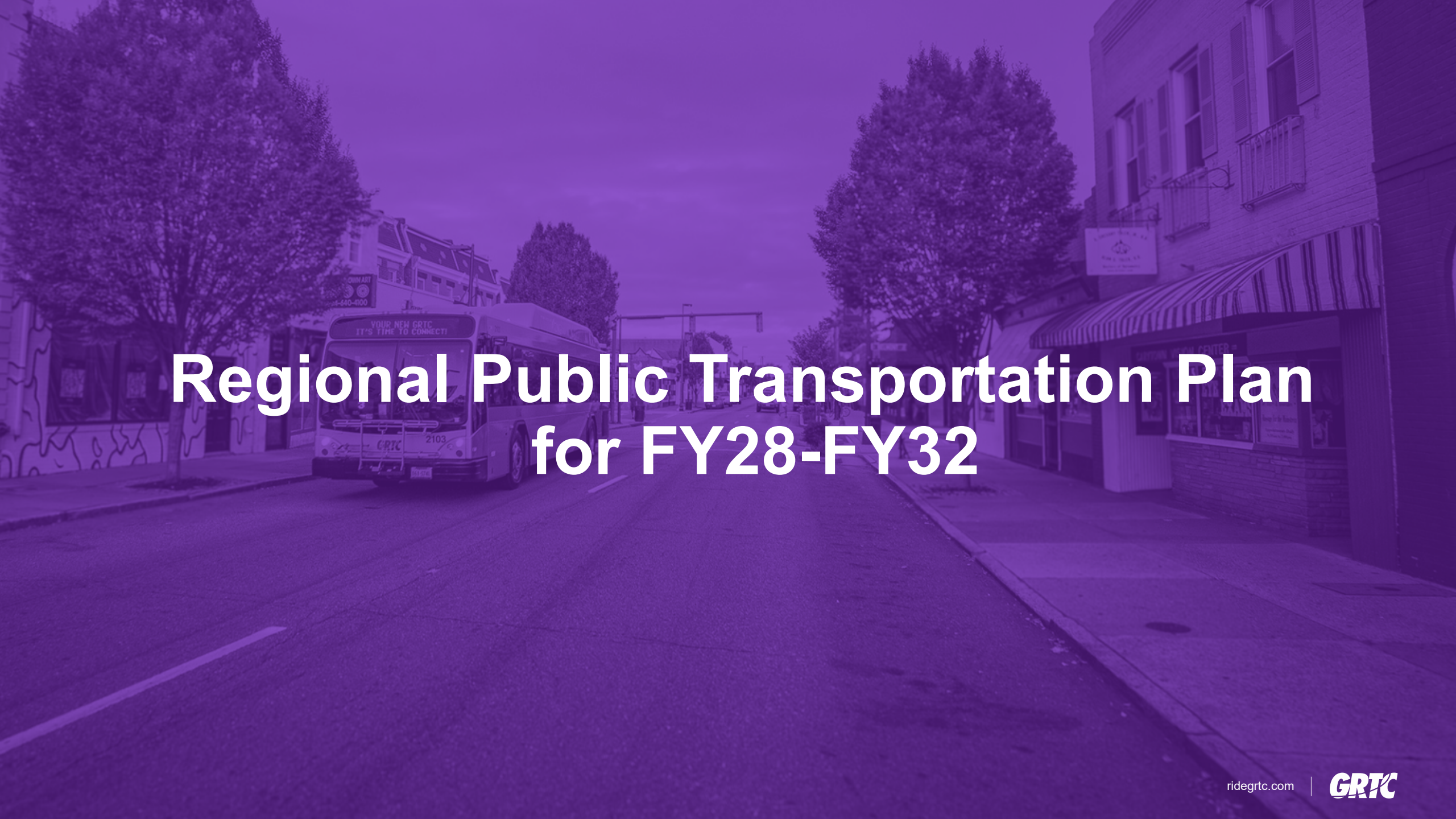


Regional Public Transportation Plan FY28

PlanRVA CTAC Meeting, November 19th, 2026

Tom Bahner, Planning and Scheduling, GRTC



Regional Public Transportation Plan for FY28-FY32



Overview

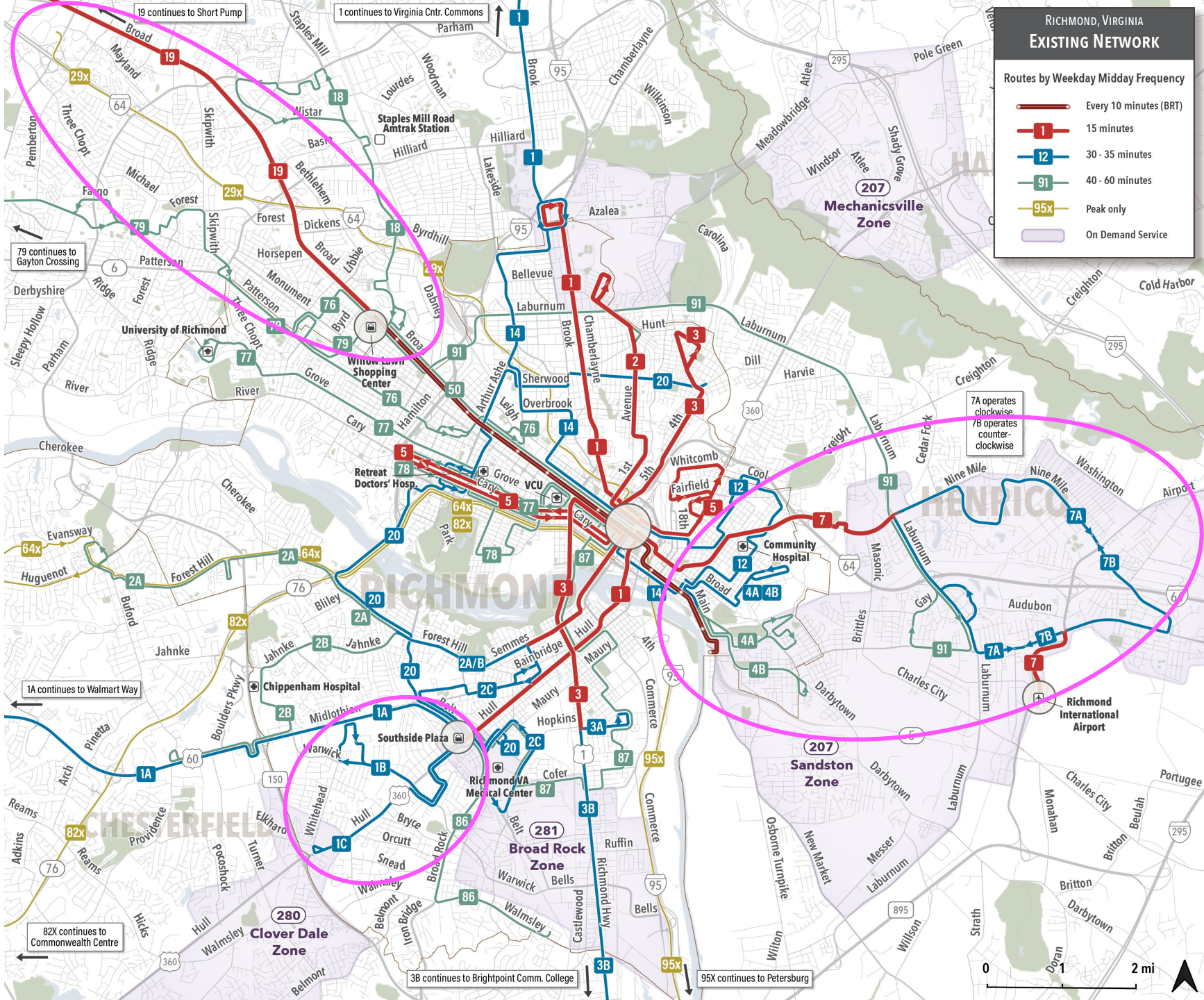
- **Background**
  - State legislation directs GRTC to develop a Regional Public Transportation Plan
  - Collaboration with the Richmond Regional Transportation Planning Organization (RRTPO)
  - Annual requirement, identifying how GRTC plans to spend CVTA funds in the upcoming fiscal years
- **Objectives**
  - Provide an update on service adjustments
  - Summarize jurisdictional priorities
  - Recommend GRTC's Board of Directors approve Regional Public Transportation Plan annually



