and other factors such as climate resiliency and technology.



Scenario Planning Documents

Related Documents

- Process Documentation Report
- Pathways to the Future Scenario Results

Scenario Planning

Scenario planning helps communities prepare for an uncertain future by exploring different possible outcomes. It guides policymakers, planners, and residents in considering future conditions and planning effective responses. Scenarios represent different, realistic futures.

The process identifies risks and opportunities for PlanRVA's program areas, including housing, environment, community development, emergency management, and transportation. Depending on the program, scenario planning can provide education and awareness, set strategic directions, or guide actions like policy recommendations and project selection.

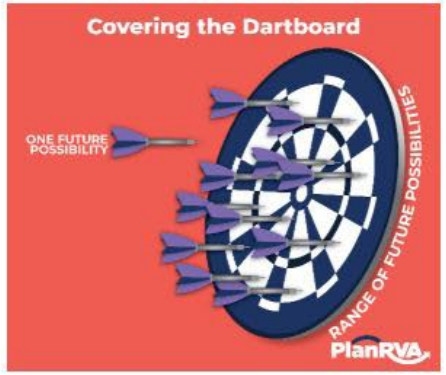
What if Trends are Uncertain?

Exploratory Scenario Planning

The primary purpose of exploratory scenario planning is **to be prepared**.

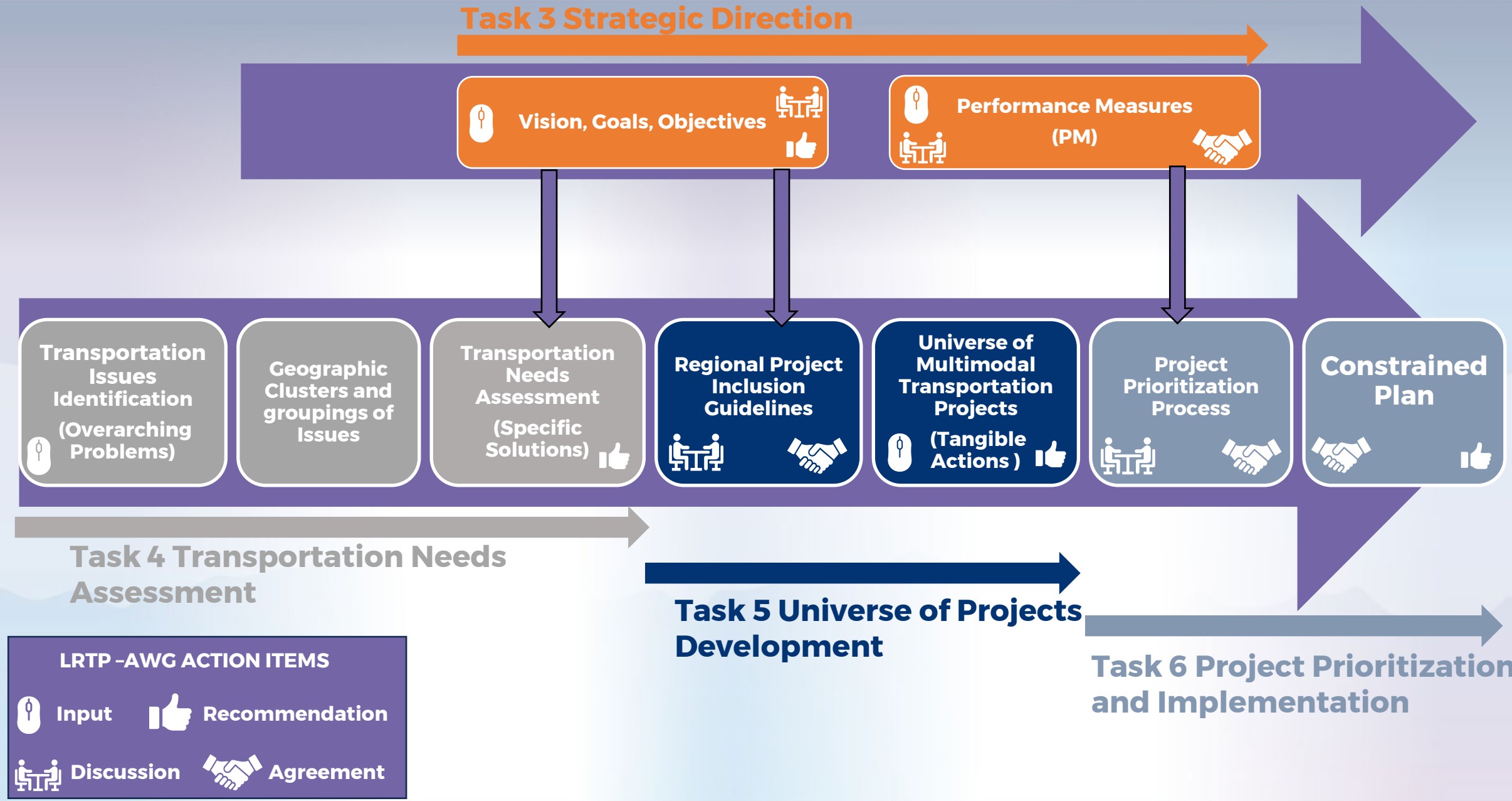
The future is uncertain – like an opponent's offense, we can think ahead to what may happen, and envision our actions in each scenario. Those

