

Goal 3: Build and maintain high-quality and resilient networks of infrastructure throughout the region to meet the needs of communities, workers, and businesses.

For purposes of the CEDS, “infrastructure” is inclusive of physical networks of transportation, utilities (water and sewer, electricity, etc.), telecommunications networks, and stormwater management (both constructed and natural systems). When available and operating well, transportation systems and networks enable people to access jobs, goods and services. Transportation and other infrastructure systems also allow businesses and industries to operate, receive materials and move their goods, and access or receive customers.

Strategy 3.1. Continue to coordinate regionally on transportation project planning and funding, working to enhance freight movement and people’s ability to access jobs with a focus on the economic development areas mapped in this plan and underserved areas.

Actions	Prospective Partners
A. Support maintenance of, and projects to improve, the region's roadways, as outlined in local and regional plans, such as the Long-Range Transportation Plan and locality Comprehensive and Transportation Plans.	Localities, Transportation Agencies and Authorities (e.g., VDOT, FHWA, RRTPO, CVTA), Community Stakeholders
B. Improve active transportation network connectivity, as outlined in local and regional plans, such as BikePedVA.	Localities, Transportation Agencies and Authorities (e.g., VDOT, RRTPO, CVTA FHWA), Community Stakeholders (e.g., FOLAR)
C. Encourage investment in railroads for freight and to support existing and expanded inter-regional passenger service, as outlined in rail studies.	Transportation Agencies and Authorities (e.g., VPRA, DRPT, RRTPO, CVTA), Localities
D. Support improvements to Richmond International Airport facilities and services (including expanded inter-regional connections), as outlined in airport master plans and studies.	Localities, Transportation Agencies and Authorities (e.g., Capital Region Airport Commission, RRTPO)
E. Support improvements to Richmond Marine Terminal facilities and services, as outlined in port master plans and studies.	Localities, Transportation Agencies and Authorities (e.g., Virginia Port Authority, RRTPO)

F. Support expansion of fixed route transit services and demand responsive transit services, as outlined in transit service studies such as the Greater RVA Transit Vision Plan.	Transportation Agencies and Authorities (e.g., GRTC and other providers, RRTPO, CVTA, DRPT); Localities; Community Stakeholders.
G. Support efforts to maintain low or no cost transit fares.	Localities; Community Stakeholders; Transportation Agencies and Authorities (e.g., RRTPO, CVTA, GRTC and other providers)
H. Continue working to implement projects that enhance freight movement in the region.	Transportation Agencies and Authorities
I. Improve intermodal freight connectivity by creating better linkages and collaboration between different modes of transport (port, road, rail, and airport).	Transportation Agencies and Authorities
J. Consider conducting a regional Commodity Flow Study.	RRTPO, Community Stakeholders.
K. Support maintaining and improving passenger intermodal connectivity (road, rail, transit, airport) to serve residents and visitors, as outlined in transit and other studies.	Transportation Agencies and Authorities, Localities, Community Stakeholders



Project of Note: The region's Long-Range Transportation Plan (LRTP), developed by the Richmond Regional Transportation Planning Organization (RRTPO), is an interrelated strategy for effective investment of public funds for multi-modal regional transportation infrastructure. This plan is updated every five years, and the current update is underway with adoption planned for 2026.



Item of Note: Established in 2020 by the Virginia General Assembly, the Central Virginia Transportation Authority (CVTA) allocates regional, local and transit funds to address critical transportation needs. As of April 2024, the CVTA distributed \$340.4 million back to the nine member jurisdictions; distributed \$102.1 million to Greater Richmond Transit Company (GRTC); and retained \$238.3 million for competitive applications serving priority regional transportation projects.

Strategy 3.2. Support efforts to maintain and improve the region's energy supply and infrastructure.

Actions	Prospective Partners
A. To further investigate recent changes to the regional energy picture such as new generation types (solar, nuclear fusion, etc.) and energy-intensive uses such as data centers, consider the development of a regional energy plan.	PlanRVA, Virginia Department of Energy, Community Stakeholders (e.g., Dominion Energy Innovation Center).
B. Support improvements that keep critical facilities and businesses powered during disruptive events.	PlanRVA, Community Stakeholders, Energy Providers (e.g., Dominion Energy)

Strategy 3.3. Support efforts to maintain and improve the region's utility capacity and infrastructure.

Actions	Prospective Partners
A. In support of maintaining an adequate, safe and reliable water supply, consider the development of regional water supply plan(s).	PlanRVA, Localities, Community Stakeholders.
B. Explore funding sources (state, federal, etc.) to improve water/sewer systems, or extend water/sewer services to areas that align with future growth plans.	PlanRVA, Localities, Community Stakeholders.

Strategy 3.4. Support efforts to maintain and improve (coverage areas, speed, etc.) the region's broadband infrastructure.

Actions	Prospective Partners
A. Assess remaining broadband gaps and possible solutions and funding options, as well as opportunities derived from the region/mega-region's substantial digital infrastructure.	PlanRVA, Localities, Community Stakeholders.