

Chapter 14 - Environmental Justice

Background

The purpose of environmental justice is to avoid, minimize or mitigate disproportionately high and adverse effects on low income and minority populations, to ensure full and fair participation of low income and minority populations, and to prevent the denial of benefits to low income and minority populations. Environmental justice seeks to ensure equal access to transportation systems and transportation planning process inputs for everyone regardless of race, color, creed, or national origin. In the past, minority and low-income populations have been identified as the largest disenfranchised group, both in terms of equal access to transportation supply and citizen input.

The environmental justice regulatory framework started with Title VI of the Civil Rights Act and was reinforced by the Executive Order 12898 of 1994, which directs every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on traditionally under-represented groups, defined as “minority populations and low-income populations”. Under these requirements each MPO receiving federal funds is expected to examine how well past and future transportation plans address environmental justice issues. There are three fundamental environmental justice principles:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

Identification of Underserved Populations

The first step in analyzing environmental justice issues is to identify the population areas of traditionally under-represented groups, specifically the low-income and minority population. To make this determination, regionwide percentages of minority and low-income populations were used based on 2000 census data. The regional average for minority population is estimated to be approximately 34 percent. The 2000 census identifies the poverty threshold for a household as \$17,029 per year. The regional average for population at or below poverty is 17 percent. A spatial analysis of 2000 census data on minority and low-income populations is shown in Maps 6-4 and 6-5 in Chapter 6. These maps indicate concentrations of low-income or minority residents are located predominantly in the City of Richmond, Charles City County, eastern Henrico County and spread out in various locations immediately outside the city limits. Concentrations are defined by this analysis to be census tracts with percentages of minority or low-income population greater than the regional average.

**Figure 14-1 Socio-Economic Data used by Richmond Area MPO
for Demographic Profile and Mapping**

Data Set	2000 Totals for MPO Area	Threshold (Percentage)
Total Population	822,416	-----
Total Households	324,457	-----
Minority Population	286,701	34%
Households below Poverty	55,607	17%
Zero Car Households	28,904	9%
One Car Households	105,377	32%

In addition to minority and low-income populations, MPO staff also assessed the location of zero car households and one car households in the region. This spatial analysis can be seen in Map 14-1 and indicates that concentrated areas of low auto ownership generally coincide with concentrated areas of low-income and minority populations. This spatial analysis illustrates the necessity for considering the transportation needs of these target populations.

Allocation of Funds to Geographic Areas

An analysis was performed in conjunction with the spatial analysis identifying traditionally disadvantaged groups to determine what level of investment these areas would receive in terms of transportation spending as part of the 2026 LRTP Update. Figure 14-2 shows which projects are located in each area, or would serve each area, and what spending would be accounted for in each area. The numbers included with the project description are the same as those provided in the financially constrained projects list provided in Chapter 14.

The projects described in Figure 14-2 indicate that approximately \$792,949,000 will be spent in areas indicated as those with a high concentration of minority and low-income populations. When compared with the total expenditures in the 2026 LRTP (approximately \$2,142,219,000), it is estimated that more than 37 percent of the expenditures will directly benefit those areas with concentrations of minority and low-income populations.

Communication with Low-Income and Minority Groups

Another element of environmental justice is public involvement. In keeping with the principles and objectives of environmental justice, special efforts have been made to reach out to minorities and low-income groups within the MPO study area. These outreach efforts were focused on local community newspapers, community radio stations, religious organizations and places of worship, and access to public workshops.

Public workshops were conducted at the beginning, middle and end of the plan update process in June 2003, December 2003, and March 2004, respectively. Locations for the workshops were selected based on proximity to population and employment centers, accessibility for all local jurisdictions, and availability of facilities. Several of the workshops were conducted in

*Map 14-1 Minority and Low-Income Population
versus Automobile Ownership*

locations more easily accessible to historically underserved populations, such as communities with high concentrations of low-income, minority, and transit dependent citizens.

