

**Applicant Information**

Organization: Richmond Regional Planning District Commission (PlanRVA)

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**Type of Application:** Lead applicant for a coalition

**Coalition Members:** Central Virginia Transportation Authority (CVTA); City of Petersburg, VA

**Funding Requested:** \$187,888,042

**Application Title:** Fall Line: Decarbonizing Richmond's Commute

**Brief Description of GHG Measures:** Fall Line is the north-south regional spine of a planned regional trails network. The Trail will run approximately 43 miles, connecting Ashland to Petersburg, Virginia. This grant will support engineering and construction of four remaining sections of the Fall Line and two connection projects: A) the first major spur trail in Henrico County, and B) a connection between the terminus of the Fall Line in Petersburg to the Appomattox River Trail network and the activity center of Old Town Petersburg. This grant will also provide for wayfinding signage and necessary road diets along two urban sections. In general, Fall Line is a continuous route with segments that are either a 10 ft. wide shared-use path or protected cycle tracks.

**Sector(s):** Transportation

**Expected Total Cumulative GHG Emission Reductions:**

2025 – 2030	2025 - 2050
832.89 T CO <sub>2</sub> e	25,747.49 T CO <sub>2</sub> e

**Location(s):** Richmond, VA; Chesterfield County, VA; Henrico County, VA; Petersburg, VA.

**Applicable PCAP Reference(s):**

RICHMOND, VA METROPOLITAN STATISTICAL AREA PRIORITY CLIMATE ACTION PLAN

Lead organization: PlanRVA

<https://www.climate-resilientrva.org/about-1>

**PCAP Measure 3:** Provide and promote new and expanded opportunities to reduce vehicle miles traveled through micromobility options and connected multimodal infrastructure.  
(see pages 29-32)

## 1. OVERALL PROJECT SUMMARY AND APPROACH

### A. Description of GHG Reduction Measure

A fall line is a geographic area where an upland region meets a coastal plain, marked by a change in bedrock type and a drop in elevation that usually creates waterfalls or rapids in rivers that cross it. Virginia is home to a 900-mile fall line where the Piedmont plateau and Atlantic Coastal Plain meet along the East Coast. The capital city, Richmond, is built around the point where the fall line intersects the James River, gifting the city with the iconic rapids and river scenery for which the region has become known. The urban rapids mark the end of tidal influence on the James River and the farthest point ships could reach from the Atlantic Ocean historically.

The waterpower from the major rivers attracted factories and mills in the pre- and early- Industrial Revolution days. Communities grew around these industries, forming major cities that follow this defining natural landscape. Today, the communities along the geographic fall line have come together to plan a transformative and ambitious trail network braiding together seven jurisdictions. In approbation of the geography that shaped our region's history, the spine of this trail system has been dubbed Fall Line.

Fall Line is the primary north-south regional spine of a planned regional trails network and when complete will run approximately 43 miles, connecting Ashland to Petersburg, Virginia. A corridor study was completed in 2020 and the region has fully embraced the project vision. The Fall Line will be an all-ages, all-abilities trail, serving commuters and children on their way to work and school, connecting commuters to public transportation, and serving the vibrant cycling hobbyist community. Richmond Regional Planning District Commission (PlanRVA), the seven involved localities, the Central Virginia Transportation Association (CVTA), and other partners have been pursuing all available funding streams to bring the project to fruition. Portions of the trail have already been completed or are under construction. However, there are critical sections that remain unfunded, primarily because they do not fit traditional transportation funding opportunities or are technically difficult to construct in the urban core. Building the spine of the Fall Line trail is essential to connect existing and planned sections and multiply the usefulness and environmental impact of the trail. To bring greenhouse gas reduction and active transportation benefits to all communities along Fall Line in a timely and just manner, PlanRVA and our coalition partners need the once-in-a-lifetime funds that the CPRG Implementation Grants provide.

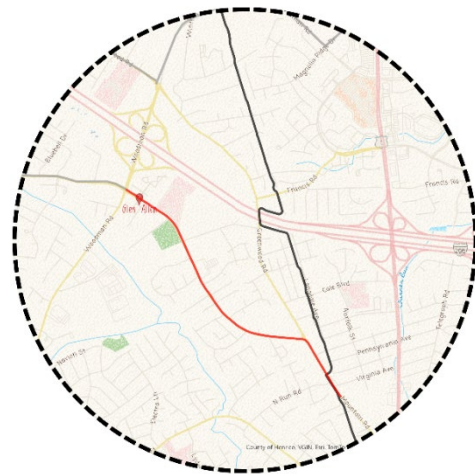
Fall Line and its spur network is pivotal to stimulate transformation toward a decarbonized economy and transportation sector, which is the largest source of climate pollution in the MSA. It will unlock opportunities for even greater emissions reductions in the future, as the region-wide bike/ped network is built out and connected to the Fall Line spine.



Figure 1 Population density by block group. Data from 2020 U.S. Census.

This grant will support engineering and construction of four remaining sections of the Fall Line and two connection projects: A) the first major spur trail in Henrico County, and B) a connection between the terminus of Fall Line in Petersburg to the Appomattox River Trail network and the activity center of Old Town Petersburg. This grant will also provide for wayfinding signage and necessary road diets along two urban sections. In general, Fall Line is a continuous route with segments that are either a 10 ft. wide shared-use path or protected cycle tracks. The following section describes each segment in more detail. A common theme of these remaining segments is their role in reconnecting previously segregated communities.

**Mountain Road Spur** - Henrico County has already constructed most of the Fall Line route within their borders and are ready to begin expanding the project to connect the spine to other existing bike paths and to construct new spurs. The Mountain Road Spur is a 1.5-mile shared use path from Fall Line to Woodman Road in northern Henrico. As part of the county's active transportation network, this spur trail will enhance accessibility to various community destinations. To the west, it will provide direct bike/ped access to the Academy at Virginia Randolph, Glen Allen Softball Complex, and the Virginia Randolph Recreation Area, as well as several churches. To the east, the trail will facilitate active transportation network connections to the Virginia Center Commons and Green City commercial areas. Moreover, the proposed spur trail will facilitate future connectivity to several multi-family and single-family communities, expanding access to a network of alternative modes of transportation with plans to connect more shared use path along the Mountain Road corridor in the future.



*Figure 2 Mountain Road Spur (in red) connects to the Fall Line Trail (in black) in northern Henrico County.*

**Northside Segment** - The Richmond Northside segment runs west through the northside of Richmond from the intersection of 1<sup>st</sup> St. and E Duval St., crosses I-64, and goes north along Chamberlayne Pkwy before turning northwest and continuing along Brook Rd. At the intersection of Brook Rd. and Brookland Pkwy, it turns northwest and terminates at the intersection of Brookland Pkwy and Bellevue Ave. This section connects the more disadvantaged areas of the community, from the southside and the Gilpin neighborhood, to these generally more privileged areas. Gilpin was once part of the historically Black neighborhood of



Jackson Ward – once called “Black Wallstreet”<sup>1</sup> – which was purposefully divided and segregated by the construction of I-64. Today, Gilpin Court is an area that remains predominately Black-inhabited public housing. The neighborhood is also the historic home to the Shockoe Hill African Burying Ground,

*Figure 3 The Northside Segment (in red) connects two already-funded sections of the Fall Line (in black), traversing many LIDAC census tracts and reconnecting Black neighborhoods once segregated by I-64.*

<sup>1</sup> <https://www.nps.gov/articles/000/jackson-ward-and-its-black-wall-street.htm>

which was once the largest graveyard for enslaved Africans in the nation. This section of the trail crosses over I-64, reconnecting these neighborhoods to each other and to the more prosperous areas of the city.

**Bellemeade Rd/Commerce Rd Segment** – This section runs through southside Richmond, from the intersection of Bellemeade Rd. with Richmond Hwy, north to the intersection of Commerce Rd. and Dectaur St. A historically Black and immigrant community, this neighborhood was divided with the construction of the Richmond-Petersburg Turnpike, a segment of I-95 which removed and segregated historically Black neighborhoods. Since that time, the neighborhoods south of the river have become much more industrial and have been built around the car, driving up needs for car ownership, as well as increasing costs of living and transportation cost burdens in those areas. Planned connections to the James River Branch Trail (a rail-to-trail project underway in 2024), the proposed Goodes Creek Trail, the existing James River Park System trails, and the bicycle network in this corridor will connect multiple parks and neighborhoods to schools, commercial areas, and the robust industrial complex along the Commerce Road corridor.



