

# Technical Report L

# ConnectRVA 2045

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# RVA 2045



## **RRTPO AGENDA 7/7/22; ITEM B.-5.-a**

### **ConnectRVA 2045 Amendment 2022-01**

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

**BACKGROUND:** The Long-Range Transportation Plan is a dynamic, living document that projects regionally-significant transportation needs in the Richmond region over a long-term basis. In October 2021, the Richmond Regional Transportation Planning Organization completed its latest long range plan, title ConnectRVA 2045. This plan identifies needs out to the year 2045 across all jurisdictions and includes all travel modes. The plan is divided into two main implementation sections – a fiscally constrained plan and a vision plan.

The Federal Highway Administration and Federal Transit Administration require the long range plan to be fiscally constrained – meaning it is realistic based on expected available funds over the length of the plan. RRTPO worked with VDOT, DRPT and CVTA to reasonably project available funding out to the year 2045 and used that “budget” to develop a priority constrained plan. This implementation plan was limited by cost and was not able to encompass all the needed projects identified in the planning process – for that reason, a second plan component was developed. This plan is referred to as the Vision Plan and contains those projects that were not able to be included in the constrained plan.

The expectation has and continues to be that ConnectRVA 2045 will need to be amended from time to time as projects are constructed on time and other funds are leveraged that allow for early funding commitments.

**LOCALITY REQUEST:** The City of Richmond has submitted a request that the Reconnect Jackson Ward project be considered for inclusion in the Richmond Long Range Transportation Plan (LRTP). Jackson Ward has played an important role in both the history of black Richmonders and Richmond City as a whole. Once a hub for economic and social development, the construction of the Richmond-Petersburg Turnpike disconnected Jackson Ward from itself and the surrounding community, and its effects are still visible today.

Within the City’s comprehensive plan, Richmond 300: A Guide for Growth, strategy 9.2.c states "Explore capping highways to re-establish connections between disconnected areas, focusing first on the Downtown Expressway between 2nd and 7th, and I-95/I-64 at Jackson Ward". The plan identifies the project to reconnect Jackson Ward by decking over the highway as one of six short-term "Big Moves" to implement the master plan.

Presently, the City of Richmond is working in collaboration with the Virginia Office of Intermodal Planning and Investment (OIPI) and the Virginia Department of Transportation to conduct a community-driven process to develop and evaluate feasible options to reconnect Jackson Ward and the surrounding neighborhoods. The Reconnect Jackson Ward Feasibility Study, set to conclude July 2022, will identify a

preliminary concept and cost estimate to provide for a new connection over existing Interstates 95 and 64 between Chamberlayne Parkway and 1<sup>st</sup> Street. This new connection will include community amenities, green spaces, bicycle and pedestrian paths, and other programmable spaces that are anticipated to be regionally significant.

For this project, the City will be seeking funding through the Reconnecting Communities Pilot Program, a grant opportunity established as part of the Infrastructure Investment and Jobs Act (IIJA). The Reconnecting Communities Pilot Program provides two competitive grant funding opportunities: Planning grants and Capital Construction grants. The RJW initiative is tailored to address transportation infrastructure that is currently impeding mobility, access, or economic development.

**ConnectRVA 2045 impacts:** This project is early in its development process and the current feasibility study will be complete during the summer of 2022. The scope and scale of the concept is regional in nature and has the potential to be a major improvement to regional travel safety, connect displaced neighborhoods, provide improved accessibility, and directly address existing inequities in the region.

Based on staff review of the request, the project fits well within the regional Vision, Goals, and Objectives of ConnectRVA 2045 and would be a worthy addition to the long range transportation plan. At this time the project does not have committed funding, but the potential of winning IIJA Reconnecting Communities funding would benefit from the project being included in the plan.

**TAC RECOMMENDATION:** TAC reviewed this request at its June meeting and opened a 15-day public review period for the potential amendment from June 16, 2022, until July 1, 2022. TAC also unanimously recommended approval of the TIP amendment.