Public workshop dates, times, and locations were advertised in the *Richmond Times-Dispatch*, as well as the *Richmond Free Press* and the *Richmond Voice* newspapers, two minority focused newspapers in the Richmond area. A quarter page ad format was used that included transportation graphics and asked simple questions about future transportation options. Those who read the ad were encouraged to come to one of the three meetings and speak out for what they thought was important. Meeting notices were also aired on local government access cable stations and WRVA radio (AM 1410) aired a short ad notifying the public of the workshops.

Over 840 notices for the public workshops were sent via mail and/or e-mail including notices to MPO committee members, local jurisdiction government staff, local transportation providers, social service agencies, local churches, area news media, advocacy groups, and interested citizens. In addition, the workshop locations, dates, and times were publicized on the Richmond Regional Planning District Commission (RRPDC) web site

A transportation survey/questionnaire was distributed between May 22, 2003 and June 27, 2003 in an effort to obtain direct public input on transportation issues and regional goals and objectives. The surveys were distributed at the public workshops and were placed in 14 local libraries throughout the Richmond region along with display boards bringing attention to the surveys. Six of the 14 libraries are located in areas identified as having concentrations of minority and low-income populations.

In addition, the MPO has established an on-going working group called the Elderly and Disabled Advisory Committee (EDAC) which provides advice to the MPO on issues, plans, and studies which may affect the region's elderly and persons with disabilities. This includes special efforts to plan public transportation facilities and services that can be effectively utilized by the elderly and persons with disabilities. Resolutions approved by EDAC are presented to the MPO.

Summary of Impacts and Benefits

Examination of environmental justice from the whole, interdependent perspective raises some highlights as well as concerns. Both the current project lists and past transportation plans show a heavy emphasis on roadway projects, including expansion and new facilities in outlying areas of urbanized counties. Upon examination, these areas were identified as predominately white and upper and middle-class.

Projects in the areas of Richmond with high minority populations focus on improved safety for pedestrians, linkages to transit, and transit service improvements. Transit programs included in plans show that areas with high percentages of low-income and minorities were served if they were located near the urban core. As distance from the urban core increased, transit service decreased. Many of the routes serving low-income and minority areas had long headways and lacked adequate night and weekend service. Some outlying areas with low-income and minority populations received little or no transit service at all. Note however that

in August 2002, Henrico County modified routes and expanded service to include a new cross-county route and extended service to Virginia Center Commons. These modifications and extensions provide improved access to shopping and employment opportunities and allow for more convenient transfers.

Projecting what transportation service is needed and how environmental justice provisions can be met is difficult. Based on 2000 census information, it appears that improving transit service by expanding into new areas and by reducing headways on existing routes in minority and low-income areas appears to be the best way to provide equal access to the transportation network.

For this to occur, the state, MPO, and local jurisdictions should consider ways to extend public transportation services into suburban areas of the region while also improving service times (i.e., reduced headways and weekend service for areas outside the city). This may prove difficult, since there currently is no long-term dedicated funding source for transit operations.

Figure 14-2 2026 L RTP Financially Constrained Projects in Low-Income and Minority Areas