2021 to 2026

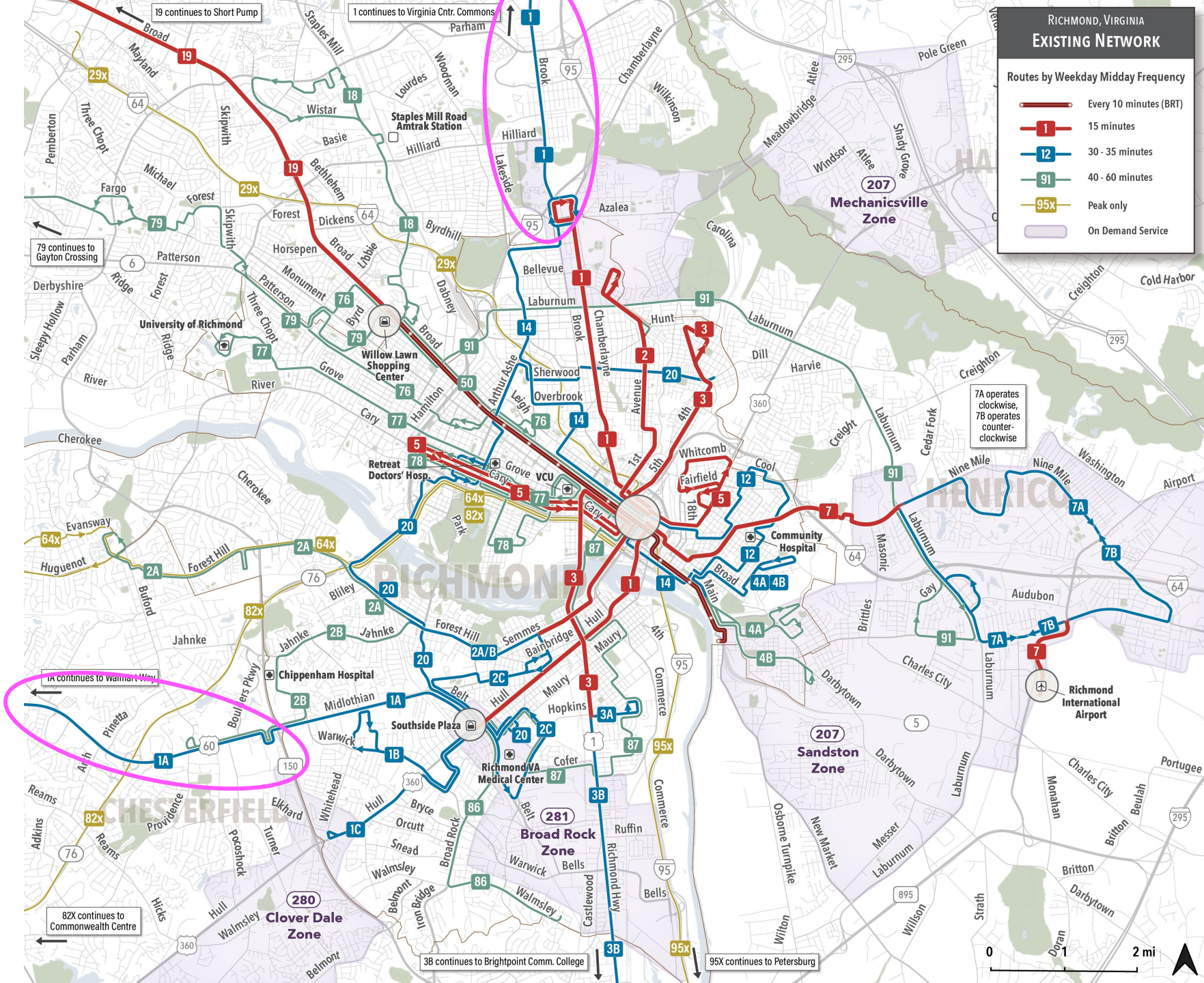
Investments since 2021

- Better frequencies on Routes 1B/C, 7 and 19



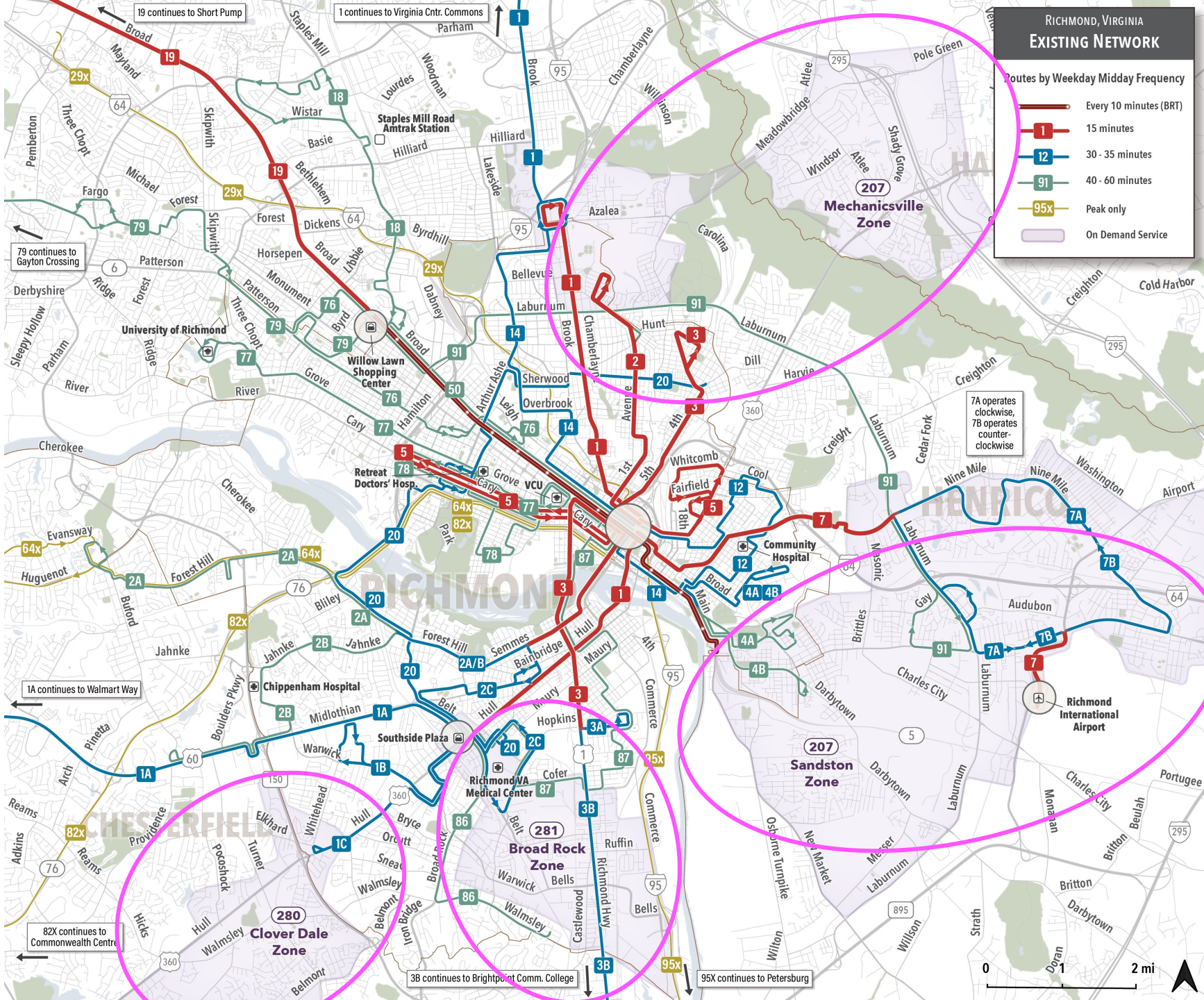
Investments since 2021

- Better frequencies on Routes 1B/C, 7 and 19
- Extension of Route 1 in Henrico and Route 1A in Chesterfield



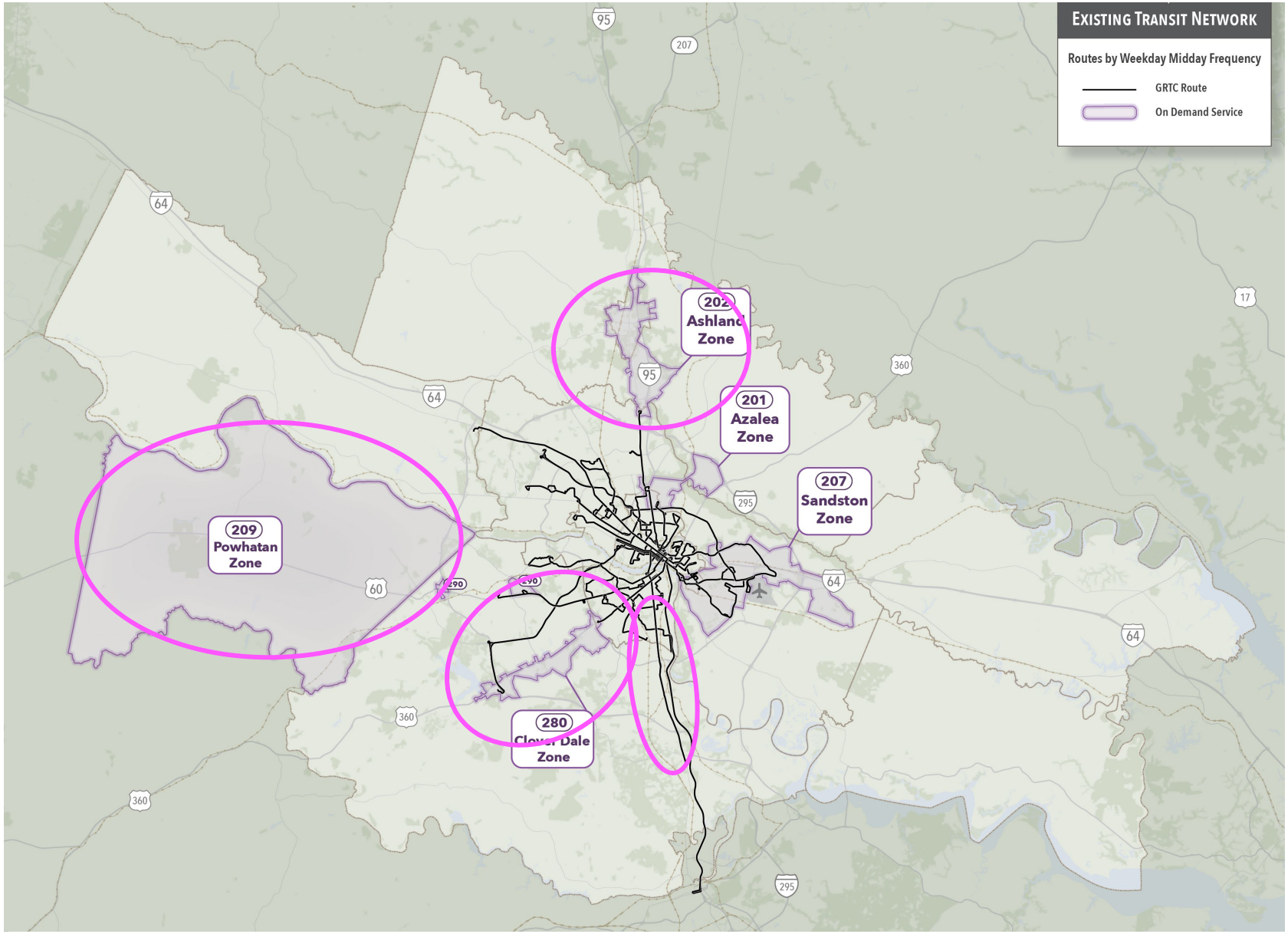
Investments since 2021

- Better frequencies on Routes 1B/C, 7 and 19
- Extension of Route 1 in Henrico and Route 1A in Chesterfield
- New microtransit in parts of Richmond, Henrico, Chesterfield, Hanover.



