

Public Comments were collected from March to April 2026. These comments reflect the public's concerns, sentiments, and suggestions. We sincerely hope that we have adequately addressed your concerns.

Thank you for taking the time to provide such detailed and thoughtful feedback. We recognize the concerns raised about continued investment in highway widenings, including questions about long-term maintenance costs, induced demand, air quality impacts, and the potential to reinforce auto-dependent development patterns. These are important considerations in regional transportation planning, particularly as the region works to balance safety, congestion management, fiscal responsibility, and sustainability goals.

<p>Do you have any input on the Air Quality Conformity Report?</p>	<p>Responses</p>
<p>We should move beyond following air quality rules to looking at what will actually reduce pollution: reducing car-dependency and focusing on transit.</p>	<p>Thank you for your comment. The Air Quality Conformity Report was prepared in compliance with all federal transportation conformity requirements. In addition, the Richmond region currently meets all of the Environmental Protection Agency's National Ambient Air Quality Standards (NAAQS), including that for ozone. We are also supportive of programs (e.g., GRTC and Ridefinders) that reduce car dependency and promote transit.</p>
<p>It's long, impenetrable, and amounts to "well, as long as it's not illegal, we're going to keep doing it", whether there are people living shorter, more difficult lives, dying earlier and in pain all over the Richmond region who wouldn't have to suffer if we committed to reducing pollution rather than just not hitting the upper limit.</p>	<p>Thank you for your comment. The Air Quality Conformity Report was prepared in compliance with all federal transportation conformity requirements. In addition, the Richmond region currently meets all of the Environmental Protection Agency's National Ambient Air Quality Standards (NAAQS), including that for ozone. The region's current ozone design value is 62 ppb which is well below the 8-hour ozone NAAQS set at 70 ppb.</p>
<p>I think the report captures the essence of what neighbors are saying. We're very fortunate to have Plan RVA monitoring air quality as our region continues to grow,</p>	<p>Thank you for your comment.</p>
<p>I support the findings of the Air Quality Regional Conformity Assessment. However, I encourage the MPO to move beyond 'conformity' and strive for 'leadership' by setting more aggressive targets for reducing greenhouse gas emissions. I'd like to see more frequent monitoring of how TIP projects</p>	<p>Thank you for your comment. The Air Quality Conformity Report meets the Environmental Protection Agency's transportation conformity requirements that pertain specifically to ozone, although your comments pertaining to reducing greenhouse gases is appreciated.</p>

specifically contribute to lower CO2 outputs over their lifecycle.

I didn't read it

Thank you for your comment.

TIP Projects

Do you see any projects you have specific concerns about? Tell us more.

Responses

Highway widenings across the region are not the future of transportation.

The TIP balances roadway, transit, bicycle, and pedestrian investments, and all roadway projects must demonstrate safety, operational, and economic need while remaining compliant with federal air quality conformity requirements.

I am particularly concerned that we're looking to spend almost \$2 billion to "improve" Short Pump and its highway interchanges (including adding an interchange). Short Pump is a distant commuter area that is a major contributor to regional air pollution and it's disappointing that we're throwing more money at old, bad decisions rather than focusing on transportation models that encourage fewer, shorter car trips, more transit, and local hubs rather than long commutes.

Projects are selected based on adopted performance criteria addressing safety, congestion, and system reliability, while land-use and development policy decisions remain the responsibility of local governments.

We are spending such a tiny amount of money on "green infrastructure" and billions of dollars on bigger, more, longer, wider... highways. Same as we've done for three or four generations at this point? When will it change?

None.

Thank you for your response.

While I support the plan, I am concerned about the remaining budget allocated to major highway capacity expansion. To truly meet our sustainability and resilience goals, we should ensure that roadway projects prioritize 'Complete Streets' designs and green infrastructure (like permeable surfaces and increased canopy) to mitigate urban heat and manage stormwater runoff.

The TIP reflects a multimodal funding strategy that includes roadway preservation, transit, pedestrian, and bicycle projects to support regional mobility needs.