Map Label	Project Location	From	To	Improvement Type	Balance in Constrained Plan (x 1,000)	Jurisdiction
1	I-95	1.1 km south of Maury St.	3rd St.	High mast lighting	\$1,499	Richmond
2	I-95	James River and Broad St. ramp bridges		Bridge rehabilitation	\$2,666	Richmond
6	14th St. (US 360)	Main St. (VA 147)	Dock St.	Reconstruction (4L)	\$550	Richmond
7	15th St.	I-95 / Franklin St.	Main St.	Reconstruction	\$604	Richmond
9	8th St.	Clay St.	Franklin St.	Upgrade signals/ped indicators	\$32	Richmond
10	Belvidere St. (US 1/301)	Intersection at Broad St. (US 250)		Intersection improvements	\$100	Richmond
11	Belvidere St. (US 1/301)	Intersection at Marshall St.		Intersection improvements	\$0	Richmond
12	Belvidere St. (US 1/301)	Lee Bridge		Rehabilitation	\$817	Richmond
13	Boulevard (VA 161)	Broad St. (RT. 250)	Westwood Ave.	Median Improvements	\$268	Richmond
14	Boulevard (VA 161)	at Monument Ave		Signal Modification	\$70	Richmond
15	Bridge Painting/Rehabilitation	Acca, Belvidere, Forest Hill, Manchester		Bridge painting/rehabilitation	\$0	Richmond
16	Broad Street (US 250)	5th St.	9th St.	Signal Modification	\$480	Richmond
17	Broad Street (US 250)	1st St.	3rd St.	Signal Modification	\$360	Richmond
18	Broad Street (US 250)	Meadow St.	Bowle St.	Signal Modification	\$450	Richmond
19	Castlewood Rd. (VA 161)	at Bells Rd.		Install new signals	\$0	Richmond
20	Commerce Rd.	Bainbridge St.	Gordon Ave.	Signal and Channelization Enhancements	\$829	Richmond
21	Commerce Rd.	Bells Rd	Bellmeade Rd	4-lane	\$9,643	Richmond
22	Cowardin Ave. (US 1)	Cowardin Ave. Corridor		Signal System	\$357	Richmond
25	Forest Hill Avenue (VA 683)	at .04 mi south of Powhite Pkwy (VA 76)		Add RR gates/intercon w/sign.	\$100	Richmond
27	German School Rd	Glenway Dr.	Warwick Rd	3-lanes with bike/pedestrian facilities	\$5,533	Richmond
28	Hull Street Rd. (US 360)	Elkhardt Rd (VA 663)	Dixon Dr.	4 Lanes plus turn lanes & bike/ped	\$5,386	Richmond
30	Jahnke Rd. (VA 686)	Blakemore Rd.	Forest Hill Ave (VA 683)	Widen to 4 Lanes	\$13,418	Richmond
31	Jefferson Davis Hwy. (US 1/301)	Chesterman Ave	Decatur St.	6 Lanes plus turn lanes & bike/ped	\$12,980	Richmond
32	Jennie Scher Rd	Bridge at Gillie Creek		Replacement	\$858	Richmond
34	Main St. (VA 147)	15th St.	Laurel St.	Upgrade signals	\$0	Richmond
35	Main Street Station Signal	15th St.	17th St.	Traffic Signal	\$100	Richmond
38	Midlothian Tpke. (US 60)	Interchange at Belt Blvd (VA 161)		Modification (study)	\$100	Richmond
40	Walmesley Blvd	Chippenhams Pkwy	Belmont Rd	Widen pavement	\$0	Richmond
41	Maury St.	I-95 Ramp to Commerce Rd.		Corridor Improvements	\$0	Richmond
42	3rd St.	at Grace St.		signal modernization	\$0	Richmond
43	7th St.	at Marshall St.		signal modernization	\$0	Richmond
44	7th St.	at Franklin St.		signal modernization	\$0	Richmond
46	Castlewood Rd.	at Walmesley Blvd		Install traffic signal	\$0	Richmond
47	Belvidere St. (US 1)	at Leigh St. (VA 33)		Left-turn lane and adjust phasing	\$0	Richmond
48	Cowardin Ave (US 1)	Robert E. Lee Bridge		Install positive guidance system	\$0	Richmond
49	Main Street (VA 5)	Nicholson St.	Main St.	Relocation/Reconstruction	\$2,544	Richmond
50	Midlothian Tpke (US 60)	Belt Blvd (VA 161)	Chippenhams Pkwy (VA 150)	6 Lanes plus turn lanes & bike/ped	\$11,638	Richmond
51	Government Rd (US 60)	at Admiral Gravelly Blvd		Channelization and new signal	\$0	Richmond
52	Roanoke St. (US 60)	at Crutchfield St.		channelization and new signal	\$0	Richmond
53	Boulevard (VA 161)	0.05 mi south of Idlewood Ave		Ped signals and pvmt markings	\$0	Richmond
54	Broad Street (US 250)	2nd St. to 8th St.	0.05 mi north of Grace St. 12th St. to 14th St.	Bus Lanes	\$100	Richmond
58	Tredegar Visitors Center	at Tredegar Visitor Center		Provide map at center/Enhan.	\$150	Richmond
59	Whitehead Rd	Warwick Rd	Elkhardt Rd (VA 663)	Widen to 3 Lanes w/ Bike/Ped	\$6,237	Richmond
60	I-95	Interchange	at Belvidere St.	Modification	\$5,000	Richmond
79	I-95	Bridge Rehabilitations	at various locations ⁽¹⁾	Rehabilitation	\$57,560	Richmond
87	I-95	Interchange	at Duval St.	Modification	\$5,500	Richmond
89	I-95	Interchange	at Maury St.	Modification	\$10,000	Richmond
92	17th St. and 18th St. one-way pairs	Broad St. (US 250)	Dock St.	Enhancements	\$1,000	Richmond
93	9th St. (US 60)	Manchester Bridge	Semmes Ave	Reconstruction	\$2,000	Richmond
94	Azalea Ave	Chamberlayne Ave (US 1/301)	Richmond E.C.L.	Widen to 6 Lanes	\$1,104	Richmond