*Figure 4 This segment (in red) connects already-funded segments of the Fall Line (in black), passing through heavily car-dependent LIDACs in Richmond's southside.*

**Route 1 Gap Fill Section** - This section combines the four remaining unfunded gaps along Route 1. The first two, shown in Figure 5, are consecutive but cross the jurisdictional boundary between Richmond City and Chesterfield County. The second two gaps, shown in Figure 6, are separated by a single block, which received Richmond Regional Transportation Planning Organization (RRTPO) funding for a sidewalk project later upgraded to the Fall Line standard. Filling these unfunded gaps is critical to provide a continuous shared-use path along approximately seven miles of the corridor between Bellemeade Rd. in the north and Galena Ave. in the south. The Route 1 corridor has a history of disinvestment, particularly impacting lower-income residents and non-English speaking immigrant communities. Moreover, the prevalent automobile-centric development exacerbates living costs for locals, while car ownership remains low. In 2020, 30-minute bus service was extended to this area, however, many sections of the corridor lack adequate facilities to safely walk or bike to the bus stops. Filling the funding gaps of this section is an issue of equity. The segment needs to be continuous to be useful to this community and it will for the first time provide safe access to the existing bus infrastructure.



Figure 5 Two consecutive, unfunded gaps (in red) on Rt. 1: A) From Bellemeade Ave. to Walmsley Blvd., and B) from Walmsley Blvd. to Falling Creek Ave.

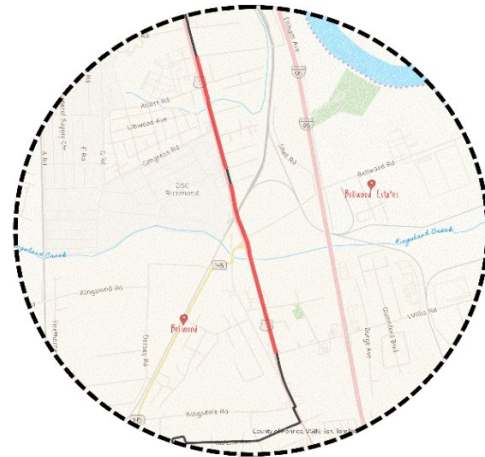


Figure 6 Two unfunded gaps (in red) further south on Rt. 1, from Elliham Ave. to Dwight Av., then from Gettings Ln. to Willis Rd.

**Chesterfield Central Segment** - This segment, shown in figure 7, runs west from the intersection of Galena Ave. and Route 1 to Chester Rd., then south along Chester Road to the historic Seaboard Coast Railroad A-line corridor, which includes the Chester Linear Park. This section connects the village of Chester, a historic rail town that has since become extremely car dependent. Roughly halfway between Richmond City and the Tri-Cities, Chester residents commute to Richmond and other nearby cities for work. Employment centers east of Chester along the Route 10 corridor also have active transportation routes under development planned to connect with Fall Line in the future.

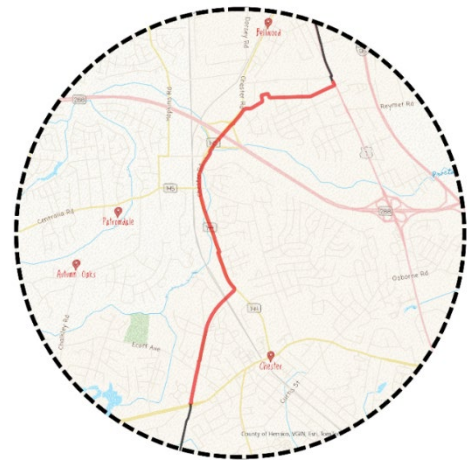


Figure 7 This unfunded gap (in red) passes through residential Chester. This segment must be completed before other active transportation networks stretching to the east can be connected to it.

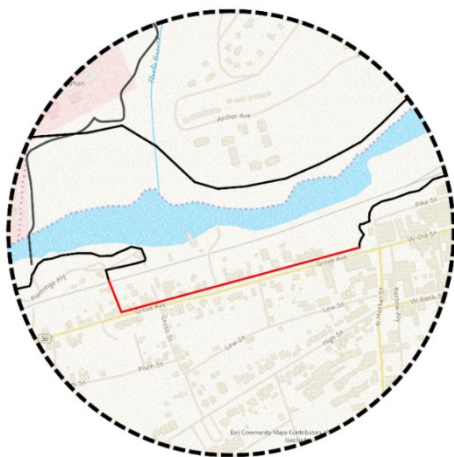


Figure 8 A small but critical gap (in red) will connect the ART (in black, south of the river to the east), to the Fall Line (in black, north of the river).

**Appomattox River Trail Connection** - The Appomattox River Trail (ART) is a 25-mile trail system that passes through three counties and three cities along the State Designated Scenic River in the Tri-Cities Region. The ART will provide an active transportation connection between Colonial Heights, Petersburg, and Hopewell and will link the Tri-Cities to the rest of the Richmond region. This grant will fund an 8-foot-wide shared-use path from Patton Park, the terminus of Fall Line, to N. Market St. along Grove Ave. There are many planned spurs planned for Fall Line, but this one should be prioritized due to the importance of connecting the Tri-Cities with the Richmond

Region – the first active transportation connection between the PlanRVA and Crater PDCs, specifically the activity center of Old Town Petersburg.

### Tasks and Milestones

Since the majority of the Fall Line has already secured funding and construction has begun on some segments, all authority necessary to complete the remaining segments already exists. Pre-existing patterns of partnership and process will be followed, smoothing the way for completion of the segments described in this application. Table 1 below lists the major Tasks and Milestones related to this application and the responsible parties. Because this project spans multiple jurisdictions, localities are responsible for construction of the Fall Line within their own borders, in agreement with overall design principles established in the original 2020 Fall Line study.

Table 1: Tasks and Milestones Summary		
Task/Milestone	Responsible Party(ies)	Description
MOUs signed with Partners	PlanRVA, CVTA, Petersburg	Completed by July 2024
Funds disbursed to Partners	PlanRVA	CVTA and Petersburg will be subawarded the funds necessary to complete segments in their respective jurisdictions.
CVTA signs project agreements with localities	CVTA	CVTA will enter into project agreements with Henrico, City of Richmond, and Chesterfield to complete segments in their respective jurisdictions.
Preliminary design and engineering	Henrico County, Chesterfield County, City of Richmond, City of Petersburg	Localities are responsible for finalizing the design of the remaining gap segments, in congruence with existing Fall Line plans and segments. Petersburg will collaborate with VDOT on the design of the ART connection.
Road Diets	Henrico, City of Richmond	The Mountain Rd. spur and the gap on Commerce Rd. require traffic improvements to make room for the Fall Line and to ensure safety. See details in section 3c and Road Diet attachment
Right-of-Way acquisitions	Henrico County, Chesterfield County, City of Richmond	See section 3c for details
Utility relocations	Henrico County, Chesterfield County, City of Richmond	See section 3c for details
Advertise and award construction contracts	Henrico, Chesterfield, City of Richmond, City of Petersburg	Each locality is responsible for advertising and overseeing contracted work in accordance with DBA, BABA, and the terms and conditions of their project agreements with CVTA.
Wayfinding signs designed and sourced	CVTA, Petersburg, Henrico County, Chesterfield County, City of Richmond	CVTA is developing a unified plan for the design and placement of wayfinding signs. Localities are responsible for execution within their jurisdictions.

### Risks and Risk Management

Any large-scale infrastructure project is subject to various risks that could lead to delays, interruptions, or impact its effectiveness. Some of these risks include:

1. **Funding Shortfalls:** PlanRVA seeks CPRG funding to address the funding shortfalls which are currently putting the integrity of the Fall Line Trail spine and spur network at risk. As these gaps have failed to secure funding from other local, state, and federal sources, this is the primary risk the project faces. Unforeseen macro-economic changes that further inflate the cost of material or labor could again delay completion. As time goes on, prices naturally rise, and there is a real risk that the continually inflating cost could dampen public and political support for the project. If we cannot fund the spine of the trail, the public usefulness and GHG emission reduction impact of existing spurs is significantly reduced.

2. **Public Safety Concerns:** Ensuring the safety of trail users is paramount. Issues such as inadequate signage, poor maintenance, or insufficient security measures could impact the trail's effectiveness and lead to accidents or reduce usage after completion concerns. The Fall Line is intended to enable commuters to choose active transportation options, but if families, walkers, wheelchair users, and women in particular do not feel that they can safely use the trail, it will diminish usage and therefore the magnitude of GHG reductions achieved.