Investments since 2021

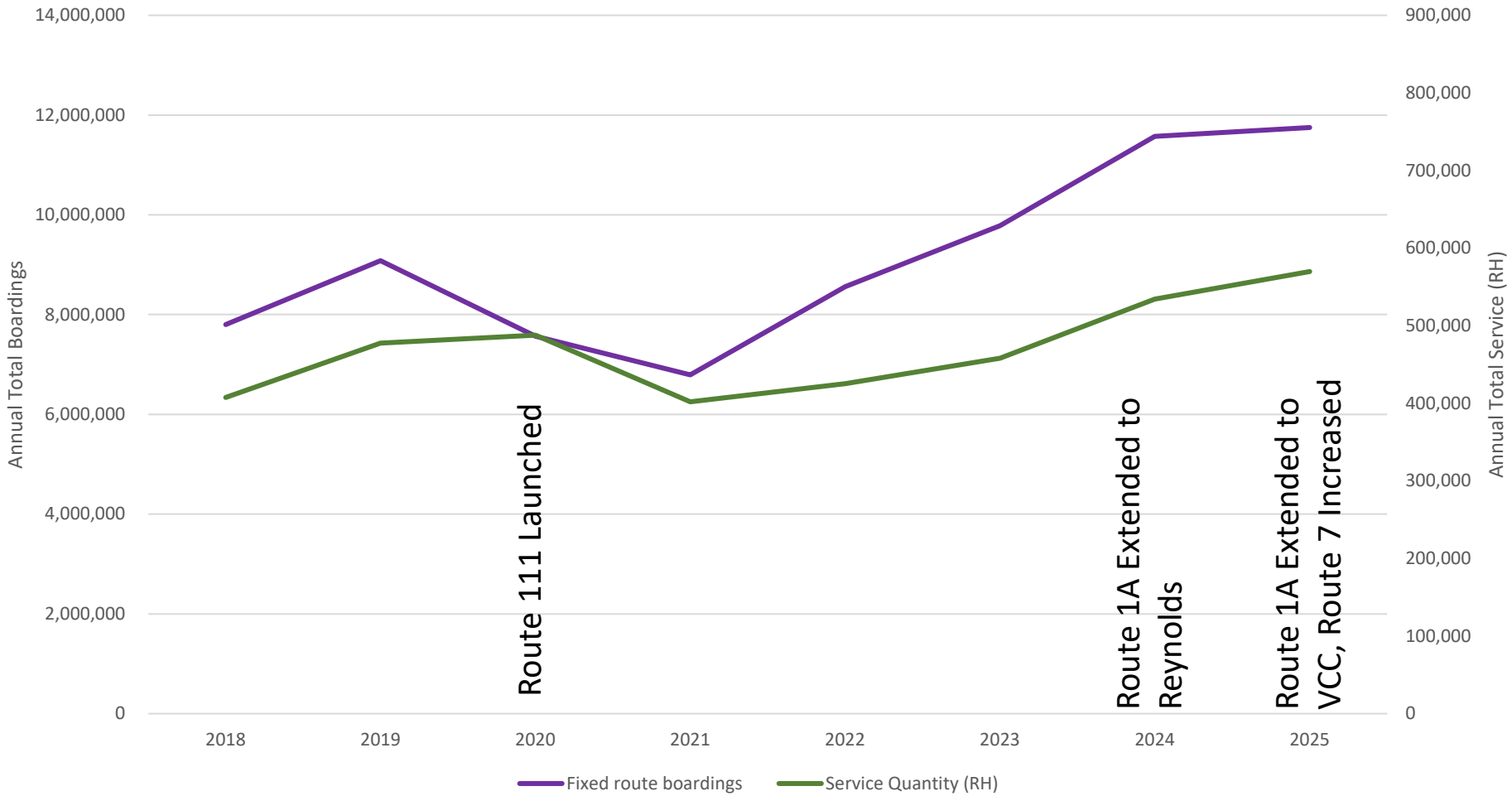
- Extension of Route 3B into Chesterfield County
- New microtransit in parts of Ashland, Richmond, Henrico, Chesterfield, Hanover and Powhatan Counties
- What have been the results?





Results of Investments 2021-present

Investments in Service Outpaced by Return in Ridership Since 2018 and 2021





2026 to 2032



What Service Does Each Jurisdiction *Actually Want?*

- Previous plans have outlined desires by the region (TSP and previous Regional Transportation Plans)
- When we integrate these local ambitions into a cohesive regional network, it is more service than today – by about 45%
- It's also very powerful in terms of access to opportunity:
  - ***The average resident of the region would be able to reach 30% more jobs by transit*** on this larger network, compared to today.
  - With much larger increases in job access at nights and on weekends.



Timeline

- Spring 2026: Analyze existing transit services
- Summer 2026: Develop future transit scenarios
- Fall 2026: Regional consultation
- Winter 2026: Select and refine one scenario, set priorities
- Winter 2026/2027: Define phases for the Plan
- Spring 2027: FY2028 Regional Transit Plan complete



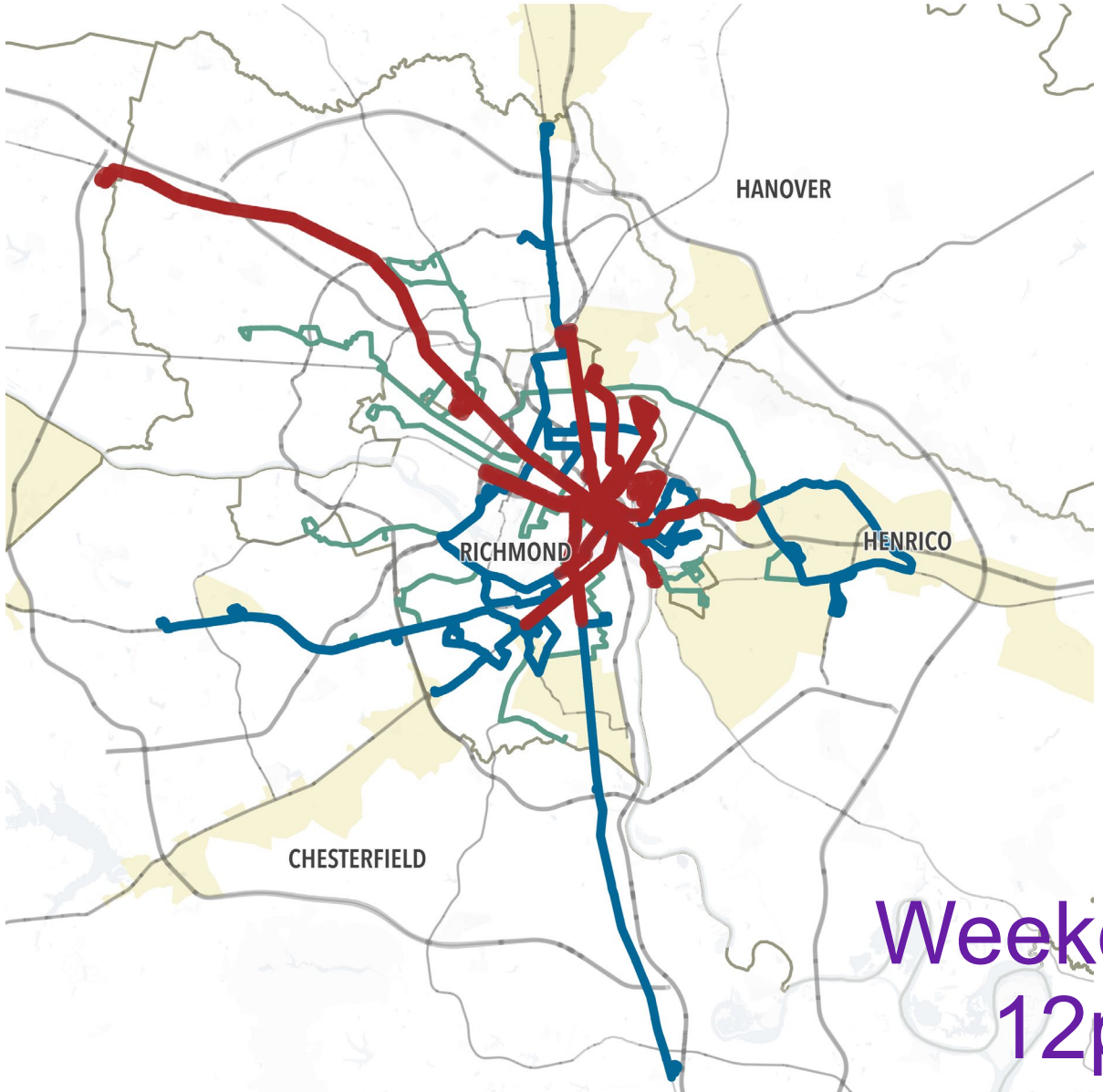
Engaging The Region

- 1-on-1 Meetings in the Spring
- Core Design Retreat in June
- Developed Scenarios around priorities under different projections.