Figure 14-2 (continued)

Map Label	Project Location	From	To	Improvement Type	Balance in Constrained Plan (x 1,000)	Jurisdiction
95	Bellemeade Ext.	Broad Rock Rd (VA 10)	Hopkins Rd (VA 637)	New Facility (4L)	\$3,000	Richmond
96	Bellemeade Ext.	Cofer Rd	Jefferson Davis Hwy (US 1/301)	New Facility (4L)	\$3,000	Richmond
97	Bellemeade Ext.	Hopkins Rd (VA 637)	Cofer Rd	New Facility (4L)	\$3,273	Richmond
98	Bells Rd (VA 161)	at .07 mi E Commerce Rd		Interconnect sign. W/pre-emp. RR Crossing improvements	\$500	Richmond
100	Broad Rock Blvd (VA 10)	at .008 mi W of Belt Blvd (VA 161)			\$100	Richmond
101	Broad St. (US 250)	Belvidere St. (US 1/301)	Richmond W.C.L.	Enhancement	\$2,000	Richmond
103	Brook Rd/Chamberlayne Ave	Azalea Ave	Admiral St/School St.	Signal Enhancements	\$500	Richmond
110	Commerce Rd	Walmsley Blvd	North Junction Bells Rd (VA 161)	Reconstruction/Signalization	\$1,000	Richmond
111	Darbytown Rd	Williamsburg Rd (US 60)	Richmond E.C.L.	Feasibility study	\$100	Richmond
113	Forest Hill Ave (VA 683)	Westover Hills Blvd	Semmes Ave	3-lanes with bike/pedestrian facilities	\$800	Richmond
115	Grove Ave/Cary St.	Three Chopt Rd	I-195	Signal Enhancements	\$2,000	Richmond
116	Huguenot Rd	Chesterfield C.L.	Chippinham Pkwy (VA 150)	Modification	\$500	Richmond
117	Hull Street (US 360) & Bainbridge St.	20th St.	7th St.	Make into one-way pair (4L)	\$500	Richmond
118	Hull Street Rd (US 360)	Belt Blvd (VA 161)	20th St.	Reconstruction	\$4,000	Richmond
121	Light Rail/Street Car on Broad St. (US 250)	Main Street Station	Science Museum	New Facility	\$22,500	Richmond
122	Lombardy St.	Leigh St.	Admiral St.	Bridge	\$3,000	Richmond
123	Maury St.	I-95 ramp	Commerce Rd	Corridor Improvements	\$1,750	Richmond
124	Mayo Bridge	Over James River		New/Rehab Bridge Structure	\$40,000	Richmond
125	Meadowbridge Rd (VA 627)	Valley Rd./sidewalk/curb	Richmond C.L.	Reconstruction	\$1,000	Richmond
126	Midlothian Tpke (US 60)	Hull Street Rd (US 360)	Broad Rock Blvd (VA 10)	Rehabilitation	\$2,000	Richmond
128	Midlothian Tpke (US 60)	Broad Rock Blvd (VA 10)	Belt Blvd (VA 161)	Rehabilitation	\$2,000	Richmond
132	Valley St./St. James St. connection	Valley St. at grade crossing	St. James St. grade crossing	New Facility (2L)	\$1,000	Richmond
133	Walmsley Blvd (VA 647)	Broad Rock Blvd (VA 10)	Commerce Rd	Widen to 4 Lanes and RR	\$31,000	Richmond
134	Williamsburg Rd (US 60)	Government Rd (US 60)	Richmond E.C.L.	Feasibility study	\$500	Richmond
135	Midlothian Tpke (US 60)	Belt Blvd (VA 161)		Interchange/ Bridge reconstruction	\$20,000	Richmond
156	Hill Carter Parkway	Intersection improvement	at England St. (VA 54)	Modification/new construction	\$4,856	Ashland