4. **Construction Challenges:** Construction of the trail may face logistical challenges such as difficult terrain, inclement weather, or unexpected geological conditions. These factors could lead to construction delays and increased costs. A delay in construction could hamper the GHG reductions achieved by 2030, but those would be insignificant over the lifetime of the Trail.

3. **Infrastructure Damage:** Natural disasters such as floods, hurricanes, or earthquakes could cause damage to the trail infrastructure, requiring repairs and potentially delaying its completion or reopening. Again, a delay in construction could hamper the GHG reductions achieved by 2030, but those would be insignificant over the lifetime of the Trail.

4. **Political Challenges:** The Fall Line currently enjoys a high level of support from local jurisdictions, regional government entities, the Virginia General Assembly, and state agencies such as the Virginia Department of Transportation. Changes in government leadership or shifts in policy priorities could introduce uncertainty and delays. However, PlanRVA estimates that this risk is low, and we have built strong relationships across the political spectrum in the state, as has CVTA.

To mitigate these risks, PlanRVA and CVTA will employ proactive stakeholder engagement, thorough risk assessments, contingency planning, and effective project oversight. Additionally, ongoing monitoring and evaluation are crucial to identify and address emerging risks promptly. Community engagement—for which PlanRVA has built and nurtures strong relationships—will be critical to ensuring that perceptions of safety are adequately addressed in design considerations.

### **Roles and Responsibilities**

**PlanRVA:** PlanRVA is the Richmond Regional Planning District Commission (PDC) and the Metropolitan Planning Organization (MPO), called the Richmond Regional Transportation Organization (RRTPO) for Central Virginia. We are the convener, planner, and shaper of Central Virginia's future. Our primary focus is to promote regional cooperation and collaboration among each of the region's localities, with the private sector, and with community organizations, to address shared challenges through holistic solutions that sustain our region's continued growth. PlanRVA is a resource for the CVTA (see next heading) through expert planning advice and staff support. Our role in the Fall Line Trail has been to support stakeholder engagement in the design of the Trail and to help secure funding. Through the Richmond Regional Transportation Authority (RRTPO), we have secured federal highway formula funds and pursued other available sources. Going forward, PlanRVA will continue to play our stakeholder coordination role, will subaward CPRG funds to the CVTA and City of Petersburg for project completion, and will manage the EPA grant on behalf of partners. PlanRVA will submit an MOA signed by all coalition members by July 1, 2024.

**CVTA:** The Central Virginia Transportation Authority was established by the 2020 General Assembly of Virginia to generate, pursue, and administer new funding for transportation priorities in the region. The CVTA Board has made completion of the Fall Line a top priority and has allocated funds to the project in

three previous funding cycles (see Demonstration of Funding Need below). CVTA will be responsible for working with the City of Richmond, Henrico, and Chesterfield to ensure construction of the trail in the above-described sections are completed in accordance with federal and state regulations and on the timeline described later in this application.

City of Petersburg: The Fall Line reaches its terminus at Patton Park in Petersburg. Petersburg is part of the Tri-Cities MPO and therefore outside the authority of CVTA and PlanRVA. Petersburg, the Crater PDC to which it belongs, and the Tri-Cities MPO have a strong relationship with PlanRVA and are frequent collaborators. Petersburg has joined the coalition to ensure connectivity between the Fall Line and the Appomattox Regional Trail (ART) to best serve their residents. Petersburg will be responsible for overseeing construction of the ART connection according to agreed-upon design standards and federal and state regulations.

### PCAP Alignment

PlanRVA, representing the Richmond MSA, submitted a Priority Climate Action Plan (PCAP) to EPA on March 1, 2024. Transportation was a major focus of the plan, as it represents the largest source of greenhouse gas emissions in the region. Four out of the seven measures included in the plan addressed the Transportation sector (the other measures addressed Waste and Buildings). The Fall Line project directly aligns with Measure 3 in the Richmond PCAP, which commits the region to “Provide and promote new and expanded opportunities to reduce vehicle miles traveled through micromobility options and connected multimodal infrastructure.” While this measure was not the highest-rated in terms of potential GHG reductions achieved, it is a top priority for the region for several reasons. The other three Transportation measures addressed the carbon cost of motorized on- and off-road transportation, and while improving the emissions from motorized vehicles is extremely important, a mode shift away from vehicular travel is essential and generates more co-benefits— such as improved physical and mental wellbeing and community cohesion—than other Transportation measures.

## B. Demonstration of Funding Need

The original Fall Line study (2020) included a planning-level cost estimate of approximately \$300 million for the entire corridor with a target construction date of fiscal year 2027. As projects along the corridor have progressed through design, the region has gained additional insight into the complexity of certain portions of the trail. Rapid inflation in the transportation construction industry resulting from the COVID-19 pandemic has also affected the project cost. The current estimate for the entire trail is approximately \$486 million.

CPRG funds are necessary to fill remaining funding gaps in the Fall Line project. The coalition partners have already fully leveraged other sources of public funding. The Richmond region has invested heavily in this critical regional connection. Beginning in 2021, CVTA made the first commitment to the trail with an investment of \$104 million. Since that time, Fall Line has received dedicated funding from Virginia’s Commonwealth Transportation Board (CTB), Congressionally directed Community Project Funding sponsored by Senators Kaine and Warner, federal highway formula funds from the state Department of Transportation and Richmond Regional Transportation Planning Organization (RRTPO), and significant local government investment. The CVTA has allocated additional funds in 2022 and 2024. In total, the region has invested over \$270 million, which covers two thirds of the overall trail length.

The remaining sections of the trail are the most difficult to fund through traditional transportation programs as they represent the most complex urban projects through downtown Richmond, small but vital connections between funded sections along US-1, and the most rural remaining section. In various combinations, these remaining projects have unsuccessfully competed for funding from the CVTA, the RRTPO, the CTB, as well as discretionary highway grants like the RAISE program. PlanRVA hopes to apply for the Federal Highway Administration Active Transportation Infrastructure Investment Program (ATIIP) for additional funding, however, only \$45 million is available, in total, with 30% of that set aside for trail spine construction. This could be supplemental but would not address the total need for Fall Line completion.

The Appomattox River Trail (ART) in Petersburg has undergone a similar patchwork funding process. The developing trail network has several completed sections, a few partially funded and fully funded, and a few more that remain unfunded. Sections in Petersburg are funded by the Congestion Mitigation and Air Quality (CMAQ) Improvement Program (\$789,000, for work scheduled to be completed in FY27), as well as SMART SCALE transportation funding.<sup>2</sup> Petersburg and FOLAR are actively pursuing additional opportunities to expand ART funding and right-of-way for the trail system. Petersburg submitted a \$3 M Congressional Funding Request for 2 miles of ART and renovation at Ferndale Park (located in Dinwiddie) and will submit a \$6 M request for Outdoor Recreation Legacy Partnership funding at Patton Park for renovations, where Fall Line will intersect with the ART. FOLAR submitted a Virginia Outdoors Foundation Preservation Trust Fund grant to finish acquiring private property in Patton Park. These funding efforts are supported by local stakeholders like Dominion Energy, which is a major landowner that is willing to allow trail access through a lease agreement with localities.



Figure 9 1 Job density by block group within two miles of the Fall Line. Data from 2019 US Census Longitudinal Employer Household Dynamics (LEHD).

### C. Transformative Impact

The Fall Line project represents a groundbreaking initiative poised to revolutionize regional connectivity and community well-being across the Richmond area. Unlike many metropolitan regions of similar size, our community currently lacks a comprehensive bike trail system. Fall Line will connect existing trail systems in the greater Richmond region, multiplying their social impact and their greenhouse gas

<sup>2</sup> Sections from the Patton Park parking lot and 0.3 miles ART connection to FLT, Peter Jones to MLK Bridge, MLK Bridge to I95.

reduction potential. It will model an integrative strategy for urban planning norms for the region, extend access to lower-income communities, and encourage future active transportation networks. With the implementation of Fall Line, spanning over 40 miles and traversing seven jurisdictions, we are embarking on a transformative journey towards a more inclusive, sustainable, and healthier future.

The Fall Line is already reshaping development patterns. Richmond is an extremely fast-growing area and has entered an era of redevelopment and densification. Our regional commitment to completion of the trail and future spur network sets regional precedent for integrating alternative modes of transportation into urban planning. Projects like the Richmond Diamond District – a 67-acre site in downtown Richmond that the city is redeveloping into a mixed-use, mixed-income entertainment destination—exemplify this shift towards Trail Oriented Development (TrOD)<sup>3</sup>, where design principles prioritize and maximize trail use. By aligning urban revitalization efforts with the expansion of the Fall Line Trail, we can create vibrant, sustainable communities that promote active lifestyles and reduce reliance on carbon-intensive transportation methods.