I'm concerned about spending hundreds of millions of dollars on highway projects with limited benefits that lock us into a development pattern that doesn't seem fruitful, healthy, or economical to me. I'm particularly concerned about the long-term infrastructure maintenance costs associated with these road construction and widening projects. I'm also skeptical of the cost-benefit for some of those projects, particularly the road widenings on secondary roads. They typically cost \$20-50M, and my guess is that they benefit a few thousand drivers, so we're talking about asking each driver for \$10,000 to get a slightly nicer road for 1 mile of their commute (not counting long-term maintenance costs). I'm not an expert though. I also want to see more toll roads in our region, so that the people who are choosing to use these expensive projects are the people paying for them, and to manage traffic/demand on new highways, which typically get clogged pretty quickly.

The Air Quality Conformity Analysis is conducted in accordance with EPA and FHWA regulations and confirms that all programmed projects meet federally established health-based air quality standards.

I am concerned that the Short Pump improvement NEPA study doesn't look into public transportation or pedestrian safety. I think the effects of continued expansion west of the Pulse line, eventually to Short Pump, should at least be given a brief investigation to see what would need to be changed in the future if it is expanded that far.

Transit expansions undergo separate feasibility and funding evaluations before consideration in future TIP updates.

All of the road widening and highway projects. Adding more lanes increases traffic due to induced demand, and more roads encourage more driving, resulting in worse air quality and safety outcomes.

Projects are designed to improve overall system safety and efficiency and must comply with federal air quality and safety standards.

Concerned that Powhite Extension is expanding region's sprawl and will enable the rapid growth of more car-dependents residences.

Project scopes are defined at a level appropriate for long-range programming, with greater detail provided as projects move into design and implementation.

I did not see in the Transit Project anything about improvements to the transit stops for riders. Many stops in Richmond City and Henrico County do not provide shelter or benches for riders. The stops leave riders subjected to the sun during high temperature days. They also don't provide a place for riders to sit, leaving elderly and disabled riders to stand or sit on the ground.

Transit stop amenities are addressed through separate capital improvement and operating programs administered by the transit provider.

What other comments or questions do you have about the TIP?	Response
<p>What is the meaningful impact that public comment will have? It seems like there's already a report and a plan that are largely shaped by suburban counties playing Hungry Hungry Hippos with funding, who have an incentive to keep steering money to themselves for massive highway projects. Is there any incentive to... listen to people? Is there more weight given to the thoughts of people that have to live with the consequences of these plans, the noise, dust, and increased air pollution? The fenceline communities next to the highways and those who will be displaced to build them?</p>	<p>All roadway projects in the TIP are required to meet federal air quality conformity standards and are balanced with investments in transit and other non-automobile transportation options.</p>
<p>I am excited about the I64 Expansion Project, The I64/Rt 211 Overpass for the Buc-ee's Project.</p>	<p>Us too!</p>
<p>How is the TIP being screened for Climate Resilience? As we face more frequent extreme weather events, I'd like to know if these funded projects are being designed to withstand 50-year or 100-year flood events to ensure our long-term regional stability.</p>	<p>The TIP reflects a fiscally constrained, multimodal investment strategy that includes roadway maintenance, transit, bicycle, and pedestrian projects needed to support regional mobility.</p>
<p>It was very hard to understand what projects were doing. I wish each project had a 3 sentence writeup just giving the general purpose and activities of the project. There were some projects listed that really intrigued me but that I can't find more information on: a north side GRTC transfer center separate from the downtown transfer center; an express bus to Short Pump; etc. https://www.rtrpotip.org/tip/details/84</p>	<p>The TIP presents projects at a standardized programmatic level required for federal funding and reporting, which limits the amount of descriptive detail provided. More detailed information on individual projects, including transit initiatives, is available through the sponsoring agencies as projects advance in development.</p>
<p>More transit, bike, and ped projects</p>	<p>Projects advancing through the TIP must</p>

<p>please!</p>	<p>comply with NEPA, Title VI, and Environmental Justice requirements to identify, assess, and avoid or mitigate community impacts.</p>
<p>The lists are not very informative about the scope of the projects.</p>	<p>The TIP includes projects that address documented transportation needs while maintaining fiscal constraint and accounting for long-term system maintenance and operations.</p>