157	Northeast Collector Road	Jamestown Rd.	Patrick Henry Rd. (VA 54)	New facility - 2-lane	\$0	Ashland
160	Washington Hwy (US 1)	Intersection at England St. (VA 54)		Intersection Improvements	\$67	Ashland
166	I-95	Interchange (PE,RW only)	at Patrick Henry Rd. (VA 54)	Interchange & Mainline Improvements	\$13,663	Ashland
170	Hill Carter Pkwy	Hill Carter Pkwy	VA 54/US 1	New Facility (4L)	\$1,375	Ashland
180	W. Vaughn Rd Ext.	N. Taylor Rd	Thompson St. (VA 54)	New Facility (2L)	\$3,247	Ashland
206	Adkins Rd. (VA 618)	at Chickahominy River bridge	approaches	Improve bridge approaches	\$409	Charles City
207	John Tyler Memorial Hwy (VA 5)	Intersection at Shirley Plantation Rd (VA 608)			\$400	Charles City
208	Roxbury Rd. (VA 106)	Intersection at Wayside Rd (VA 607)		Construct turn lane WB	\$459	Charles City
209	Wayside Rd. (VA 607)	John Tyler Memorial Hwy (VA 5)	Roxbury Rd. (VA 106)	Widening & strengthening	\$544	Charles City
210	Wayside Rd. (VA 607)	The New Rd. (VA 639)	Stagg Run Rd. (VA 642)	Widening & strengthening	\$700	Charles City
216	Courthouse Rd (VA 155)	Intersection	New Kent C.L.	Bridge Modification	\$1,500	Charles City
217	Courthouse Rd (VA 155)	Intersection	at Ruthville Rd (VA 612)	Modification	\$1,500	Charles City
222	Adkins Rd (VA 618)	Bridge Approach	at Gunns Run	Rehabilitation	\$500	Charles City
223	Adkins Rd (VA 618)	Bridge Approach	at Gunns Run	Rehabilitation	\$500	Charles City
226	Barnetts Rd (VA 609)	Intersection	CSX Railroad	Modification	\$1,500	Charles City
227	Barnetts Rd (VA 609)	Lott Cary Rd (VA 602)	Old Union Rd (VA 603)	Reconstruction	\$1,400	Charles City
229	Lott Cary Rd (VA 602)	Courthouse Rd (VA 155)	0.8 mi E. Adkins Rd (VA 618)	Reconstruction	\$3,600	Charles City
231	Wayside Rd (VA 607)	Barnetts Rd (VA 609)	Stagg Run Rd (VA 642)	Reconstruction	\$1,600	Charles City
232	Virginia Capital Trail	Chickahominy River	Long Bridge Rd	Phase 1 (Widen VA 5 3 ft each side)	\$15,000	Charles City
251	I-95	over unnamed road and Falling Creek		Bridge rehabilitation	\$254	Chesterfield
252	Chippinham Pkwy (VA 150)	Powhite Pkwy (VA 76)	0.9 mi east of Hull Street Rd (US 360)	Widen from 4 to 6 lanes	\$11,512	Chesterfield
253	Chippinham Pkwy (VA 150)	0.9 mi south of Hull Street Rd (US 360)	Jefferson Davis Highway (US 1)	Widen from 4 to 6 lanes	\$24,251	Chesterfield
254	Chippinham Pkwy (VA 150)	0.2 mi north of Hopkins Rd (VA 637)	0.5 mi south of Iron Bridge Rd (VA 10)	Soundwall	\$353	Chesterfield
263	Bailey Bridge Rd (VA 654)	1.6 km south of Claypoint Rd (VA 651)	Claypoint Rd (VA 651)	Reconstruction	\$7,718	Chesterfield