One of the most profound impacts of Fall Line is its ability to bridge socio-economic disparities by connecting some of the most disadvantaged areas in the region. In these communities, where car ownership rates are low and reliance on active transportation is high, the trail will serve as a lifeline, providing safe and accessible routes for individuals to access vital resources such as employment, education, healthcare, and public transportation routes. By breaking down barriers to mobility, Fall Line empowers individuals and families to thrive, regardless of their socio-economic status.

As a North-South artery linking recreation areas, urban hubs, and residential neighborhoods, Fall Line becomes more than just a pathway—it becomes a catalyst for holistic community development. By facilitating greater access to recreational opportunities, promoting active lifestyles, and fostering social cohesion, the trail enhances the quality of life for residents across the entire region. Additionally, its strategic alignment with existing and planned spur trails not only enhances connectivity but also lays the groundwork for future expansion, creating a ripple effect that will further expand the active transportation network and amplify the trail's social and environmental impact. The project is the foundation piece of a scalable, long-term mode shift in central Virginia.

The Richmond metro region is dedicated to expanding active transportation. The region remains extremely car-dependent, even when compared to other U.S. metro regions of similar size. Fall Line is not just a trail;

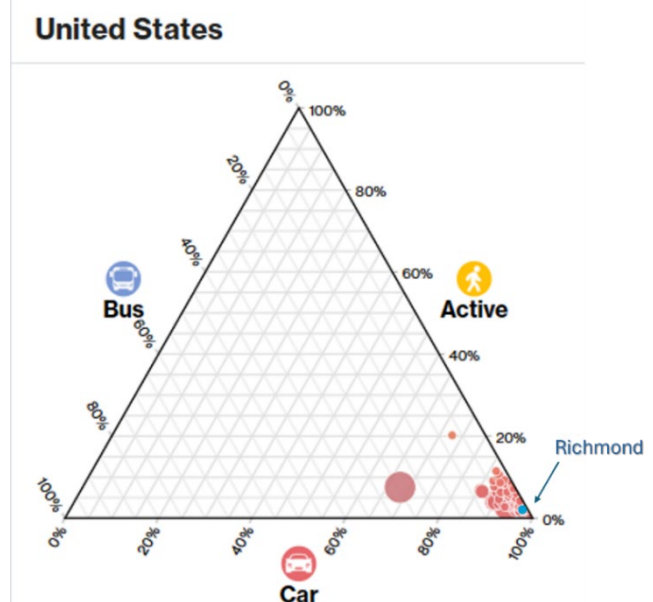


Figure 10 2 Richmond Urban Mobility-2019, Cities Moving (<https://vis.csh.ac.at/citiesmoving/>). According to Complexity Science Hub, only 2% of kilometers traveled in Richmond are through active mobility, and only 1% are by public transportation.

<sup>3</sup><https://www.nar.realtor/blogs/spaces-to-places/transit-oriented-development-to-trail-oriented-development>

it is an active-transportation multiplier. To successfully shift our transportation modality further towards the center of the Urban Mobility ternary diagram (figure 10), Fall Line is absolutely necessary.

## 2. IMPACT OF GHG REDUCTION MEASURES

While the immediate emissions reductions resulting from Fall Line project may appear modest compared to other types of transportation measures, we strongly advocate for EPA to fund it based on its enduring and assured long-term benefits.

Table 2: Impact of the Fall Line Trail Gap Segments	
GHG Reductions 2025-2030	832 MT CO <sub>2</sub> e
GHG Reductions 2025-2050	25,747 MT CO <sub>2</sub> e
Cost Effectiveness by 2030	\$225,639.69/MT CO <sub>2</sub> e
Cost Effectiveness by 2050	\$7,297.33/MT CO <sub>2</sub> e

Unlike certain infrastructure projects that may yield temporary reductions or require expensive maintenance and updating as clean transportation technology evolves, the establishment of Fall Line will contribute to sustained emissions mitigation over its exceptional operational lifespan. By promoting active transportation and reducing reliance on fossil fuel-powered vehicles, the trail will facilitate a shift towards more sustainable modes of commuting and recreation. Importantly, the emissions reductions achieved through increased biking and walking along the trail will be consistent and reliable, offering a dependable pathway to achieving long-term climate goals. Creating this central spine trail will facilitate future spur development, expanding the active transportation network across the region. Fall Line represents an investment in resilient infrastructure that will continue to yield emissions reductions far into the future, making it a prudent and impactful use of EPA funding resources.

Estimating greenhouse gas emissions reductions from active infrastructure projects is extremely difficult, unlike for motorized traffic, as there are few accepted conventions for estimating future demand or use, especially in areas without pre-existing biking routes from which to extrapolate.

To estimate trail use and the shift from motorized to active travel, the Average Annual Daily Traffic (AADT) for each road segment adjacent or parallel to the trail segments included in this application was calculated using Virginia Department of Transportation (VDOT) data. The active transportation mode share was calculated based on the jurisdictional average mode of commute to work from the 2022 American Community Survey (ACS) 5-Year data. Consistent with a literature review conducted by the California Air Resources Board (CARB), the active transportation mode was assumed to double with the construction of a new facility. Estimates of emissions reduction potential were calculated using the USDOT CMAQ Toolkit which derives emissions reductions and warming potential from EPA's MOVES model. A full discussion of the methodology and approach to estimating trail usage and the expected impact to motorized travel is included in the Technical Appendix.

With a conservative opening year of 2029 for all segments, these investments are expected to provide a direct reduction of **832 metric tons of CO<sub>2</sub>e emissions by 2030**, or \$225,639.69 per metric ton. While the cost of direct emissions reduction seems high, these investments will complete the 43-mile Fall Line trail. The Fall Line parallels the US-1 and I-95 corridor. US-1 averages nearly 18,900 vehicle trips per day between Ashland and Petersburg. Using a similar methodology, the Fall Line is expected to enable more than **600,000 active transportation commutes** per year in addition to significantly higher recreational use.

As noted above, these reductions are durable and will continue to support an expanded regional active transportation network. Usage of the Fall Line and spur trails is expected to grow by approximately 6%

per year, nearly doubling by 2040 based on the experience of the Virginia Capital Trail (the only other major trail facility in the region) and the Razorback Greenway in Bentonville, Arkansas, a comparable trail that has been a model for the Fall Line. This will result in over **1.16 million active transportation commutes** along the trail. By 2050, the segments funded by the grant will directly reduce **25,747 metric tons of CO<sub>2</sub>e emissions**.

Beyond the quantifiable emissions reduction of the CPRG-requested segments, the Fall Line is the linchpin of a spines-and-spurs strategy that aims to connect activity centers around the region with a comprehensive trails network. As shown by the two spurs included in this application, this investment will be a catalyst toward more active transportation investment and a broader shift toward a sustainable transportation system. Given the exceptional lifespan of trails and the anticipated future spur development, an investment in Fall Line will only increase in value to the region, becoming more cost-effective as time goes on.

### 3. ENVIRONMENTAL RESULTS – OUTPUTS, OUTCOMES, AND PERFORMANCE MEASURES

#### A. Expected Outputs and Outcomes

##### *Outputs:*

**Trail Infrastructure Development:** Fall Line project will result in the creation of a comprehensive trail infrastructure spanning approximately 43 miles, connecting Ashland to Petersburg, Virginia. This grant will fill funding gaps for critical segments (described in Section 1a) that have not been able to otherwise secure funding because of their unique construction complexity. This grant will directly result in the following:

- 16.5 miles new paved shared use pathway
- 302 wayfinding signs
- Traffic calming and safety improvements on Commerce Rd. and Mountain Rd. (See road diet plans in Road Diet Graphics attachment).
- Pedestrian access to 16 bus stops on Rt. 1 corridor. These stops are already in service but have no sidewalks or other pedestrian facilities.

Sign Type	Count
Trailhead/Parking (Type T1)	2
Urban/Parking Meter (Type U/P)	28
Pedestrian Trailhead (Type T2)	17
Pedestrian Directional - On Street (Type P1)	44
Pedestrian Directional - Off Street (Type P2)	56
Mile Marker (Type M)	85
Warning (Type W)	70

*Table 3 Wayfinding signs to be directly funded by this application.*

##### *Outcomes:*

The Fall Line Trail as a whole, and the gaps contained in this application in particular, serves almost exclusively LIDACs, as shown in Section 4a, Figure 11. *It should therefore be understood that the outcomes described below flow primarily to LIDACs.* See the Areas Spreadsheet attachment for a list of block groups impacts.