Focusing on What Could Happen



https://planrva.org/transportation/pathways/

2050 LRTP PROCESS FLOW – LRTP-AWG ACTION ITEMS



LRTP ONGOING TASKS & AWG ACTION

- LRTP Phase 3 – Strategic Direction
  - Follow-up & Discussion – Today
  - Recommendation to Policy Board – Next Meeting (May 28)
- 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

LRTP Phase 3

What Matters most for the Future?
(Strategic Direction)

PHASE – 3

What Matters most for the Future?

(Strategic Direction)

- Regional Strategic Plan
- Transportation Vision and Guiding Principles
- Goals
- Objectives and Strategies
- Systemwide and Project Level Performance Measures

Deliverables:

- Reconfirming Vision Statement and Guiding Principles form ConnectRVA 2045
- Development Goals and Objectives and Strategies for 2050 LRTP
- Performance Measures Framework for the 2050 LRTP

Policy Board Adoption – August 2025

LRTP VISION & GUIDING PRINCIPLES

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VISION

The transportation system in the Richmond Region will reliably and safely connect people, prioritize more equitable opportunities for all to thrive and live healthy lives, promote a strong economy, and respect environmental stewardship.

Connect RVA 2045

ADOPTED

GUIDING PRINCIPLES

1. GP1. Create a safe system for all users by using committing to the proven strategies in planning, design, operations and maintenance as well as advances in technology to eliminate fatal and serious injury crashes.
2. GP2. Choice among all travel modes regionwide.
3. GP3. Expansion of regional bicycle and pedestrian networks to provide active travel alternatives to driving, for a better individual and community health.
4. GP4. A robust transit network which delivers comprehensive, effective, and convenient service, particularly in areas of greatest need and to key destinations.
5. GP5. Equity and inclusion in all transportation spending and planning decisions in the region with a focus on historically under-represented and under-served communities.
6. GP6. Efficient movement of people and goods across the transportation network.
7. GP7. Alignment of transportation investment and planning with land use, community health, and environmental stewardship.

GP1. Safety

GP2. Mode-Choice

GP3. Active Transportation

GP4. Transit

GP5. Equity

GP6. People + Freight

GP7. Land Use integration

GOALS, STRATEGIES, OBJECTIVES & PM

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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 performance measures.

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 or policy statements 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 objectives, goals, and vision.

GOALS

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Safety

Sustainability

Reliability

Resiliency

FEDERAL PLANNING FACTORS (FAST ACT)

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1. Increase the safety of the transportation system for motorized and non-motorized users
2. Emphasize the preservation of the existing transportation system
3. Promote efficient system management and operation
4. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Increase accessibility and mobility of people and freight
7. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
8. Increase the security of the transportation system for motorized and non-motorized users
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

NATIONAL PERFORMANCE GOALS (MAP-21)

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1. Safety
2. Infrastructure condition
3. Congestion reduction
4. System reliability
5. Freight movement & economic vitality
6. Environmental sustainability
7. Reduced project delivery delays

CROSSWALK: FEDERAL GOALS VS PROPOSED GOALS

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Federal Planning Factors (FAST ACT)	National Performance Goals (MAP-21)	Proposed 2050 LRTP Goals
Increase the safety of the transportation system for motorized and non-motorized users	Safety	Safety
Emphasize the preservation of the existing transportation system	Infrastructure condition	Reliability
	Congestion reduction	Reliability
Promote efficient system management and operation	System reliability	Reliability
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	Freight movement & economic vitality	Sustainability
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	Environmental sustainability	Sustainability