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

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

**RESOLVED** that the Richmond Regional Transportation Planning Organization (RRTPO) amends the ConnectRVA 2045 plan to include the Reconnect Jackson Ward project in its Vision Plan, and be it

Attachments:

A. City of Richmond letter requesting project inclusion



OFFICE OF EQUITABLE TRANSIT AND MOBILITY  
DEPARTMENT OF PUBLIC WORKS  
CITY OF RICHMOND, VA

June 9, 2022

David T. Williams  
Executive Committee Chair  
Richmond Regional Transportation Planning Organization  
9211 Forest Hill Ave  
Richmond, VA 23235

Dear Mr. Williams:

The City of Richmond respectfully requests inclusion in the Richmond Long Range Transportation Plan (LRTP) for the Reconnect Jackson Ward project. Jackson Ward has played an important role in both the history of black Richmonders and Richmond City as a whole. Once a hub for economic and social development, the construction of the Richmond-Petersburg Turnpike disconnected Jackson Ward from itself and the surrounding community, and its effects are still visible today.

The City's comprehensive plan, [Richmond 300: A Guide for Growth](#), was adopted in December 2020 and includes a vision for an equitable transportation system in 2037 where "Richmond prioritizes the movement of people over the movement of vehicles through a safe, reliable, equitable, and sustainable transportation network" (p.107). Goal 9 of the plan states to "build and improve streets and bridges to expand connectivity for all users" (p.122). Within Goal 9, the plan identifies strategy 9.2.c which states "Explore capping highways to re-establish connections between disconnected areas, focusing first on the Downtown Expressway between 2nd and 7th, and I-95/I-64 at Jackson Ward" (p. 126). The plan identifies the project to reconnect Jackson Ward by decking over the highway as one of six short-term "Big Moves" to implement the master plan. Richmond 300 calls for creating a feasibility study to advance the Reconnect the City Big Move (p. 200).

Presently, the City of Richmond is working in collaboration with the Virginia Office of Intermodal Planning and Investment and the Virginia Department of Transportation to conduct a community-driven process to develop and evaluate feasible options to reconnect Jackson Ward and the surrounding neighborhoods. The Reconnect Jackson Ward Feasibility Study, set to conclude July 2022, will identify a preliminary concept and cost estimate to provide for a new connection over existing Interstates 95 and 64 between Chamberlayne Parkway and 1<sup>st</sup> Street. This new connection will include community amenities, green spaces, bicycle and pedestrian paths, and other programmable spaces that are anticipated to be regionally significant.



**OFFICE OF EQUITABLE TRANSIT AND MOBILITY  
DEPARTMENT OF PUBLIC WORKS  
CITY OF RICHMOND, VA**

For this project, we will be seeking funding through the Reconnecting Communities Pilot Program, a grant opportunity established as part of the Infrastructure Investment and Jobs Act (IIJA). The Reconnecting Communities Pilot Program provides two competitive grant funding opportunities: Planning grants and Capital Construction grants. Federal funding allocated for the grant may not exceed 80 percent of the total project costs. Under both grants, applicants are required to have a minimum 20 percent match of the total project cost. The RJW initiative is tailored to address transportation infrastructure that is currently impeding mobility, access, or economic development.

We are requesting inclusion in the region's LRTP, ConnectRVA 2045, in order to demonstrate how the Reconnect Jackson Ward project has the potential to transform the region. ConnectRVA 2045 identified safety, environment/land use, equity/accessibility, and economic growth among its five goals, which coincides precisely with the goals of the Reconnect Jackson Ward project to encourage economic growth, improve connections, and make it simpler to move about, improve safety and quality of travel, and link Jackson Ward's heritage and population. Inclusion in this plan would allow the Reconnect Jackson Ward project to reach a wider audience and increase awareness of the project and its goals.

Thank you for your consideration of this request. We look forward to further coordination and collaboration with the Richmond Regional Transportation Planning Organization to advance this important project. Please do not hesitate to reach out with any questions you have.

Sincerely,

Dironna Moore Clarke  
Office of Equitable Transit and Mobility

cc: Mr. Chet Parsons, Director of Transportation, PlanRVA  
Ms. Maritza Mercado Pechin, City of Richmond Office of Equitable Development



**POLICY BOARD AGENDA 07/07/22; ITEM A.-3.**

**Long-Range Transportation Plan (LRTP) Amendment  
Reconnect Jackson Ward – City of Richmond**

**Richmond Regional Transportation Planning Organization**

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On motion by Ellen F. Robertson, seconded by John H. Hodges, the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board approved the following resolution:

**RESOLVED** that the Richmond Regional Transportation Planning Organization (RRTPO) amends the ConnectRVA 2045 plan to include the Reconnect Jackson Ward project in its Vision Plan.