**Reduced Air Pollution:** The segments of the Fall Line funded by this project are expected to be complete by 2029. By 2030, these sections alone are estimated to save 832 MT CO<sub>2</sub>e. By 2050, avoided emissions are estimated to be 25,757 MT CO<sub>2</sub>e. The Fall Line intends to convert vehicle miles traveled to active transportation miles. Therefore, the avoided climate pollutants are primarily CO<sub>2</sub> and NO<sub>2</sub>, which are produced by internal combustion engine (ICE) vehicles. The continuity of the trail is essential for the Fall Line as a whole to achieve the estimated emissions reductions expected, which are multitudes larger than the sections addressed in this application.

**Table 4: GHG Reduction Outcomes**

GHG Reductions 2025-2030	832 MT CO <sub>2</sub> e
GHG Reductions 2025-2050	25,747 MT CO <sub>2</sub> e

**Reduced Vehicle Miles Traveled:** The Fall Line is intended to precipitate a mode-shift away from single-occupancy vehicle travel towards active transportation. These segments will connect residents to many destinations, including community services, schools, and job centers. We expect to see an increase in the number of trips taken by active transportation in areas with completed Fall Line Trail access.

**Improved Safety:** Safe pedestrian access to 16 bus stops along the US-1 corridor where service has been recently extended. Safer access is expected to increase ridership.

**Increased Trail Utilization:** As Fall Line becomes fully operational, we anticipate a significant increase in trail utilization by residents and visitors for recreational, commuting, and leisure purposes. This heightened usage will reflect the trail's success in meeting the diverse needs and preferences of the surrounding communities, thereby validating its role as a vital regional asset. Future spurs are already being planned and built, which will multiply the Fall Line's reach and access even further.

**Economic Opportunities:** The establishment of Fall Line will stimulate economic development along its corridor, as increased foot traffic and visitors are anticipated to boost local businesses, tourism, and recreational services. Additionally, the project will generate employment opportunities related to trail construction, maintenance, and associated industries, contributing to the economic vitality of the region.

**Enhanced Connectivity:** By providing a seamless connection between Ashland and Petersburg, Fall Line will enhance regional connectivity, promoting accessibility and facilitating active transportation options for residents and visitors alike. This improved connectivity will encourage greater social interaction, cultural exchange, and community cohesion across diverse neighborhoods and jurisdictions. In addition, users of the East Coast Greenway<sup>4</sup> will have access to the Fall Line Trail.

ECG is an active transportation route stretching 3,000 miles from Maine to Florida. Approximately 60 miles of the spine route run through the Richmond Region between Hanover County and the City of Petersburg, traversing five localities of the Richmond MPO. An additional 52 miles of the ECG Coastal Route connects along the Virginia Capital Trail, which will meet Fall Line in downtown Richmond and connect to the Williamsburg region. Fall Line is expected to become the designated route for the ECG as it connects through the Richmond Region. The ECG prefers to designate shared use paths, protected

<sup>4</sup> <https://greenway.org>

bicycle lanes, and ADA-accessible paths for trail routing. Northern portions of Fall Line would also be a logical reroute for U.S. Bicycle Route 1 as the signed routes pass through the region.<sup>5</sup>

**Social Equity and Inclusion:** Fall Line will play a pivotal role in promoting social equity and inclusion by providing equitable access to recreational opportunities for residents from all walks of life, including those residing in disadvantaged areas with limited access to transportation and recreational amenities and those with mobility disabilities. This inclusive approach will foster a sense of belonging and community pride among diverse populations, promoting social cohesion and resilience.

**Health and Well-being:** The availability of a safe and accessible recreational trail will promote physical activity and outdoor recreation opportunities, thereby improving public health outcomes and quality of life for residents. Increased usage of the trail for walking, cycling, and other forms of exercise will contribute to reduced rates of sedentary behavior, obesity, and associated chronic diseases, fostering a healthier populace.

**Long-Term Sustainability:** As a catalyst for sustainable development and placemaking, Fall Line will contribute to the long-term resilience and vitality of the region by promoting principles of smart growth, green infrastructure, and active transportation planning. By nurturing a culture of sustainability and stewardship, the trail will lay the groundwork for a more resilient, inclusive, and vibrant future for generations to come.

## B. Performance Measures and Plan

**Reduced Air Pollution** – PlanRVA will submit to EPA a Status Report on our Comprehensive Action Plan in 2027. This will include updated GHG emissions inventory data. Several organizations including local universities, DEQ, and localities are working to improve air quality monitoring in the Richmond region. PlanRVA will work with our community partners to monitor air quality along the Fall Line with as much detail as feasible. Already, several publicly- and privately-operated AQ monitoring stations exist along the Fall Line route, from which longitudinal AQ data can be tracked.<sup>6,7</sup>

**Reduced Vehicle Miles Traveled** – RRTPO tracks vehicle miles traveled using Annual Average Daily Traffic (AADT) data, and will count bike trips on Fall Line as well. This data will be used in the calculation for the emissions inventory for the Comprehensive Action Plan, submitted to EPA in 2027. PlanRVA will also include this data as one of our regional performance indicators, housed in a GIS dashboard on our website.<sup>8</sup>

**Improved Safety** – The RRTPO tracks pedestrian and cycling casualties and fatalities in the region. RRTPO will continue to track safety incidences along the Fall Line year by year. The data for each year is tracked, updated annually, and published to the PlanRVA bicycle and pedestrian plan website.<sup>9</sup>

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<sup>5</sup> <https://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/>

<sup>6</sup> <https://www.deq.virginia.gov/our-programs/air/monitoring-assessments/air-quality-forecast>

<sup>7</sup> <https://www.iqair.com/us/air-quality-map/usa/virginia/richmond>

<sup>8</sup> <https://geohub-planrva.hub.arcgis.com/>

<sup>9</sup> <http://bikepedrva.org>

**Increased Trail Utilization** – PlanRVA collaborates with regional partners, including the Virginia Department of Transportation (VDOT), in the development of safe and connected bicycle and pedestrian networks. Since 2015, PlanRVA has offered our regional partners the free use of bicycle and pedestrian counters to help create a data baseline that can help provide insight into the value of regional bicycle and pedestrian mobility. In conjunction with VDOT and our regional localities and advocacy partners, PlanRVA plans to install trail counters along Fall Line to help track usage of the trail and its spurs. The preferred locations and number of the counters has not been determined, but the goal is to produce permanent, separate counts of bicyclists and pedestrians throughout a 24-hour cycle. The counts will help measure the impact of Fall Line on the transportation network and areas of most significant usage. The expectation is that VDOT will continue to house the traffic counters, as it currently does for most statewide trails.<sup>10</sup>

**Economic Opportunities** – An economic study will be conducted to measure the impact of the Fall Line, including job growth and types of jobs created by the implementation of the trail. Examples include but are not limited to bike rental/repair, cycling tours, food and lodging, etc. This economic study will likely mirror a similar study conducted on behalf of the Virginia Capital Trail in 2019, in collaboration with The University of Richmond.<sup>11</sup>

**Enhanced Connectivity** – Enhanced connectivity will be evident by the number of spur trails localities plan to connect to the Fall Line Trail by the end of the grant period and by the number of destinations and Economic Activity Centers reachable by active transportation. These values will be tracked and reported in regular grant reporting to EPA.

**Community Engagement Survey** – PlanRVA will develop a survey to track user experience with Fall Line, posting signs with QR code access along the trail, updating the Climate Resilient RVA webpage, and pushing out requests through our community partners, similarly to how we surveyed community members during PCAP development (see section 4b). This will enable us to collect qualitative data about user experience about **Social Equity and Inclusion** and **Health and Well-being**. We will collect information on sense of safety, comfort with amenities, mental and physical health benefits, and desired improvements such as landscaping, wayfinding, or other user experience improvements.