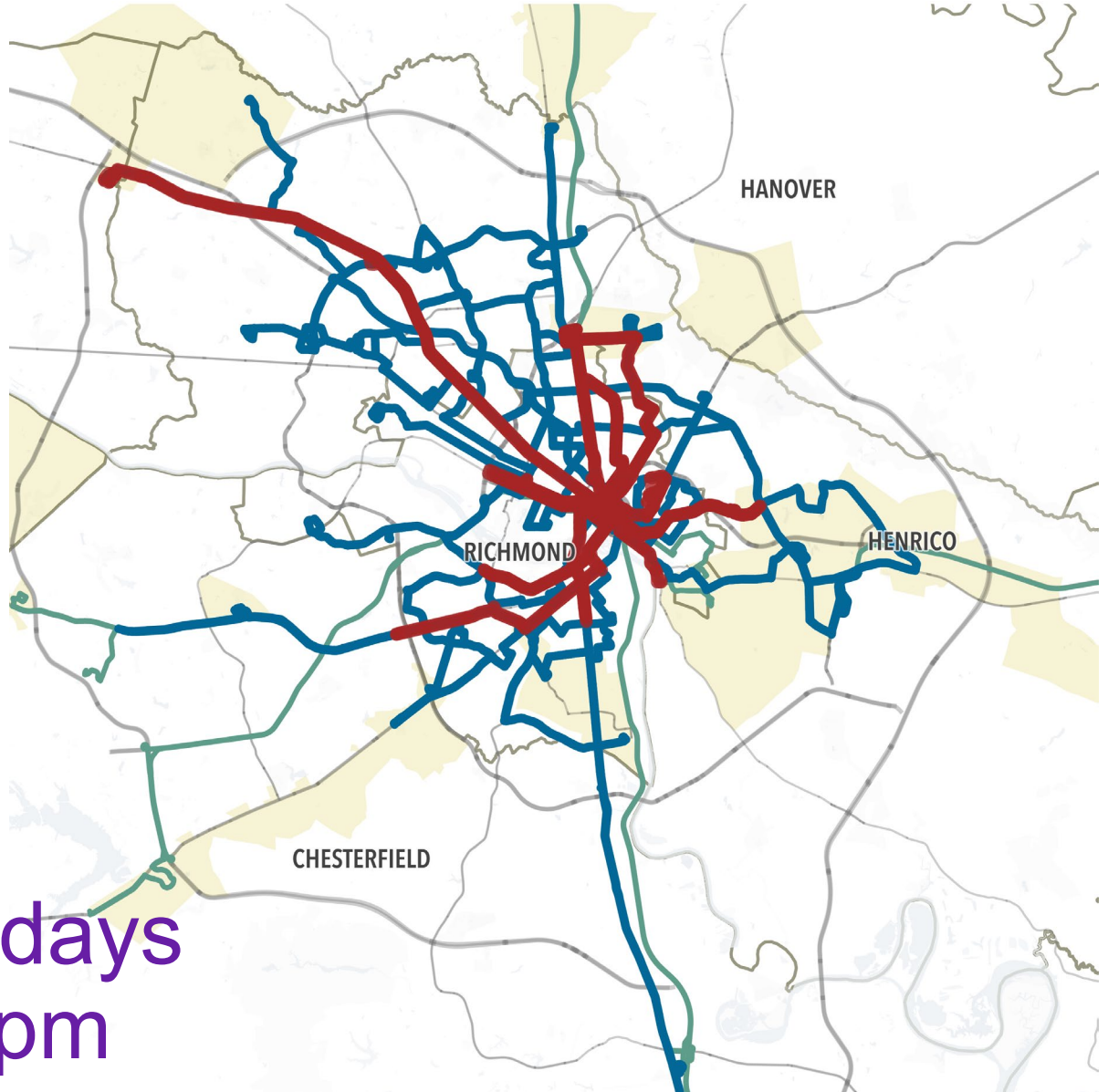




Existing 2026 Network

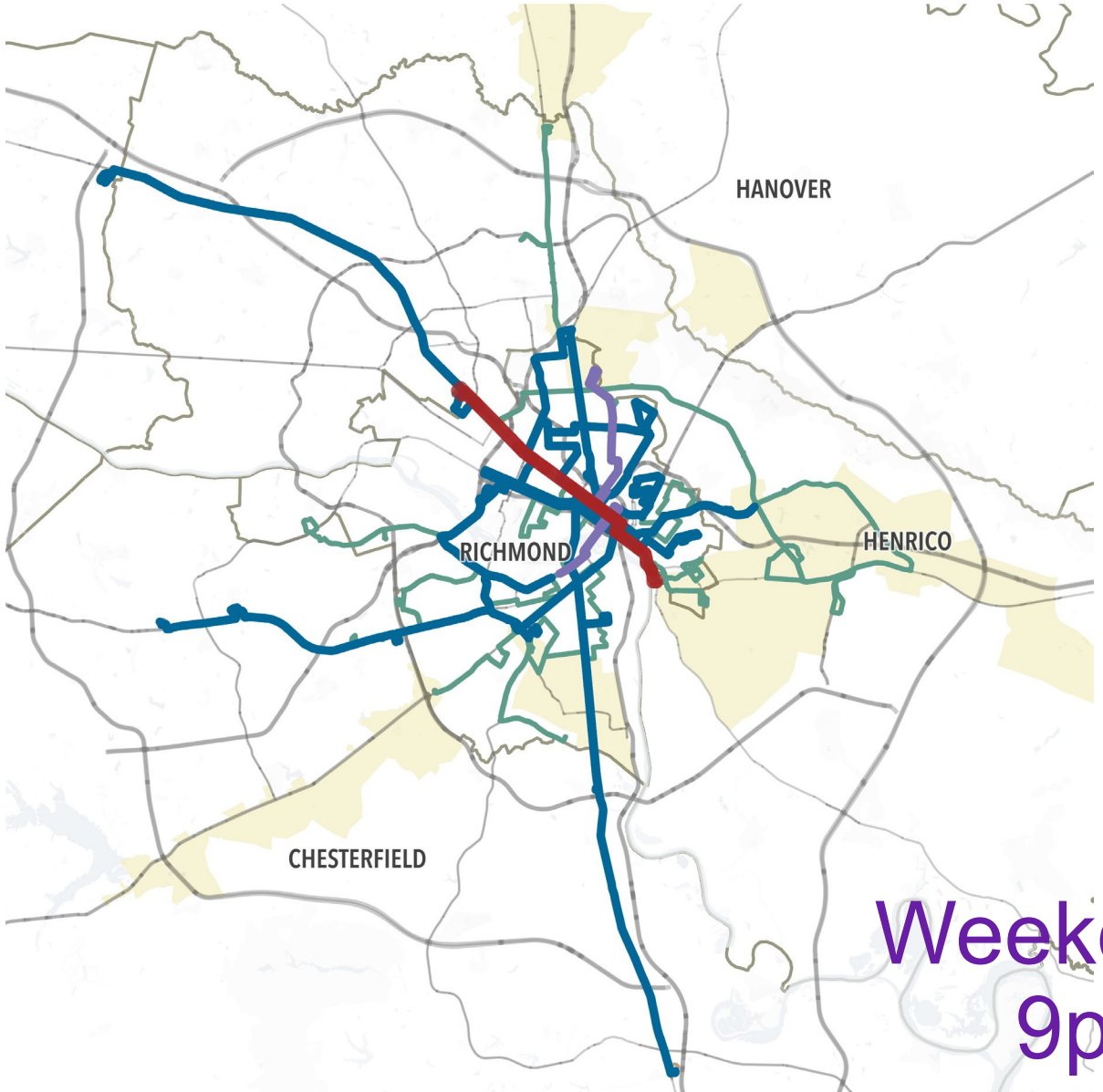


Regional Priorities Network

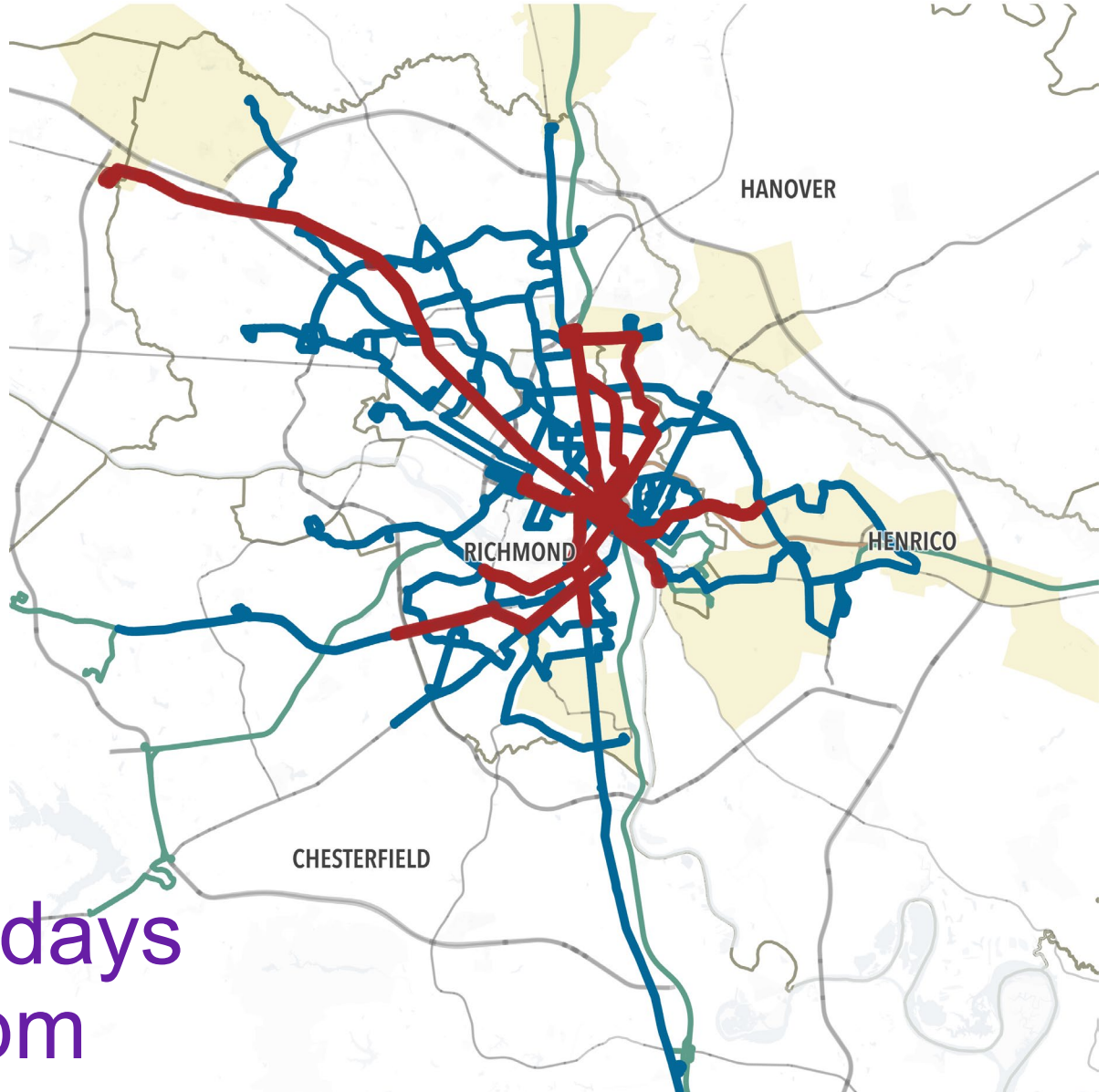


Weekdays
12pm

Existing 2026 Network

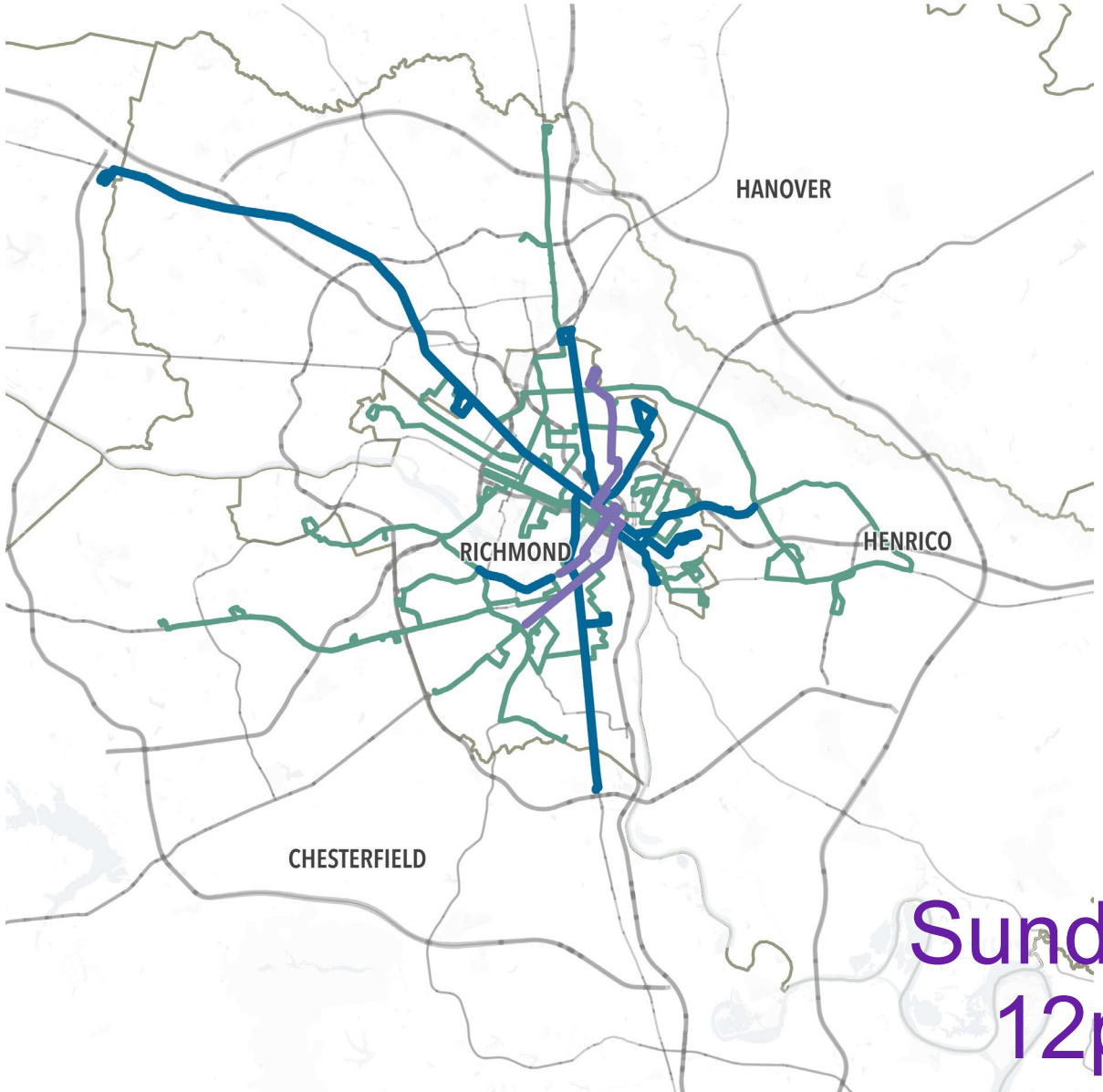


Regional Priorities Network

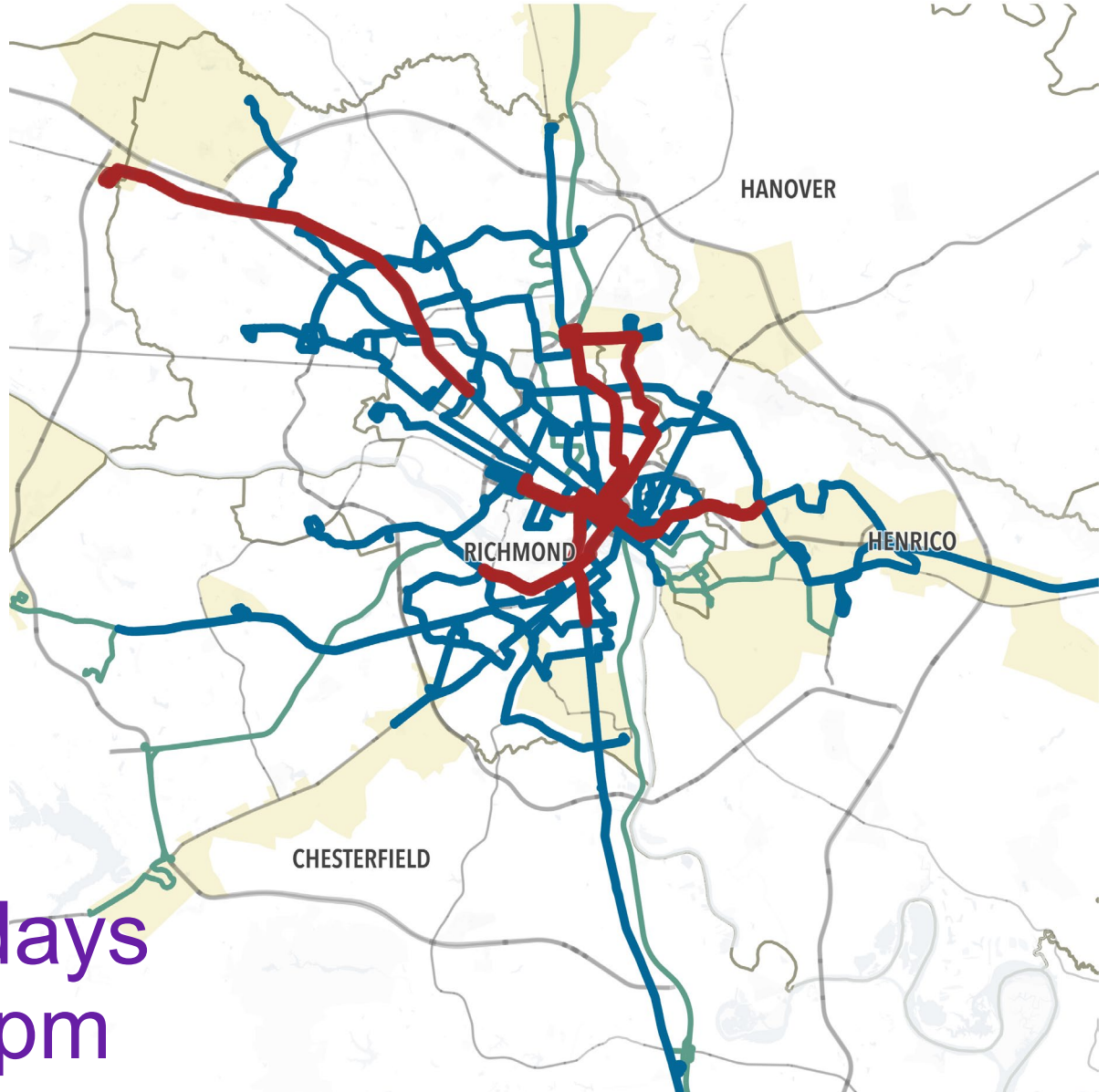