Federal Planning Factors (FAST ACT)	National Performance Goals (MAP-21)	Proposed 2050 LRTP Goals
	Reduced project delivery delays	Sustainability
Increase accessibility and mobility of people and freight		Sustainability/Reliability
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight		Sustainability/Reliability
Increase the security of the transportation system for motorized and non-motorized users		Safety
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation		Resiliency
Enhance travel and tourism		Sustainability/Reliability

OBJECTIVES

Describes specific, measurable statements that support achievement of the goals.

SMART (**S**pecific, **M**easurable, **A**greed-upon, **R**ealistic, **T**ime-bound).

Example:
Goal B. – Sustainability - A transportation system that meets the needs of people alive today and provides the same opportunity for future generations.

Objective - By 2050, the average number of vehicle miles travelled per person each year is reduced by X%.

- Three values to compare
  - Base Year (2017-2022)
  - Existing Plus Committed (No-Build 2050)
  - Cost Feasible (Build 2050)

- Compare Base Year vs Build 2050
- Compare No-Build vs Build 2050

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 all roadways will be reduced by X%, compared to 2022.

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

SAFETY- 2

Objectives

A2. By 2050, the rate (per 100 million VMT) of people killed or seriously injured on our roadways will be reduced by X% compared to 2022.

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 X% compared to 2022.
Base Year Value: 109

Target Percentage Reduction for all Safety Objectives
Aspirational Target – Vision Zero (Zero Deaths and Serious Injuries) = 100% Reduction
State's Aspirational Target – 2% Annual Reduction ≈ 44% in 28 Years
Realistic Target – 10/20 %

SAFETY - 3

Strategies

1. Implement complete street policies including speed management, daylighting and other proven countermeasures that prioritize the safety and comfort of all users, including people walking, biking, riding the bus, and driving.
2. Support deployment of new vehicle technologies to 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 transportation system that provides choices and meets the needs of the current generation and provides the same opportunity for the future generations.

Objectives

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

Target Value – 50 %

SUSTAINABILITY - 2

B2. By 2050, X% average more jobs and destinations are accessible within 30 minutes by all modes (driving, transit, biking, walking).
Base Year Values – *To be Calculated*

Target Increase – Auto – 2%, Transit – 30%, Biking – 80% and Walking – 15%
Overall – 20 %

B3. By 2050, the percentage of residences and jobs within 1/2-mile radius of a high frequency public transit stations, and park and ride lots will increase by X%.
Base Year Values – Houses – 48% and Jobs – 63% (will be refined)

Target Increase – 10 %

SUSTAINABILITY - 3

B4. By 2050, the average daily vehicle miles travelled, and the average number of vehicle miles travelled per person per year is reduced by X%.
Base Year Values (2022) – Average Daily VMT/person -30.5 miles
Average Daily VMT – 35,029,356 miles

Target Value
Average Daily VMT - Aspirational – Reduction
Realistic – 25 % Increase
Average Daily VMT/Capita – 2% reduction

B5. By 2050, transportation related emissions are reduced by X%.
Base Year Value - *To be calculated*

Target Value – 35% Reduction
Assuming Electric Vehicle Penetration Rate is 50 %

SUSTAINABILITY - 4

Strategies

1. Make active transportation the most convenient option for shorter trips through infrastructure that is safe 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 fueling infrastructure.

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 are reduced by X% across the major highway corridors in the Richmond region.

Base Year Value - *To be calculated*

Target Percentage

Aspirational – 10% Reduction

Realistic – 10% Increase

RELIABILITY - 2

Objectives

C2. By 2050, the number of single-occupancy vehicles trips is reduced by X%.
Base Year Value – 58.26% of all trips
Target Reduction – 10 %

C3 – By 2050, the average annual daily transit ridership is increased by X%.
Base Year Value – 25,556
Target Increase – 75% to 100%

C4. By 2050, the miles of dedicated infrastructure for biking and walking will be increased by X% compared to 2022.
Base Year Value – 186 miles
Target Increase – 25 %

RELIABILITY - 3

C5. By 2050, X% of Bridge & Culvert Deck Area on the National Highway System(NHS) are classified as in Good and Poor conditions .
Base Year Values – Good condition – 6.5% & Poor Condition 4.15%

Target Values – Good Conditions – 10%
Poor Conditions – 0 %

C6. By 2050, X% of pavements on the National Highway System (NHS) are in good condition.
Base Year Value – 59.9%

Target Value – 70%

RELIABILITY - 4

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, adapts and recovers quickly from disruptions caused by natural disasters, extreme weather events, and other emergencies.