**Long-Term Sustainability** – PlanRVA will use all the data collected from Fall Line to inform our regional planning strategy and the technical support we offer to our localities, partner organizations, and community groups. Our data team tracks regional indicators for upward mobility—demographics, education, economic stability and housing—and maintains a GIS dashboard to house this data.<sup>12</sup>

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<sup>10</sup> <https://data.eco-counter.com/ParcPublic/?id=4161>

<sup>11</sup> <https://www.virginiacapitaltrail.org/s/FINAL-REPORT-Capital-Trail-Economic-Impact-Study-FY2018-19.pdf>

<sup>12</sup> <https://geohub-planrva.hub.arcgis.com/>

## C. Authorities, Implementation Timeline, and Milestones

PlanRVA will subaward all funds to CVTA and the city of Petersburg, which are the responsible parties for implementing each proposed measure. CVTA will coordinate with each locality in its jurisdiction: Chesterfield, Henrico, and Richmond City, on individual timelines for each section.

PlanRVA will coordinate check-ins with CVTA and Petersburg, to ensure that the funds are being distributed in a timely manner, in accordance with the budget table.

Friends of the Lower Appomattox River (FOLAR) will be a crucial partnership in support of Fall Line development and stewardship.

### Project Timeline & Milestones (Oct 2024– Oct 2029)

**July 2024 – Sep 2024** Plan RVA MOU with CVTA and City of Petersburg complete

#### Year 1

**Oct- Dec 2024** Period of Performance Begins  
Partner Kickoff Meeting

**Jan – Mar 2025** Draft subawards for CVTA and City of Petersburg  
Plan RVA Midyear Meeting with Project Partners

**Apr – Jun 2025** Send subawards to partners for review and editing

**July – Sept 2025** Subaward to CVTA and City of Petersburg completed  
Plan RVA Annual Meeting with Project Partners  
Annual grant report to EPA

#### Year 2

**Oct – Dec 2025** Project partners bid contract for project(s) design and engineering

**Jan – Mar 2025** Project partners award contract for project design and engineering  
Plan RVA Midyear Meeting with Project Partners

**Apr – Jun 2025** Project design engineering begins with public engagement

**Jul- Sep 2025** Trail design & public engagement  
Plan RVA Annual Meeting with Project Partners  
Annual grant report to EPA

#### Year 3

**Oct – Dec 2025** Trail design

**Jan – Mar 2026** Trail design  
Plan RVA Midyear Meeting with Project Partners

**April - Jun 2026** Complete trail design, engineering and permitting

**Jul – Sep 2026** Plan RVA Annual Meeting with Project Partners  
Annual grant report to EPA  
Project partners bid contract for trail construction

#### Year 4

**Oct – Dec 2026** Project partners award contract for trail construction

**Jan – Mar 2027** Trail construction commences  
Plan RVA Midyear Meeting with Project Partners

**April - Jun 2027** Trail construction

**Jul – Sep 2027** Trail construction  
Plan RVA Annual Meeting with Project Partners  
Annual grant report to EPA

**Year 5**

**Oct – Dec 2027** Trail construction  
**Jan – Mar 2028** Trail construction  
Plan RVA Midyear Meeting with Project Partners  
**April - Jun 2028** Trail construction  
**Jul – Sep 2028** Final construction inspections  
Plan RVA Annual Meeting with Project Partners  
Annual grant report to EPA

**October 2029** Grant period ends – Plan RVA final grant report

Table 5: Expected Schedule for Project Segment Implementation				
Project Segment	Preliminary Engineering	Right-of-Way & Utility Relocation	Construction	Open Date
Grove Ave (Petersburg)	October 2024	October 2026	October 2027	July 2029
Northside (Richmond)	Underway	October 2024	October 2025	October 2026
Commerce/Bellemeade (Richmond)	Underway	July 2025	July 2027	July 2029
Rte 1 (Richmond)	Underway	April 2025	April 2027	April 2029
Rte 1 Gaps (Chesterfield)	October 2024	July 2026	January 2028	September 2029
Central Section (Chesterfield)	October 2024	July 2026	January 2028	September 2029
Mountain Rd (Henrico)	October 2024	July 2026	January 2028	September 2029

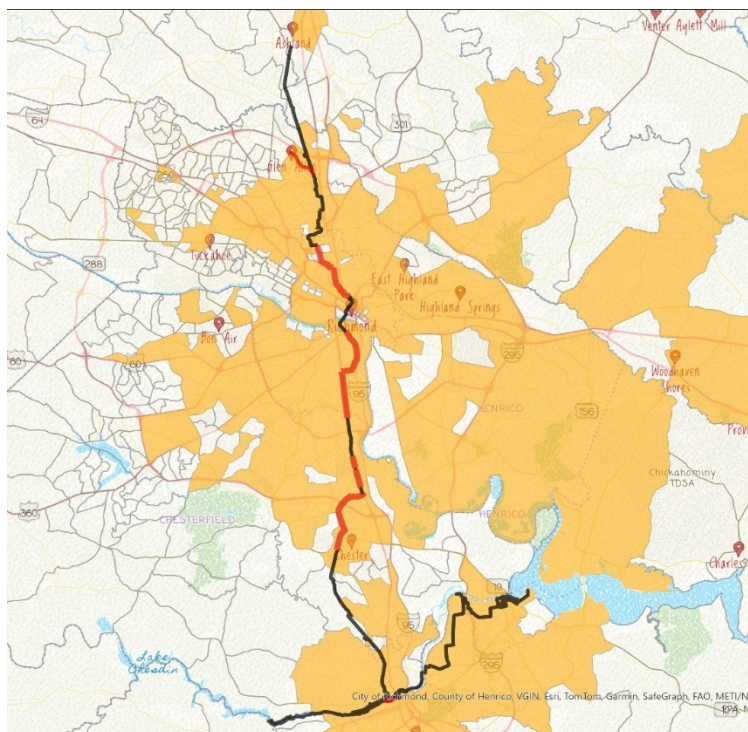
#### 4. LOW-INCOME AND DISADVANTAGED COMMUNITIES

Community Benefits Fall Line connects seven localities in the Richmond metro region. An estimated 340,000 people live within 2 miles of Fall Line, in neighborhoods that range from urban to rural and LIDAC. Fall Line links dense urban areas that offer 150,000+ jobs, healthcare providers, institutions of learning (6 colleges and 95 public schools), and a variety of regional landmarks and cultural sites. It provides access to employment centers like Richmond's Central Business District and will spur economic growth for businesses and communities along its path.<sup>13</sup>

As mentioned above, Fall Line passes through LIDACs almost exclusively (See the Areas Spreadsheet attachment for a full list). Fall Line offers increased mobility and access for these underserved communities. In the performance measures listed above, PlanRVA will track demographics and zip codes in order to assess how many people from LIDACS are using the trail for transportation and recreation.

Fall Line provides increased access to public transportation—GRTC bus lines, Amtrak station, and bikeshare stations—as well as parks, recreation opportunities, and other bike/ped trails like the Capital Trail and the Appomattox River Trail. It follows a similar corridor as Interstate 95 and VA Route 1, offering an active transit alternative for local commuters as well as those seeking exercise and recreation. This is particularly advantageous for households without consistent vehicle access and for LIDACs that are disproportionately dependent on public transportation. It will expand opportunities for individuals that face barriers to employment.

Fall Line offers increased connectivity to institutions of higher learning in the region. It passes through the Virginia Union University campus, near Virginia Commonwealth University, and via the Appomattox River Trail connection, to Virginia State University in Petersburg. VUU and VSU are Historically Black Colleges & Universities (HBCU), and VCU also brings a diverse student body to the region, with high rates of historically minoritized and first-generation students that are less likely to have vehicle access and more likely to work in the community during their enrollment. College students and staff represent



*Figure 11: Richmond MSA EIScreen disadvantaged Census Block Groups with Fall Line and Appomattox River Trails. Areas in yellow are designated LIDACs.*

<sup>13</sup> <https://www.falllineva.org/visionplan>



*Figure 12 Colleges and public schools withing a 10-minute bike ride of Fall Line*

significant opportunity for a cultural mode shift to active transportation. Access to Fall Line will improve their access to academic, professional, and recreational activities, safely.

With rates of traffic injuries and fatalities increasing nationwide, Fall Line offers increased pedestrian and cyclist safety. Passing through dense downtown areas in the City of Richmond, it will provide an increased buffer between traffic and trail users. It will also provide an anticipated reduction of GHG pollution and other hazardous toxins from vehicle emissions, which will improve air quality and health for the entire region. LIDACs historically experience greater impact from pollution and climate risk factors, and thus stand to benefit the most from lower levels of vehicular pollution that the trail will enable.

In Petersburg, Fall Line will connect to the Appomattox River Trail (ART), increasing connectivity in an area that grapples with high obesity rates and a significant portion of households with limited or no access to vehicles. Fall Line provides a free and secure space for exercise and

commuting, thereby addressing critical health concerns and promoting physical activity among residents.