Figure 14-2 (continued)

Map Label	Project Location	From	To	Improvement Type	Balance in Constrained Plan (x 1,000)	Jurisdiction
267	Dundas Rd. (VA 641)	Interchange at Sirahtmore Rd (VA 1607)		Intersection improvement	\$489	Chesterfield
271	Jefferson Davis Hwy. (US 17301)	Bridge over CSX railroad		Bridge replacement and extend left turn lanes	\$10,662	Chesterfield
274	Newby's Bridge Rd. (VA 649)	0.1 mi south Dortonway (VA 2767)	0.1 mi north Dortonway (VA 2767)	widen pmvt, shoulders, horizontal alignment	\$0	Chesterfield
275	Newby's Bridge Rd (VA 649)	Walmsley Blvd (VA 647)	Falling Creek	widen pmvt, shoulders, horizontal alignment	\$12,310	Chesterfield
283						
284	Chester Road (VA 145)	at Kingsdale Rd (VA 1495)		construct turn lanes and signal	\$2,088	Chesterfield
285	Salem Church Rd. (VA 642)	Beulah Rd. (VA 641)	Kingsland Rd. (VA 611)	Reconstruction	\$1,878	Chesterfield
321	Beulah Rd (VA 641)	Salem Church Rd (VA 642)	Hopkins Rd (VA 637)	Reconstruction	\$3,320	Chesterfield
336	Newby's Bridge Rd (VA 649)	Hagood Rd	Falling Creek	widen pmvt, shoulders, horizontal alignment	\$9,337	Chesterfield
351	Turner Rd (VA 650)	Walmsley Blvd (VA 647)	Belmont Rd (VA 651)	Widen to 4 Lanes	\$9,430	Chesterfield
472	N/S Freeway	E/W Freeway	I-85	PE and ROW	\$1,000	Chesterfield
653	Broad St. (US 250)	at Glenside Dr. (VA 356)		Right turn lane	\$59	Henrico
656	I-64	0.7 mi west of Airport Dr.	0.6 mi east of I-295	Widen to 6 Lanes	\$6,809	Henrico
657	I-64	Bridge over Acca Yards		bridge widening/superstructure replacement	\$3,053	Henrico
658	I-64	at Glenside Dr.		extend NB turn lane	\$762	Henrico
660	Anoka Road	at Skipwith Rd		reconstruct intersection & install signal	\$0	Henrico
662	Hungary Spring Rd. (VA 7679)	W. Broad St. (US 250)	Staples Mill Rd. (US 33)	Widen to 4 Lanes	\$4,354	Henrico
663	Laburnum Ave. (VA 7555)	Richmond C.L.	Carolina Ave.	Widen to 6 Lanes	\$2,688	Henrico
667	Richmond-Henrico Tpke (VA 627)	Azalea Ave.	Harover C.L.	Widen to 4-lane w/ median	\$3,595	Henrico
672	Mechanicsville Tpke (US 360)	Richmond Corporate Limits	0.1 mi east of Neale St.	Intersection improvements & signals	\$2,500	Henrico
679	Masonic Home LarGay Ave	Intersection at Brittle La		Intersection improvement	\$0	Henrico
683	I-64	I-295	New Kent C.L.	6 Lanes on 8-lane I-O-W	\$21,415	Henrico
696	Brook Rd (US 1)	Wilkinson Rd	Richmond C.L.	Add median & left turn lanes	\$21,400	Henrico