Objectives

D1. By 2050, X% of at-risk transportation infrastructure on the LRTP Road Network is improved to withstand predictable extreme weather events and natural disasters.
Base Year Value – *To be calculated*

RESILIENCY - 2

D2. By 2050, each major highway corridor in the Richmond region has redundant routes which provide travel times no greater than X% longer than normal during closures.
Base Year Value – *To be calculated*

D3. By 2050, the network connectivity of all the minor roads in the Richmond region to the LRTP Road Network is increased by X%.
Base Year Value – *To be calculated.*

Target Increase for all Resiliency Objectives – 10%

RESILIENCY - 3

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Strategies

1. Conduct comprehensive vulnerability assessments of the transportation system to identify critical infrastructure and high-risk areas.
2. Invest in resilient materials and technologies for infrastructure construction and maintenance.
3. Prioritize in developing redundant routes to the major corridors and increased overall transportation system connectivity.
4. Develop and enhance community engagement strategies so as to educate the public and increase awareness about disruptions to the transportation system.
5. Develop and enhance communication strategies related to transportation system disruptions.
6. Develop Response Mechanism for different system disruptions.
7. Incorporate VDOT snow removal and severe weather response standards as well as GRTC snow route plans into regional resiliency plans.
8. When planning for diversion and detour routes, incorporate information related to weight-restricted bridges, and roads with substandard pavements and geometric features.

LRTP ROAD NETWORK

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NHS (National Highway System): National Importance

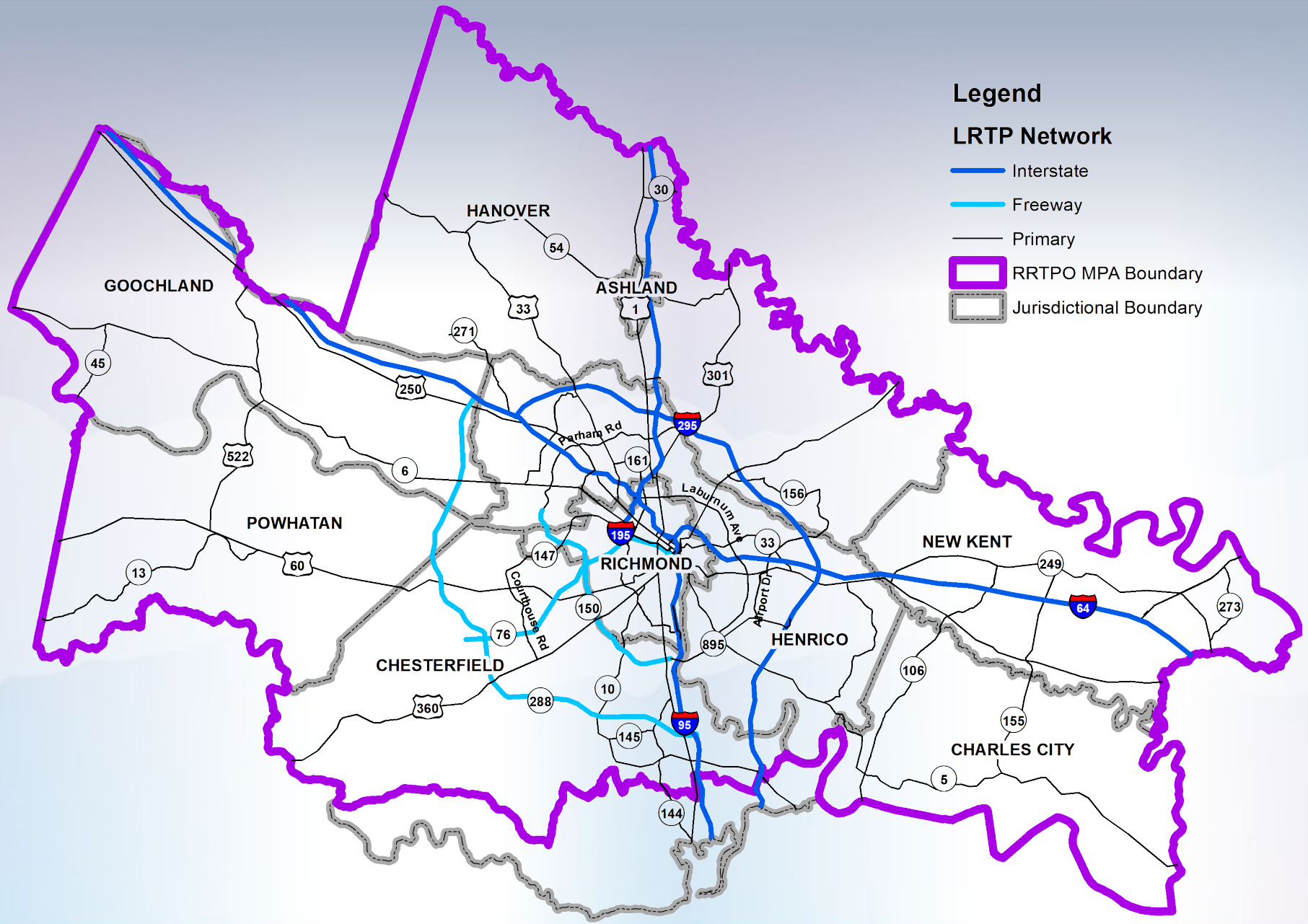
- Interstate
- Other Principal Arterials
- Strategic Highway Network (STRAHNET) and STRAHNET Network Connectors
- Intermodal Connectors