Throughout the region, Fall Line will enable growth of historic tourism and ecotourism and enhanced equity and community health via expanded access to alternative transportation. It will offer opportunities for new green space and community beautification, creating improved sense of place and belonging. It will also begin to address climate change by providing transportation infrastructure that is both environmentally friendly and resilient in the face of climate change and natural disasters.

While a few spurs of Fall Line are already built and in use, their functionality is severely limited by the missing spine of the trail. Completing this portion of the trail will connect outlying sections for a much wider range of access, that will better enable users to substitute active transportation for vehicle transit. Co-benefits include the physical and mental health benefits of outdoor exercise as well as increased access to community events. The full span of the trail will provide the entire region with greater access to public resources for employment, economic development, social capital, exercise, and health and safety. While many of these benefits apply to all communities that will use the trail system, they are

proportionately more crucial for LIDACs, which have suffered the results of historic disinvestment and lack of access. Fall Line is one important step toward increased equity and access across the region.

Community Engagement PlanRVA has a history of building and expanding networks for community engagement, with a focus on advancing racial equity and supporting underserved and LIDAC communities. We prioritize meaningful public involvement in the planning process to incorporate various perspectives, concerns, and priorities from impacted areas. During the PCAP development, PlanRVA conducted significant outreach and engagement with stakeholders and community representatives throughout the greater Richmond MSA with an emphasis on connecting with those communities most impacted by air pollution. See the attached Richmond MSA PCAP for a thorough breakdown of the community engagement process, which includes bi-lingual surveying, collaboration with community-based organizations, media outlets, and local governmental leaders, as well as a community steering committee. This outreach is the foundation on which further Fall Line outreach will be conducted.

The development of the Fall Line Vision Plan in 2023 incorporated feedback from stakeholders across the region. Fourteen workshop meetings were held over three days in Ashland, Richmond, Chesterfield County, and Petersburg. A midweek evening open house also provided an opportunity for additional review of recommendations and feedback from stakeholders across the region.<sup>14</sup> Since the Vision Plan was published, community members have expressed excitement about its completion. In Chesterfield County, the trail is part of the county's Northern Jeff Davis Special Area Plan, adopted in 2018 following a robust public engagement effort. Kevin Carroll, chair of the Chesterfield County Board of Supervisors & and former chair of the CVTA, reports that local "excitement about the Fall Line trail is far greater than you can possibly imagine. The people cannot wait for it to come out of the ground [to] have the opportunity to use it." Voluntary community engagement with CVTA's funding appropriation process indicates high levels of support for a completed Fall Line trail. Out of 146 comments on the CVTA FY2025-2030 Regional Revenue draft funding proposal, 119 expressed support for Fall Line.<sup>15</sup> The greater Richmond community is eager for the rich connectivity and recreational experience that Fall Line will provide.

In Petersburg, community members are just as invested in plans for the Appomattox River Trail and its connection to Fall Line. The 2044 Petersburg Comprehensive Plan draft specifically highlights the FLT as integral to its transportation network and recreational development plans. The city conducted four public workshops to gather input from the community. Three in person workshops were held on January 12, January 19, and January 26, 2023, at the Petersburg Public Library. An additional workshop was held virtually via Zoom on February 27, 2023. There were 42 community members who attended the in-person workshops, and 22 community members who attended the virtual workshop for a total of 64 public workshop participants. Community members, organization representatives, business owners, city department heads, and other regional experts participated in eight roundtable discussion sessions. Each session focused on a separate theme relevant to the Comprehensive Plan. In total, 54 people representing 45 organizations participated in the focus groups. A community survey was available both

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<sup>14</sup> Key stakeholder groups included: Chesterfield County Parks and Recreation, Chesterfield County Transportation, City of Ashland, City of Colonial Heights, City of Petersburg, Community and Robins Foundations, CVTA, Hanover County, Henrico County, Richmond Department of Public Works, Richmond Parks and Recreation, VDOT Richmond District. <https://www.falllineva.org/visionplan>

<sup>15</sup> <https://planrva.org/wp-content/uploads/Public-Comment-Received.pdf>

online and in paper format from November 2022 to February 2023. The survey gathered input about community needs, strengths, concerns, and desires. 374 individuals took the survey, answering questions on topics such as housing, employment, recreation, and economic development. 71.7% of respondents feel there should be more outdoor recreation opportunities, with only 17% of respondents saying that Petersburg feels safe for walking and biking. The most desired recreational uses are trails, improved existing facilities, and indoor recreation. The Petersburg comprehensive plan draft takes these findings into account, prioritizing active transportation funding and pedestrian and bike safety improvements, such as that for the ART and FLT.

The City of Richmond Action Plan, Richmond Connects<sup>16</sup>, designates Fall Line as a priority completion project, as it both addresses public desire and meets an equity need. Extensive public input was involved in the creation of this action plan, and support for Fall Line was one of the most repeated public comments. The plan states that a regional active and public transit priority is to “Close the Gaps: Address accessibility and affordability through recommended equity-centered programming and actions. Building bike lanes and new transit service only matters if it’s affordable and connects to something.” Funding the construction of Fall Line will serve to close gaps in access to other trails and spurs as well as public transportation modes, addressing this key goal of the City of Richmond.

While not all of the community engagement has been broken down by demographic or census tract, it represents a thoughtful approach to soliciting meaningful and actionable input from the localities impacted by Fall Line development. Throughout the design process, Fall Line plans have benefitted greatly from community input. PlanRVA will continue its outreach to solicit actionable input from community members, especially in LIDACs, by partnering with neighborhood and community organizations and leaders to increase the reach of our data collection and feedback solicitation.

## 5. JOB QUALITY

PlanRVA has extensive experience with transportation projects and is compliant with federal regulations for any contractor or subcontractor work. PlanRVA and our coalition partners are fully committed to upholding the standards set forth by the Davis-Bacon Act and the Build America, Buy America (BABA) Act. Under the Davis-Bacon Act, we ensure that all laborers and engineers employed on federally funded or assisted projects are paid prevailing wage rates, including fringe benefits, as determined by the Department of Labor. Additionally, in adherence to the Build America, Buy America (BABA) Act, we prioritize the use of domestically produced materials, components, and products to the maximum extent feasible. By strictly adhering to these regulations, we guarantee fair compensation for workers and promote the utilization of American-made goods, fostering economic growth and stability within our communities while advancing the development of the Fall Line Trail for the benefit of all.

The US Department of Labor has made good jobs and equity for all Americans a cornerstone of the economic recovery. As part of that effort, the department launched the “Good Jobs” initiative in January 2022 to organize and direct federal government tools and resources toward the goal of promoting good jobs for all workers. The principles advance that mission by establishing the groundwork for more concrete strategies to achieve high quality jobs for all workers in our economy, including BIPOC, LGBTQ+,

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<sup>16</sup> <https://rvaconnects.com/near-term-action-plan/>

women, immigrants, veterans, people with disabilities, and workers in rural communities. PlanRVA and our coalition partners, CVTA and City of Petersburg, commit to embody the Good Jobs Principles in our contracts and subawards in the following ways:

1. Local Employment Opportunities: Partners can prioritize hiring local workers and contractors for various aspects of the project, including construction, landscaping, and maintenance. By partnering with local businesses and workforce development organizations, the project can create job opportunities within the community, supporting economic growth and stability.
2. Fair Wages and Benefits: All laborers and engineers will receive fair wages, benefits, and safe working conditions. This includes adhering to prevailing wage standards, providing access to healthcare and retirement benefits, and prioritizing workplace safety measures to protect the well-being of employees.
3. Equitable Hiring Practices: Partners can actively recruit and hire individuals from underrepresented communities, including women, minorities, veterans, and individuals with disabilities, promoting equity and diversity within the workforce.
4. Supporting Small and Minority-Owned Businesses: Partners can prioritize contracting opportunities for small and minority-owned businesses, including disadvantaged business enterprises (DBEs) and minority business enterprises (MBEs). By providing these businesses with access to procurement opportunities and technical assistance, the project can promote economic empowerment and wealth creation within historically marginalized communities.