723	Staples Mill (US 33)	Bethlehem Rd	Dickens Rd	Add lane EB	\$1,500	Henrico
728	Carolina Ave	Laburnum Ave.	Richmond/Henrico Tpke (VA 627)	Widen to 5 lanes	\$3,675	Henrico
734	Creighton Rd	Richmond C.L.	Laburnum Ave	Widen to 4 lanes	\$4,700	Henrico
735	Dabbs House Rd	Nine Mile Rd (VA 33)	Creighton Rd	Widen to 4 Lanes	\$0	Henrico
754	Parham Rd (VA 73)	at Brook Rd. (US 1)		double left turn lanes EB & WB	\$200	Henrico
771	Cedar Fork Rd	New Cedar Fork Rd.	Laburnum Ave/Harvie Rd	Widen to 4 lanes, new facility and bridge	\$7,000	Henrico
819	Courthouse Rd (VA 155)	Charles City C.L.	New Kent Hwy (VA 249)	Bicycle/Pedestrian shoulders	\$800	New Kent
906	Bus Transfer Station	Broad St. between 7th and 8th Sts.			\$100	GRTC
937	Multi-modal	Main St. Station Multi-Modal Center	Downtown Richmond		\$24,810	GRTC
961	Park & Ride Facilities (2)	various locations		Construct Park & Ride Facilities	\$6,750	Regionwide
964	Park & Ride (2)	Park & Ride Facilities	I-95 @ Ashland		\$550	GRTC
967	Park & Ride (2)	Park & Ride Facilities	I-95 @ Chippinham Southside		\$550	GRTC
996	Powhite Pkwy (VA 76)	Forest Hill Blvd	Chippinham Pkwy (VA 150)	Widen through toll plaza	\$0	RMA
	Maintenance Facility Project	GRTC Maintenance Facility			\$33,431	GRTC
	Downtown Transit Center	Downtown Transit Center Construction			\$1,494	Richmond
	Downtown Transit Center - short term				\$0	Richmond
	Electric Streetcar Study				\$45	Richmond
	Hull Street Passenger Station	Hull Street Station		Station Rehab. Into Museum	\$529	Richmond
	Main Street Station Capital Funds				\$873	Richmond
	Main Street Station Operations				\$3,046	Richmond
	GRTC operating funds				\$8,400	Richmond
	Main Street Station operating funds				\$11,737	Richmond
	Reg. Bus Service	Replacement Buses	NA		\$49,025	GRTC
	Reg. Bus Service	Replacement Paratransit Vehicles	NA		\$8,000	GRTC
	Reg. Bus Service	Surveillance Cameras	NA		\$550	GRTC
	Reg. Bus Service	ADA	NA		\$20,000	GRTC
	Multi-modal	Main St. Station Super Stop	Main St. Station		\$22	GRTC

Figure 14-2 (continued)

Map Label	Project Location	From	To	Improvement Type	Balance in Constrained Plan (x 1,000)	Jurisdiction
	Multi-modal	Transfer Station	CBD		\$6,000	GRTC
	Paratransit Coordination	N/A			\$55	GRTC
	Light Rail Transit				\$30,000	Regionwide
Total Expenditures in Target Area					\$792,949	