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This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held July 7, 2022.

WITNESS:

BY:

  
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Janice Firestone  
Program Coordinator  
PlanRVA

  
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Chet Parsons  
Secretary  
Richmond Regional Transportation  
Planning Organization

## **RRTPO AGENDA 7/7/22; ITEM B.-5.-b.**

### **ConnectRVA 2045 Amendment 2022-02**

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

**BACKGROUND:** The Long-Range Transportation Plan is a dynamic, living document that projects regionally-significant transportation needs in the Richmond region over a long-term basis. In October, 2021, the Richmond Regional Transportation Planning Organization completed its latest long range plan, title ConnectRVA 2045. This plan identifies needs out to the year 2045 across all jurisdictions and includes all travel modes. The plan is divided into two main implementation sections – a fiscally constrained plan and a vision plan.

The Federal Highway Administration and Federal Transit Administration require the long range plan to be fiscally constrained – meaning it is realistic based on expected available funds over the length of the plan. RRTPO worked with VDOT, DRPT and CVTA to reasonably project available funding out to the year 2045 and used that “budget” to develop a priority constrained plan. This implementation plan was limited by cost and was not able to encompass all the needed projects identified in the planning process – for that reason, a second plan component was developed. This plan is referred to as the Vision Plan and contains those projects that were not able to be included in the constrained plan.

The expectation has and continues to be that ConnectRVA 2045 will need to be amended from time to time as projects are constructed on time and other funds are leveraged that allow for early funding commitments.

**VDOT REQUEST:** The Virginia Department of Transportation has submitted a request that the Interstate 64 widening project from Exit 211 to the James City County line be considered for inclusion in the Richmond Region’s Constrained Long Range Transportation Plan.

Commissioner Brich submitted the attached letter requesting that RRTPO amend the region's 2045 CLRP to include construction of the I-64 capacity expansion between Exit 211 and the metropolitan area boundary/James City County Line prior to the 2045 horizon year. Recently the I-64 corridor received dedicated appropriations as part of the proposed 2020-2022 and 2022-2024 State Budget. Over the 20 year horizon of the CLRP, it is reasonable to anticipate funding will be provided to implement this project.

VDOT will provide RRTPO with a detailed project description and financial information necessary to amend the CLRP. Funding will be coming from previously unidentified money, specifically state money totaling up to \$470M. This will be augmented, to be determined, with federal grant money, CVTA, HRTAC, and other CTB directed funds (e.g. PTF, GARVEE, IOEP).







# COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION  
1401 EAST BROAD STREET  
RICHMOND, VIRGINIA 23219-2000

**Stephen C. Brich, P.E.**  
COMMISSIONER

June 9, 2022

Mr. Chet Parsons  
Secretary, Richmond Regional Transportation Planning Organization  
9211 Forest Hill Avenue, Suite 200  
Richmond, VA 23235

**SUBJECT: Reasonable Assurance of Funding for I-64 Corridor Improvements**

Dear Mr. Parsons,

The Virginia Department of Transportation (VDOT) acknowledges the Richmond Regional Transportation Planning Organization's (TPO) interest in the capacity expansion of the I-64 corridor in New Kent County. As you are no doubt aware, construction of the I-64 capacity expansion is a top priority for Governor Youngkin—improvements to the corridor are critical to continued economic growth in the Richmond and Hampton Roads regions as well as the Commonwealth.

The expansion of capacity on the I-64 corridor between Exits 205 and 234 was identified as a recommendation within the Commonwealth Transportation Board's adopted I-64 Corridor Improvement Plan. VDOT is appreciative that the Exit 205 to 211 capacity expansion segment has already been included in the MPO Constrained Long Range Plan (CLRP), and the Exit 211 to 214 segment was included in the MPO Vision Plan. I respectfully request that the TPO amend the region's 2045 CLRP to include construction of the I-64 capacity expansion between Exit 211 and the metropolitan area boundary/James City County Line prior to the 2045 horizon year. Recently the I-64 corridor received dedicated appropriations as part of the proposed 2020-2022 and 2022-2024 State Budget. Over the 20 year horizon of the CLRP, it is reasonable to anticipate funding will be provided to implement this project.