## 6. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE

### A. Past Performance

**Table 6: PlanRVA Grant Funding Performance**

Project Title	PDC Housing Development Program	Metropolitan Planning Organization Program: Public Law	Metropolitan Planning Organization Program: Section 5303	Watershed Improvement Program	Coastal Resources Management Program
<b>Funding Agency</b>	Virginia Housing	Virginia Department of Transportation (FWHA)	Department of Rail and Public Transit (FTA)	Virginia Department of Environmental Quality	Virginia Department of Environmental Quality
<b>ALN</b>	N/A	20.505	20.505	66.466	11.419
<b>Description</b>	In partnership with Partnership for Housing Affordability, a 3- year award for \$3 million to support promote	The MPO funding includes two funding streams unified to create a comprehensive work program for annual transportation	The MPO funding includes two funding streams unified to create a comprehensive work program	This funding supports water quality planning; Chesapeake Bay watershed protection; flood	Coordination among natural resources agencies, local governments, Tribal governments, and not-for-

	regional strategies for housing development, including: construction of new affordable units; acquisition and rehabilitation of existing vacant units; and adaptive re-use of existing structures to incorporate housing units.	planning. Meet all federal and state funding requirements including compliance with cross cutting federal regulation such as Title VI, ADA, etc.	for annual transportation planning. Meet all federal and state funding requirements including compliance with cross cutting federal regulation such as Title VI, ADA, etc.	protection and prevention; extreme heat mediation.	profit regional organizations with interests in programs and enforceable policies for coastal areas, with an MOU to communicate and coordinate with regard to land conservation, land protection, and economic opportunity issues.
<b>Contact</b>	Mathew Bolster	Sarah Rhodes	Tiffany Dubinsky	Maura Christian	April Bahen

## B. Reporting Requirements

**Table 7: PlanRVA Grant Funding Reporting Performance**

Project Title	PDC Housing Development Program	Metropolitan Planning Organization Program: Public Law	Metropolitan Planning Organization Program: Section 5303	Watershed Improvement Program	Coastal Resources Management Program
<b>Reporting Requirements</b>	Quarterly, in partnership with PHA.	Quarterly and with the closeout of FY2023 awards pending subrecipient reviews underway.	Quarterly and with the closeout of FY2023 awards pending subrecipient reviews underway.	Semi-annually	Quarterly
<b>Completion &amp; timeliness</b>	All reports submitted on time and with clean compliance and performance reviews	All reports submitted on time and with clean compliance and performance reviews	All reports submitted on time and with clean compliance and performance reviews	All reports submitted on time and with clean compliance and performance reviews	All reports submitted on time and with clean compliance and performance reviews
<b>Status</b>	In progress, expires 06/30/2025.	The closeout of FY2023 awards pending	The closeout of FY2023 awards pending subrecipient	Achieved successful project	Achieved successful project

	Remaining in good standing.	subrecipient reviews underway.	reviews underway.	closeout as of 12/31/2023	closeout as of 11/15/2023
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## C. Staff Expertise

**PlanRVA**, the Richmond Regional Planning District Commission, was established in 1969, with the mission of promoting regional cooperation and collaboration between government, private sector, and community organizations to improve the quality of life for citizens. PlanRVA has an exemplary history of facilitating regional collaboration on transportation, environmental, emergency preparedness, and community development planning, project development, and implementation. Staff have significant planning and management experience with projects supporting active transportation and environmental sustainability. Below are key staff responsible for Fall Line work, with full biographies for these and additional personnel the Team Bios attachment. Resumes for key personnel are also attached as optional documents.

### **Myles Busching**, Director of Transportation, PlanRVA

Myles is a leader in transportation policy and administration, with a Masters in Urban Planning and 8 years of experience in transportation planning. Currently serving as the Director of Transportation at PlanRVA in Richmond, VA, he shapes the policy and work program of the Richmond Regional Transportation Planning Organization (RRTPO) through adept cooperation and consensus building with locality staff and elected officials. He manages the short-range transportation planning process which focuses on selecting projects to receive federal transportation funding and ensuring those projects are authorized to move forward toward implementation. He has overseen multi-million-dollar programs, and has expertise in grant administration, capital budgeting, GIS, and transportation planning. His expertise will enable PlanRVA to successfully fund Fall Line development.

### **Nicole Keller**, Resilience Planner, PlanRVA

Nicole is leading the Climate Pollution Reduction Grant (CPRG) planning process for the Richmond MSA, facilitating the community steering committee to the successful submission of the PCAP in March 2024. She has an MS in Biology and a BA in Environmental Studies and Political Science, with expertise in Geographic Information Systems (GIS) and data analysis; grant writing and grant management; climate-smart adaptation planning; and organizational plan development. Highlights from her environmental leadership include: directing the Extreme Heat and Cooling Capacity project (funded in part by VA Department of Forestry) to map and analyze extreme heat and resiliency in the region; leading PlanRVA in the pursuit of SolSmart Designation (Bronze designation achieved in 2023), and serving on the Extreme Weather Taskforce with Homeward. She specializes in crafting innovative strategies that enhance resilience in the face of environmental disruptions, utilizing GIS to analyze ecological patterns, predict climate impacts on human and ecological assets, and formulate actionable solutions. Her environmental planning expertise will be essential in tracking the GHG reduction success of Fall Line.

### **Phil Riggan**, Transportation Planner, PlanRVA

Primarily focusing on active transportation and funding infrastructure projects. Eight years' experience working to build bicycle and pedestrian networks and trails in the Richmond area. Riggan also leads PlanRVA efforts to maintain the GIS databases tracking projects and the active

transportation network for the region, bolstered by the north-south and east-west spine network, which includes Fall Line and the Virginia Capital Trail. Phil has a Masters of Urban Planning (Virginia Commonwealth University 2015) and a BA in Journalism (University of Richmond 1992), and brings experience as a journalist to his coordination of localities. Phil is working with localities to identify and prioritize Fall Line spur trails to best connect neighborhoods, parks, job centers, and other attractions, to the main spine trails.

**Central Virginia Transportation Authority (CVTA):** This Authority was established by the 2020 General Assembly of Virginia to equitably distribute tax funds for priority transportation investments in the region (comprising the counties and cities in Planning District 15). Chet Parsons serves as executive director and works closely with the Richmond Regional Metropolitan Planning Organization (RRTOP) and PlanRVA on transportation planning. With 26 years of transportation planning and leadership, Mr. Parsons provides expert guidance for the CVTA, PlanRVA provides the CVTA with additional planning and staff support.

**Chet Parsons, AICP CTP.** Executive Director, CVTA.

Chet has 26 years of experience as a transportation planner and organizational leader. He has served as the founding Executive Director for the Central Virginia Transportation Authority since 2020, prior to which he was the Director of Transportation for the Richmond Regional Transportation Planning Organization as well as PlanRVA. He has led the development of the Long-Range Transportation Plan, the Transportation Improvement Program, Bicycle pedestrian plan, Regional safety plan, the Annual Unified Planning Work Program, the I-95/RMT/Commerce Corridor Access Study with Port of Virginia Greater RVA Transit Vision Plan. His coordination with FHWA on the RRTPO Certification Review received multiple commendations. This experience speaks to his ability to manage complex transportation projects, facilitating collaboration across the region, which will be necessary to successfully build the Fall Line trail.

**Petersburg:** The city prioritizes economic development, downtown revitalization, community engagement, and infrastructure improvements, working closely with city departments, community stakeholders, and partner organizations to develop comprehensive grant applications. The Virginia Governor's office has established the Partnership for Petersburg to incentivize growth in the region and to make a significant difference in the lives and livelihoods of Petersburg's citizens, as well as the economic health of the city itself. This directive prioritizes health and transportation initiatives that Fall Line will directly contribute to, strengthening the region. Petersburg collaborates with a range of partners, including nonprofit organizations, educational institutions, businesses, and other government agencies (including PlanRVA and the Crater Planning District Commission), to leverage resources and maximize the impact of grant funding. In particular, the Friends of the Lower Appomattox River (FOLAR) facilitates many of these grant requests and will function in a supportive role in the development and implementation of Fall Line. The non-profit Cameron Foundation also helps fund and support the development of the Petersburg area trail system.

**Naomi Siodmok, AICP.** Director of Planning, City of Petersburg, VA.

Since June 2023, Naomi has worked with the City of Petersburg as the Director of Planning and Community Development. She prioritizes listening to community needs and addresses them via text amendments; applying for grant money for transportation efforts like bus stops, safety improvements, and planning and implementation support; and hiring to create a team with the

skills to implement the Comprehensive Plan that will be adopted in the coming months. She has over a decade of experience in the planning field, and is recognized by the American Planning Association as a certified planner. Her expertise will ensure that the City of Petersburg successfully implements funding for the FLT connector and spurs.

**7. BUDGET – See attached budget narrative and spreadsheet**