Virginia's Primary State Highways: Statewide and Regional Importance

- Connects Jurisdictions with each other and with Interstates
- Route Number Below 600

LRTP ROAD NETWORK

LRTP ROAD NETWORK - 2



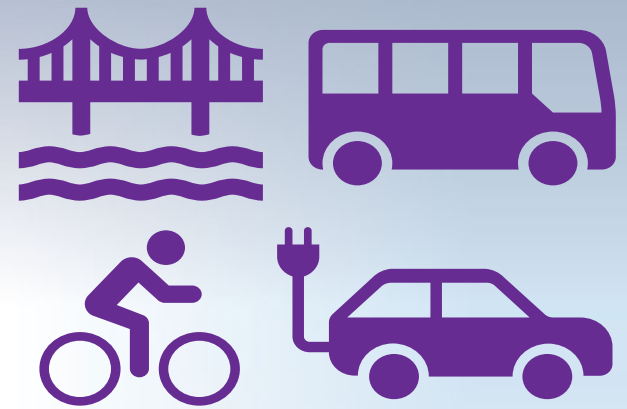
MAJOR HIGHWAY CORRIDORS

Highway Corridor	From	To
I-95	Kings Dominion	Downtown
I-64	VA-288	Airport
I-295	North End	South End
VA-288	North End	South End
US-60	Westchester Commons	Downtown
US-250	West Creek	Downtown
US-360	Otterdale RD	Downtown

1. Some of the major travelled highway corridors in the Richmond region.
2. Mostly chosen for evaluation and analysis purpose.
3. Not all major highway corridor are chosen due to time constraints.

NEXT STEPS

- Advisory Workgroup to provide any final comments on Goals, Objectives and Strategies statements by Friday, May 11 EOB.
- Staff will calculate the final baseline values and recommended percentage changes (increment or reduction) for all Objectives.
- Staff will incorporate 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.



LRTP PHASE 4

What are the Transportation issues to be addressed? (Transportation Needs Assessment)

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Richmond Regional State of Transportation Report

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Document Background

- Culmination of the LRTP Exiting Conditions Analysis
- Evaluates current transportation networks, modes of transport, public policies, capital improvements and emerging technologies
- Focuses on key trends, developments, and future projections

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Document Background

- **Transportation**
  - Highways
  - Active Transportation
  - Transit/Passenger Rail
  - Freight
  - Alternative Transportation
- **Economic Development**
  - Housing, Commuting, Transportation
- **Transportation Resiliency**
  - Vulnerable Transportation Assets

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Highways

- **Functional Classification**
  - Arterials, Collectors, and Local Roads
  - National Highway System (NHS)
- **Safety**
  - High Injury Network
  - Crashes – Fatalities and Serious Injuries
- **Congestion Management**
  - Congestion Ranking
- **Bridges and Structures**
  - Condition, Number and Percentage in Poor Condition
- **Toll Roads**