VDOT will provide the TPO with a detailed project description and financial information necessary to amend the CLRP. The TPO's support of the I-64 capacity expansion is essential to the success of moving the project forward in a timely manner. Please let me know if you have any questions concerning this request.

Sincerely,

A handwritten signature in blue ink that reads "Stephen C. Brich".

Stephen C. Brich, PE



**POLICY BOARD AGENDA 07/07/22; ITEM B.-5.**

**Long-Range Transportation Plan (LRTP) Amendment - I-64  
Widening – VDOT**

**Richmond Regional Transportation Planning Organization**

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On motion by Kevin P. Carroll, seconded by David T. Williams, the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board approved the following resolution:

**RESOLVED** that the Richmond Regional Transportation Planning Organization (RRTPO) amends the ConnectRVA 2045 plan to include the I-64 widening project from Exit 211 to the James City County line in the Constrained Plan.


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This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held July 7, 2022.

WITNESS:

BY:

  
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Janice Firestone  
Program Coordinator  
PlanRVA

  
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Chet Parsons  
Secretary  
Richmond Regional Transportation  
Planning Organization

## Public Comments

Name: Darcy S.

Email: [darcyjnelson@gmail.com](mailto:darcyjnelson@gmail.com)

Message:

I am commenting on the Interstate 64 Capacity Expansion – Exit 211 to James City County TIP amendment. There is no need for this capacity expansion and thus no reason to fund it. LOS shows free flow at least 90% of the time on that stretch of highway. Why spend hundreds of millions, if not over a billion dollars to widen a link that provides more than adequate travel times and utility for the vast majority of the time? Please deny this amendment to the LRTP.

Name: Patricia Paige

Email: [papaige@newkent-va.us](mailto:papaige@newkent-va.us)

Message:

Is the request to add I-64 from 211-234, because Exit 205-211, been submitted to Smartscale? Please advise.

**ACTION ITEM**

November 2, 2023

**TO** Policy Board**SUBJECT** ConnectRVA 2045 amendment to include a new project interchange modification at Exit 211 on I-64 in New Kent County.**BRIEF:**

The Interchange Access Report (IAR) for interchange modification at Exit 211 on I-64 in New Kent County is underway. To get this project ready for Smart Scale application, the IAR must be approved by Federal Highway Administration (FHWA). FHWA approval would require the project to be listed in the constrained list of projects in the current Long-Range Transportation Plan (ConnectRVA 2045). As this project is not currently listed, ConnectRVA 2045 needs to be amended to include this project.

**RECOMMENDED ACTION:**

The Policy Board should approve ConnectRVA 2045 amendment to include an interchange modification project at Exit 211 on I-64 in New Kent County and remove identified projects from the constrained projects list.

**DISCUSSION:**

The Long-Range Transportation Plan is a dynamic, living document that projects regionally significant transportation needs in the Richmond region over a long-term basis. In October 2021, the Richmond Regional Transportation Planning Organization completed its latest long-range plan, ConnectRVA 2045. This plan identifies needs out to the year 2045 across all jurisdictions and includes all travel modes. The plan is divided into two main implementation sections – a fiscally constrained plan and a vision plan.

The Federal Highway Administration and Federal Transit Administration require the long-range plan to be fiscally constrained – meaning it is realistic based on expected available funds over the length of the plan. RRTPO worked with VDOT, DRPT and CVTA to reasonably project available funding out to the year 2045 and used that “budget” to develop a priority constrained plan. This implementation plan was limited by cost and was not able to encompass all the needed projects identified in the planning process – for that reason, a second plan component was developed. This plan is referred to as the Vision Plan and contains those projects that were not able to be included in the constrained plan.

The expectation has and continues to be that ConnectRVA 2045 will need to be amended from time to time as projects are constructed on time and other funds are leveraged that allow for early funding commitments.