Weekdays
9pm

Existing 2026 Network



Regional Priorities Network



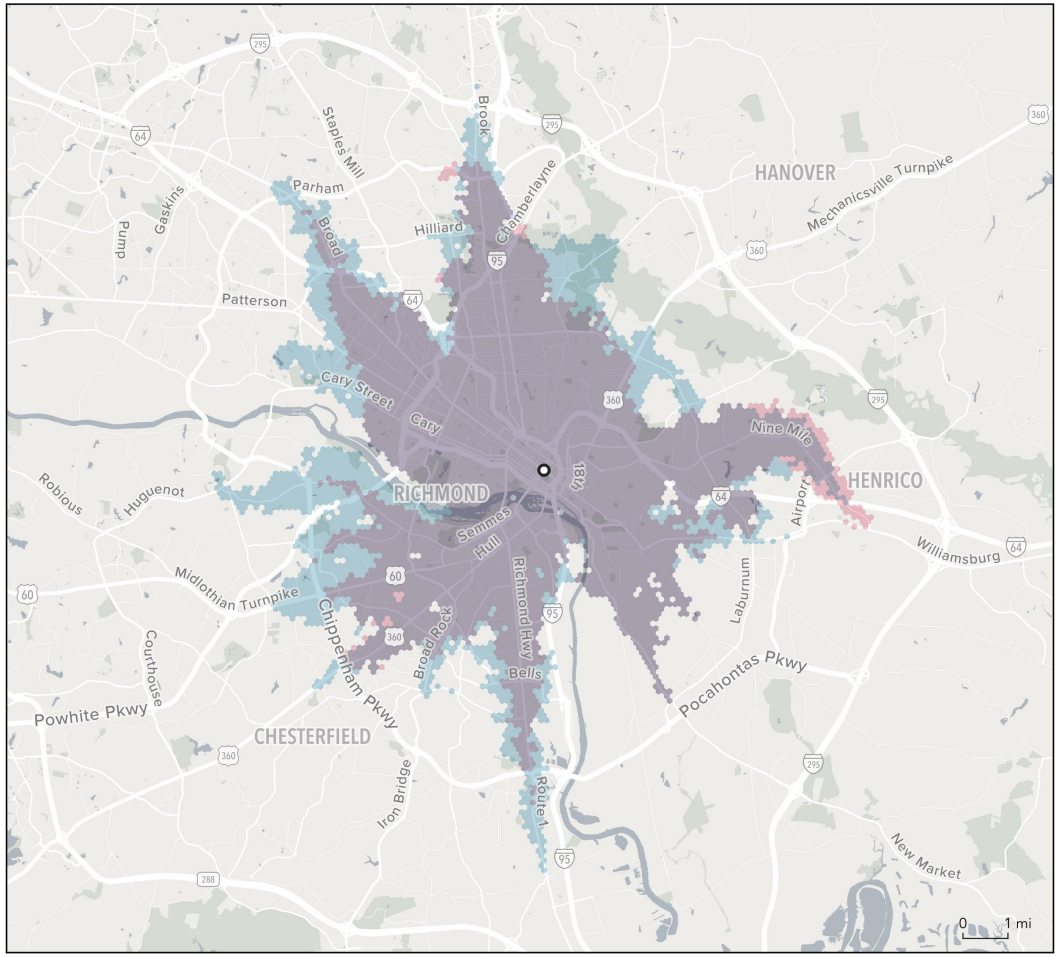
Sundays
12pm

How far can I travel in **60 minutes** at noon on a weekday from

Downtown Richmond (8th & Broad)



Using the **Growth Network?**



Change in residents reachable:

+45,300 (+19.5%)

Change in jobs reachable:

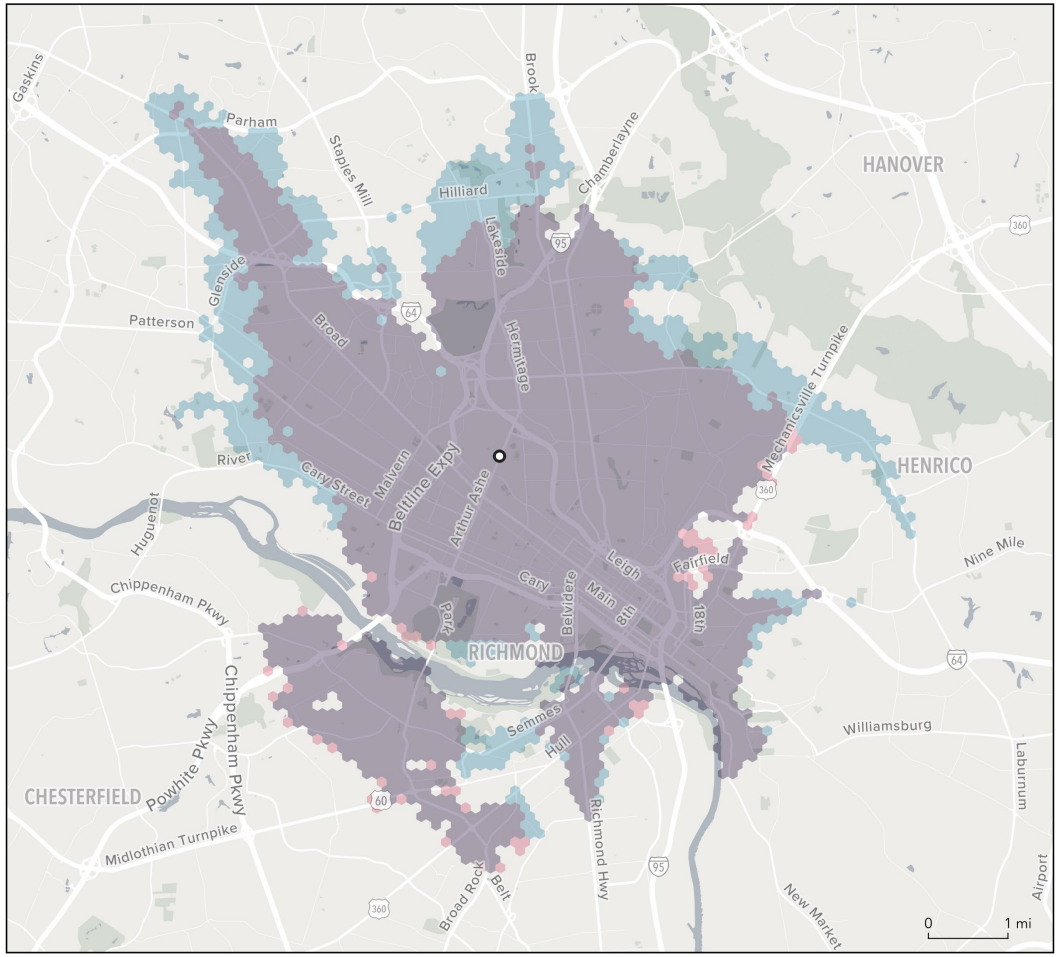
+38,000 (+19.5%)

How far can I travel in **60 minutes** at noon on a weekday from

CarMax Park



Using the **Growth Network?**



Change in residents reachable:

+23,500 (+15.5%)

Change in jobs reachable:

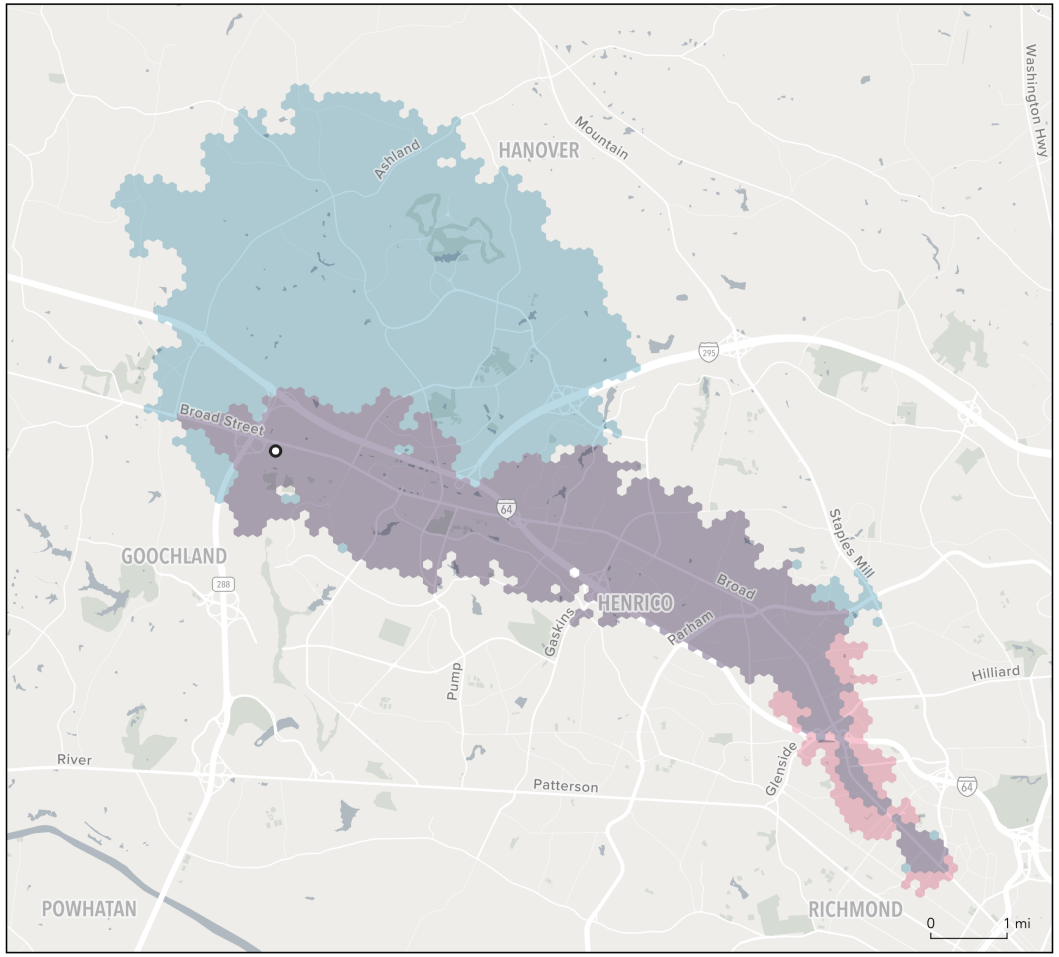
+16,500 (+9.5%)

How far can I travel in **60 minutes** at noon on a weekday from

Sheltering Arms, Wilkes Ridge Circle (Goochland County)



Using the **Growth Network?**



Change in residents reachable:

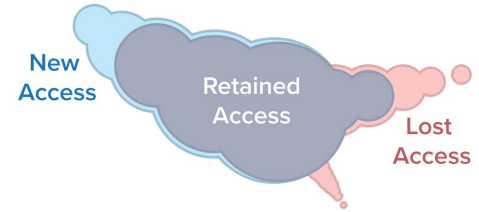
+22,400 (+43.0%)

Change in jobs reachable:

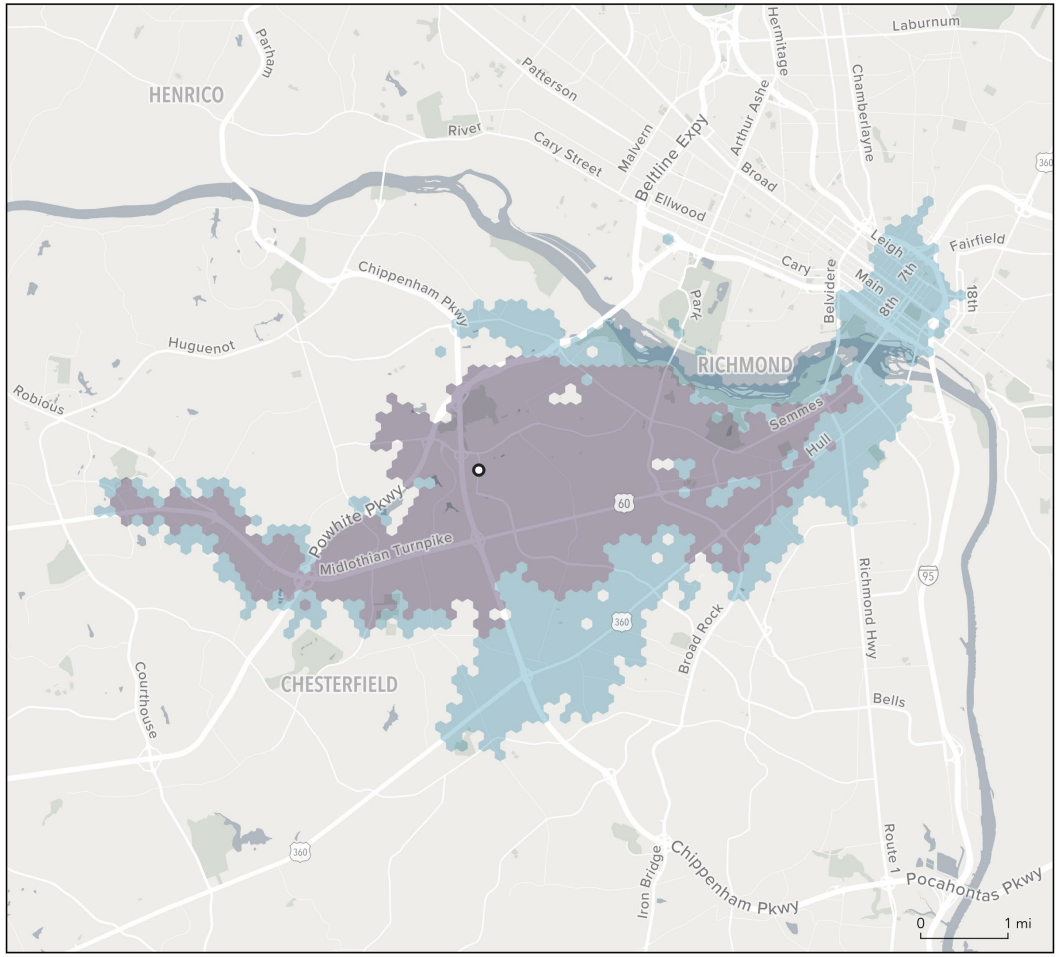
+4,000 (+6.5%)

How far can I travel in **60 minutes** at noon on a weekday from

Chippenham Hospital



Using the **Growth Network?**



Change in residents reachable:

+31,600 (+87.0%)

Change in jobs reachable:

+75,100 (+284.5%)