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Active Transportation

- **Location and type of pedestrian infrastructure**
  - Miles of bike lanes, shared use paths, cycle tracks, and mixed-use paths per locality
- **Pedestrian facilities in progress**
  - Fall Line Trail
  - Capital Trail
  - Road Reconfigurations
  - Locality comprehensive plan and Complete Street Initiative updates

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Transit/Passenger Rail

- **Current GRTC System Service and Service Enhancements**
  - Local, Express, and BRT Routes
  - Link Microtransit Zone
  - Paratransit
  - Transfer Center Updates
- **Demand Response – Park-and-Ride and Vanpool/Carpool Services**
- **Regional Passenger Rail Boardings by Station (CY 23 and 24)**
- **Passenger Rail Enhancements**

Freight

- **Rail Network**
  - Percentage of total freight shipped by rail
  - Miles of Track
  - At-grade rail crossings
- **Airport**
  - Weight of cargo shipped
- **Trucking**
  - Origin/Destination Commodity Flow
- **Richmond Marine Terminal**
  - POV All-Ports Impacts and RMT Contributions
  - Commodity Flow

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Alternative Transportation

- **Micromobility**
  - Scooters operating in the Region
- **Alternative Fuel Vehicles**
  - Location and type of charging stations
- **Autonomous Vehicles**
  - Transportation Network Company (TNC)/ Shared Mobility

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Housing and Community Development

- **Commuting Patterns**
  - Where people are people living vs working
  - How are they getting to work?
  - Commuting times

- **Travel and Tourism**
  - Federal law requires that metropolitan planning organizations consider “Enhance travel and tourism” a factor for long-range planning starting with the Fixing America’s Surface Transportation (FAST) Act and is maintained in the IIJA.

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Transportation Resiliency

- **Air Quality**
  - Clean Air Ozone History – Richmond Region
  - Air Quality Alert Days in Richmond
  - PM 2.5 Annual Three-year Averages in the Richmond
- **Environmental Resources**
- **System Security**
- **Natural Hazards**

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State of Transportation – Going Forward

- Technical Report C for the 2050 LRTP
- Ongoing MPO data collection process
- Inform Policy & Investment
- Track Progress & Trends
- Identify Challenges & Opportunities

Richmond Regional State of Transportation Report

2050 LRTP Exiting Conditions Story Map

STORY MAP - 1

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Existing Conditions

- National Highway System
- Community Development
- Commute Time
- Toll Roads
- Safety
- Structures and Pavement
- Pavement Conditions
- Congestion Management Process
- Active Transportation
- Park and Ride/Carpool/Vanpool
- Paratransit Services
- Passenger Rail
- Freight Rail and Infrastructure

1 Technical Reports B and D of the 2050 LRTP
The longest of each of these documents

2 Creation of the SOT (Technical Report C)
The condensed but still detailed version

3 Creation of the Existing Conditions
The broadest overview presented in an easy to digest format

STORY MAP -2

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Let's check it out!

https://storymaps.arcgis.com/stories/3ce55efe2de441cc9e1799834befdb97

LRTP PHASE 5

What are the options?

(Universe of Transportation Projects Development)

PHASE – 5

What are the options?
(Universe of Transportation Projects Development)