New Kent County Request: New Kent County has submitted a request that the interchange modification project at Exit 211 on I-64 be considered for inclusion in

ConnectRVA 2045. This project has been a priority for New Kent County to mitigate the vehicle traffic that would be generated by the planned Buc-ee's convenience store development near Exit 211. The IAR for this project is underway. To get this project ready for Smart Scale Round 6 application, the IAR must be approved by FHWA. FHWA requires the project to be listed in the constrained list of projects in ConnectRVA 2045 prior to approval of the IAR.

ConnectRVA 2045 impacts: Based on staff review of the request, the project fits well within the regional Vision, Goals, and Objectives of ConnectRVA 2045 and would be a worthy addition to the long-range transportation plan. The required funding for the project is estimated by the county to cost roughly \$90 million in year of expenditure dollars. To come up with the required amount staff have identified a few projects in New Kent and Charles City Counties in the existing constrained plan which could be removed from the constrained plan and moved to the vision list.

The identified projects are listed below:

| <b>CLRP ID</b> | <b>Description</b>                      | <b>Amount</b> | <b>Rationale</b>   |
|----------------|---|---------------|--|
| FHW-144        | Widening of 106 Bridge Overpass at I-64 | \$21.004M     | Project is a component of proposed project                               |
| FHW-48         | I-64 Auxiliary Lane                     | \$5.12M       | Roadway being widened from 2 - 3 lanes                                   |
| FHW-49         | I-64 Auxiliary Lane                     | \$11.521M     | Roadway being widened from 2 - 3 lanes                                   |
| FAT-31         | Courthouse to Courthouse Trail          | \$24.94M      | Project has been cancelled by Charles City County                        |
| N/A            | Surplus Funds (not programmed)          | \$20.49M      | Funding was insufficient to fund any other projects from the vision list |

These projects and unprogrammed funds add up to \$83 million. Buc-ee's has committed to an amount of \$12 million in the timeframe necessary to complete construction by Buc-ee's 2027 opening year. The amount freed up from ConnectRVA 2045 (\$83 million) and new private/local funding (Buc-ee's commitment of \$12 million) add up to \$95 million which is enough to put this project in the constrained list.

For more information, please contact Myles Busching ([mbusching@planrva.org](mailto:mbusching@planrva.org)) or Sulabh Aryal ([saryal@planrva.org](mailto:saryal@planrva.org))

**ATTACHMENTS:**

- A. Draft Resolution



Richmond Regional  
**Transportation  
 Planning Organization**

**POLICY BOARD AGENDA 11/2/23; ITEM B.-2.**

**ConnectRVA 2045 Amendment – New Kent County Request – Exit 211  
 Interchange Improvements  
 Richmond Regional Transportation Planning Organization**

On motion by W. Canova Peterson, seconded by Patricia O'Bannon, the members of the RRTPO Policy Board voted to adopt the following resolution:

**RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board amends ConnectRVA 2045 to include a new project - Interchange Modification at Exit 211 on I-64 in New Kent County.

**FURTHER RESOLVED**, that this project is located in New Kent County and does not require a redemonstration of air quality conformity consistent with the requirements of 40 CFR Part 93.

**FINALLY RESOLVED**, that the RRTPO policy board approves the removal of the following projects from Connect RVA 2045 Constrained List of Projects.

| <b>ConnectRVA 2045 Project ID</b> | <b>Project Description</b>              |
|-----------------------------------|---|
| FHW-144                           | Widening of 106 Bridge Overpass at I-64 |
| FHW-48                            | I-64 Auxiliary Lane                     |
| FHW-49                            | I-64 Auxiliary Lane                     |
| FAT-31                            | Courthouse to Courthouse Trail          |

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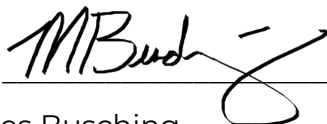
This is to certify that the Richmond Regional Transportation Planning Organization Policy Board approved the above resolution at its meeting held November 2, 2023.

WITNESS:

BY:



Janice Scott  
 Board Relation Manager  
 PlanRVA



Myles Busching  
 Secretary  
 Richmond Regional Transportation