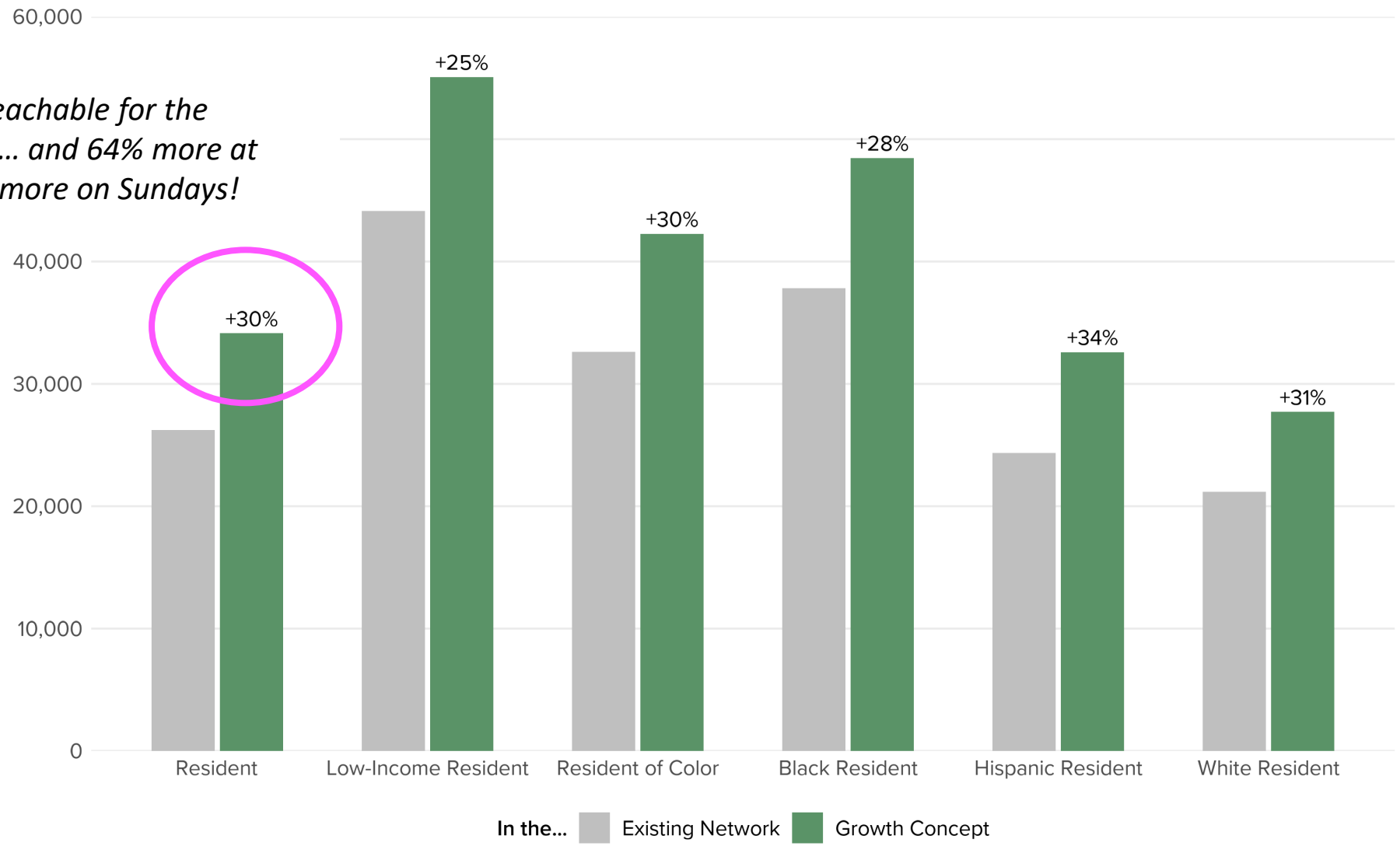
Comparing People's Proximity to Service

on Weekdays at Midday



Comparing Access to Jobs by Transit

30% more jobs reachable for the average resident… and 64% more at night, and 104% more on Sundays!





Financially Sustainable Scenarios: Ridership or Coverage Priorities



Sustain Ridership or Sustain Coverage?

- All financial projections are uncertain
- Therefore, we have proactively explored scenarios where investment in transit does not keep pace with costs.
  - Through this process, GRTC has worked with the region to explore scenarios with less service.
  - This would require setting priorities.







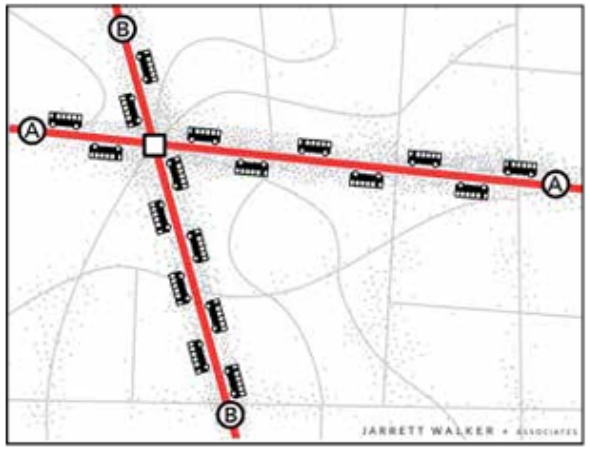


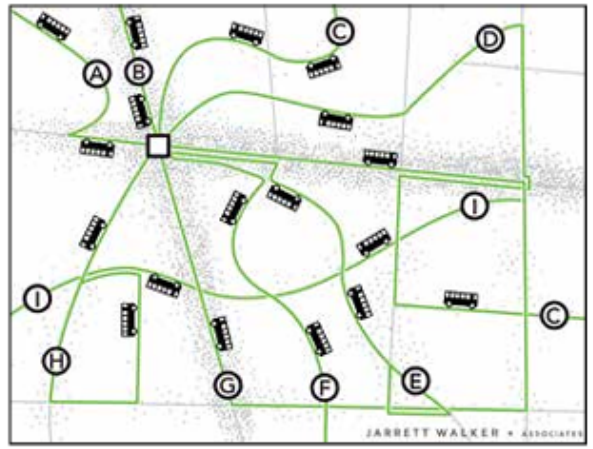
The Ridership-Coverage Spectrum

All transit plans and transit agencies are wrestling with the balance between ridership and coverage goals.

The fictional city networks shown on the previous pages were extremes. The actual choice for any region, and for the Richmond region, lies on a spectrum between those extremes.

By designing two contrasting scenarios for the same, limited budget, we will illustrate two different possible answers to the question: **What is the right balance of ridership and coverage goals? Which is a higher priority to maintain if service must be reduced by 20%?**





Existing balance

? ? ? ?

Preserve Ridership

Preserve Coverage

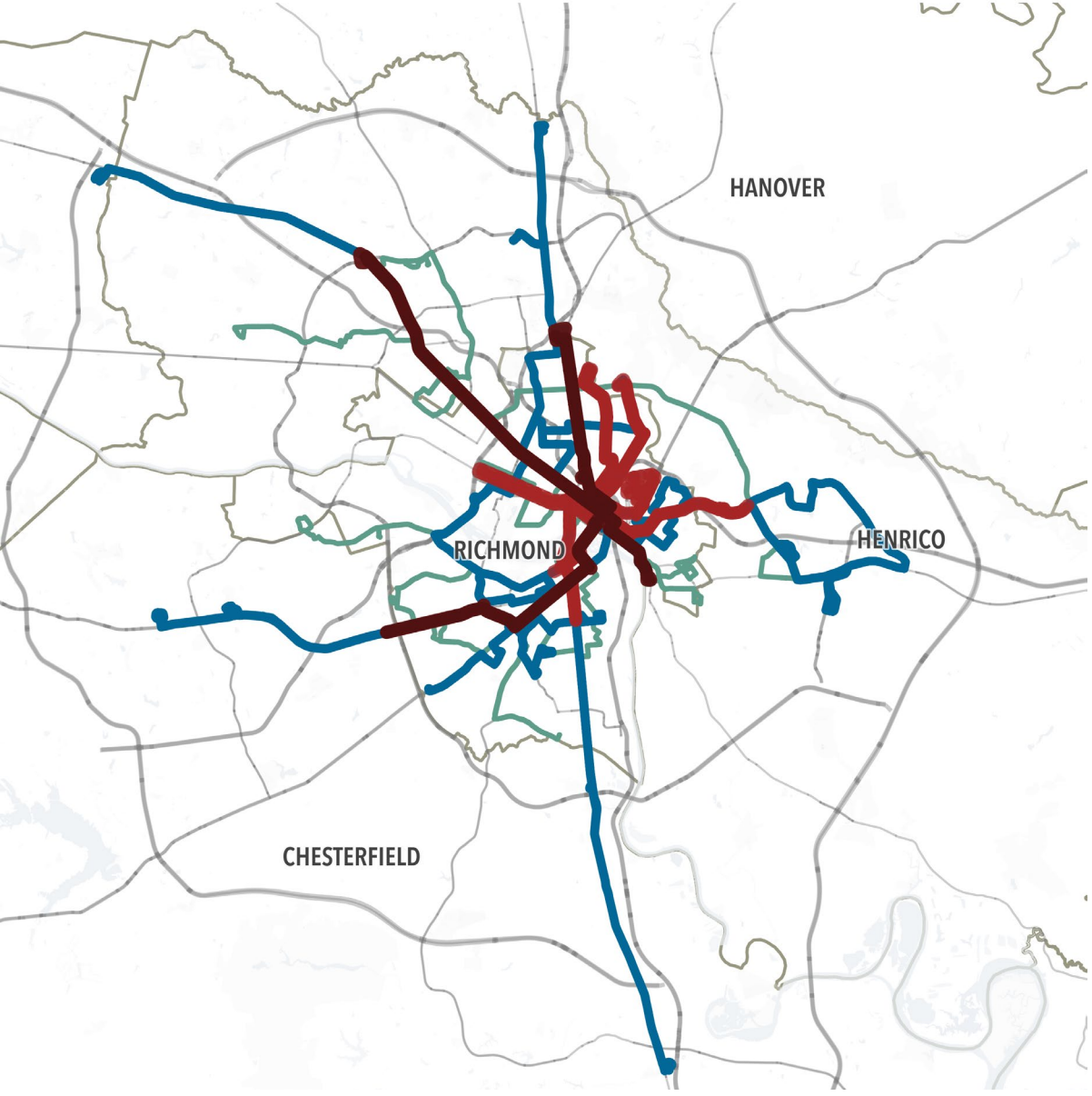
“Sustain Ridership” Concept

- Focused on high weekday frequencies in the busiest places
- Focused on improved weekend frequencies in the busiest areas
- All routes with all-day, all-week service
- Long hours of service in busy areas.
- No services moving small numbers of people per vehicle hour and per dollar (microtransit and low-density areas)