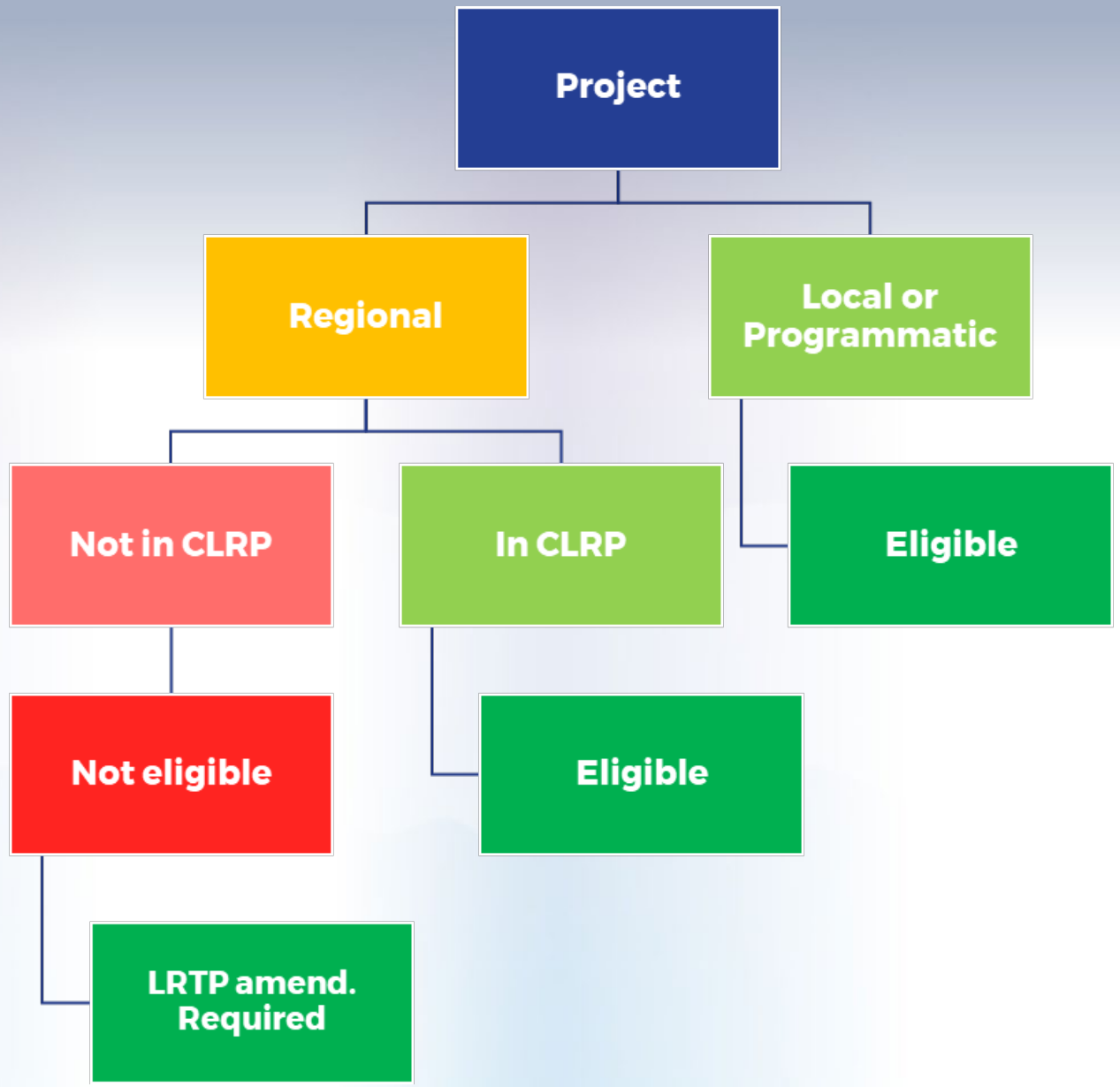
- Regional Project Selection Guidelines
- Universe of Candidate Projects Development
- Total Funding Requirement

Deliverables:

- Regional Project Inclusion Guidelines
- Universe of Regionally Significant Multimodal Transportation Projects

Policy Board Adoption - December 2025 (tentative)

TIP AND REGIONAL FUNDING ELIGIBILITY



PROJECT INCLUSION GUIDELINES

Regionally Significant Projects that should be in the LRTP

1. **Roadway Projects**
   - Project on roadways on the LRTP Road 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 both legs in the LRTP Road Network and a cost of 10 million dollars or more).
   - New road or alignment which normally would be in the LRTP Road Network

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

PROJECT INCLUSION GUIDELINES - 2

Regionally Significant Projects that should be in the LRTP

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
        - Relocated Transit Hubs/Centers
        - Significant upgrade to exiting transit infrastructure (10 million dollars or more)
        - Large Scale Fleet Expansion (10 million dollars or more)

PROJECT INCLUSION GUIDELINES - 3

Richmond Regional Transportation Planning Organization

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Regionally Significant Projects that should be in the LRTP

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 Richmond 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.

PROJECT INCLUSION GUIDELINES - 4

Regionally Significant Projects that should be in the LRTP

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)

Next Meeting

THANK YOU!

Pathways to the Future
TRANSPORTATION

PlanRVA
Where the region comes together to look ahead.

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