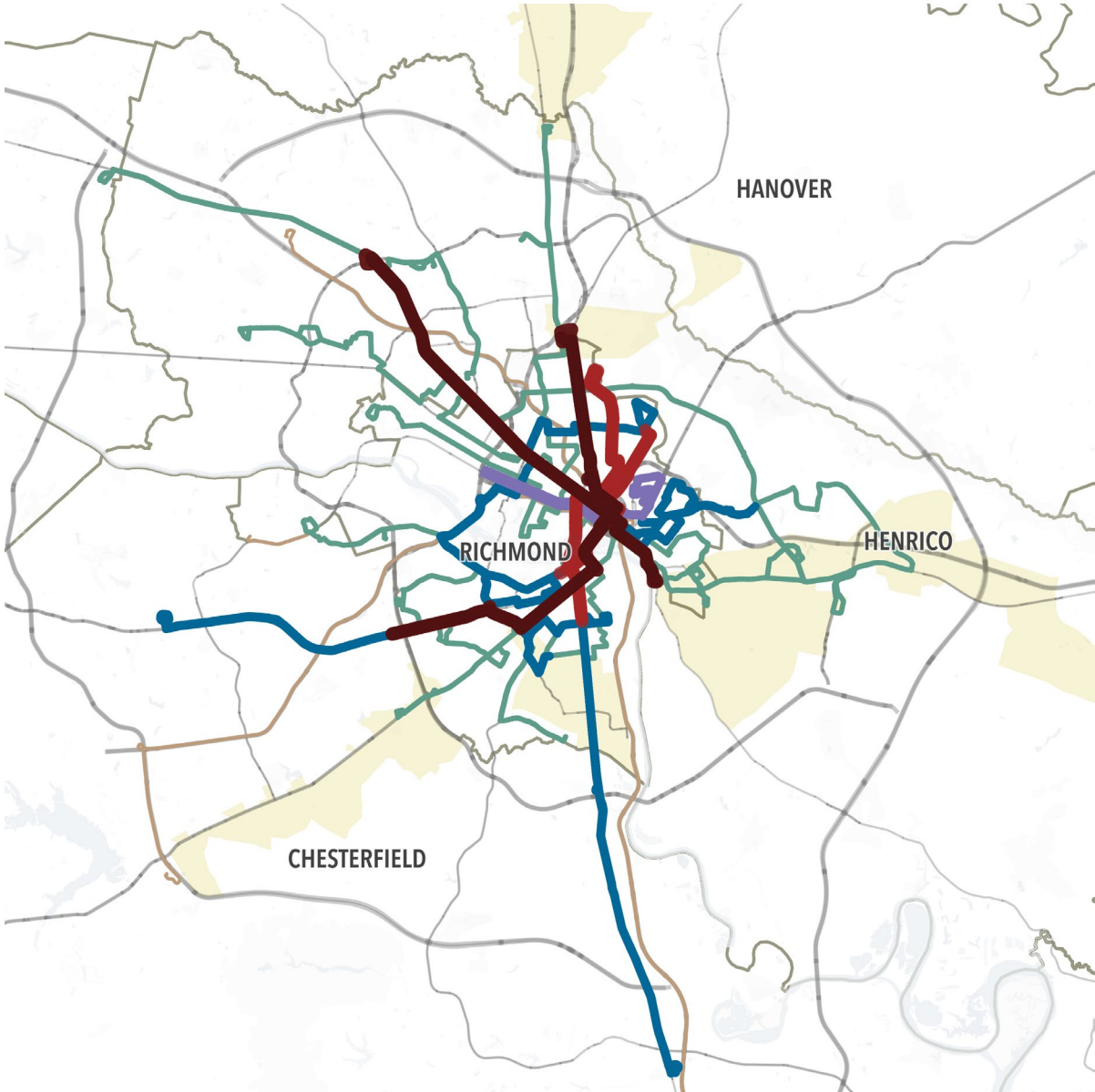
“Sustain Coverage” Concept

- Stretch service to reach nearly all areas served today
- Some routes rush-hours-only or weekdays-only
- Shorter hours of service to focus on life-line needs
- Limit frequencies in the busiest areas to stretch service farther

Ridership Concept
Rush Hours Weekday



Coverage Concept
Rush Hours Weekdays

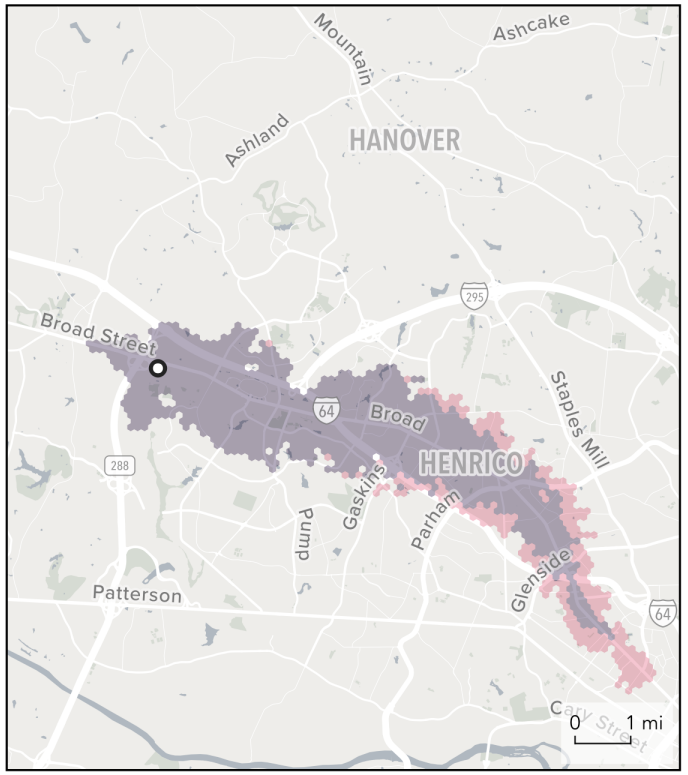


How far can I travel in **60 minutes** at noon on a weekday from



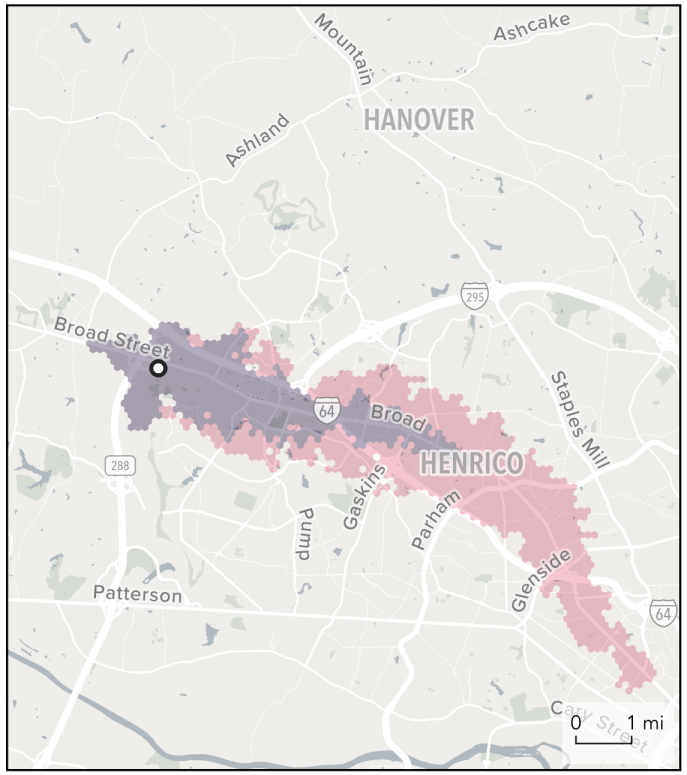
Sheltering Arms, Wilkes Ridge Circle (Goochland County)

Using the **Ridership Network?**



	Change	% Change
Residents Accessible	-12,200	-23.5%
Jobs Accessible	-13,400	-22.5%

Using the **Coverage Network?**



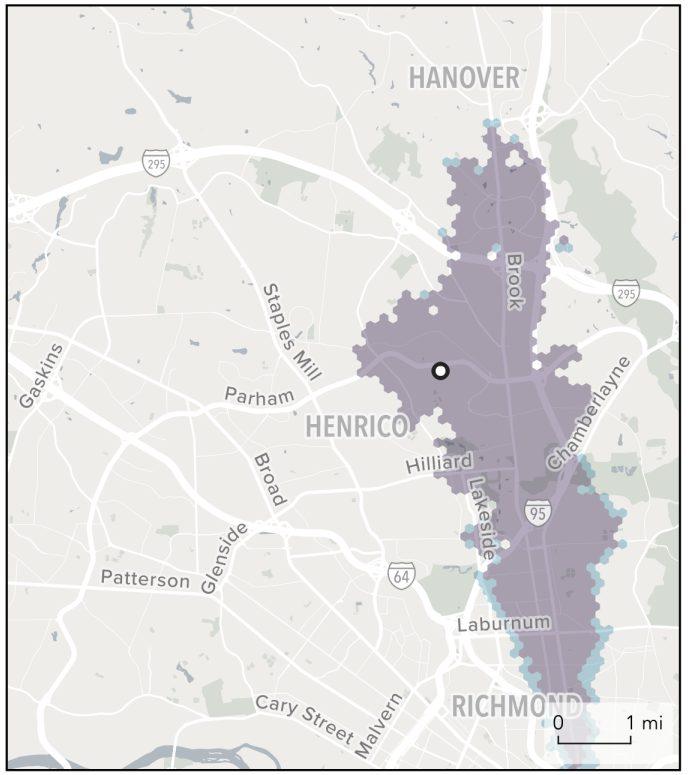
	Change	% Change
Residents Accessible	-38,300	-73.5%
Jobs Accessible	-36,700	-62.5%

How far can I travel in **60 minutes** at noon on a weekday from

Reynolds Community College

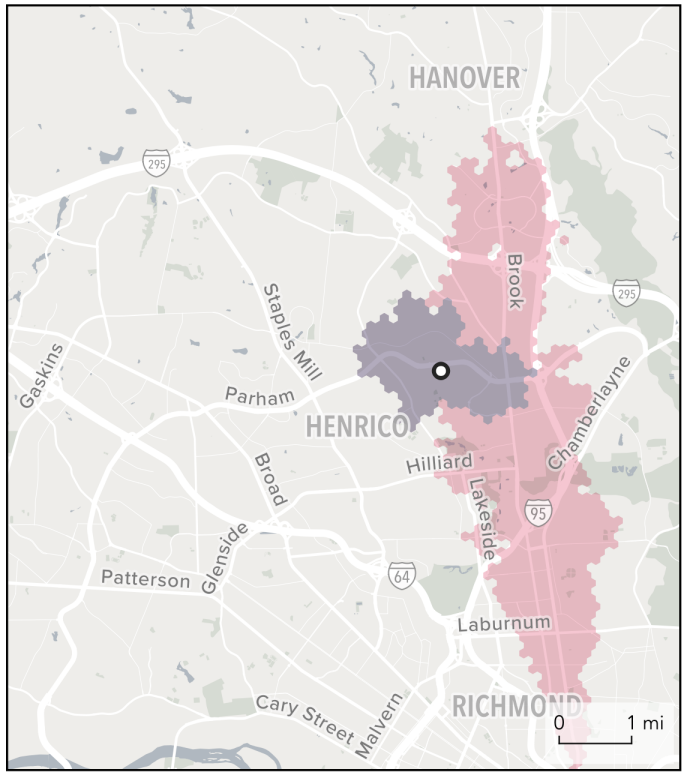


Using the **Ridership Network?**



	Change	% Change
Residents Accessible	+5,000	+15.5%
Jobs Accessible	+2,800	+16.0%

Using the **Coverage Network?**

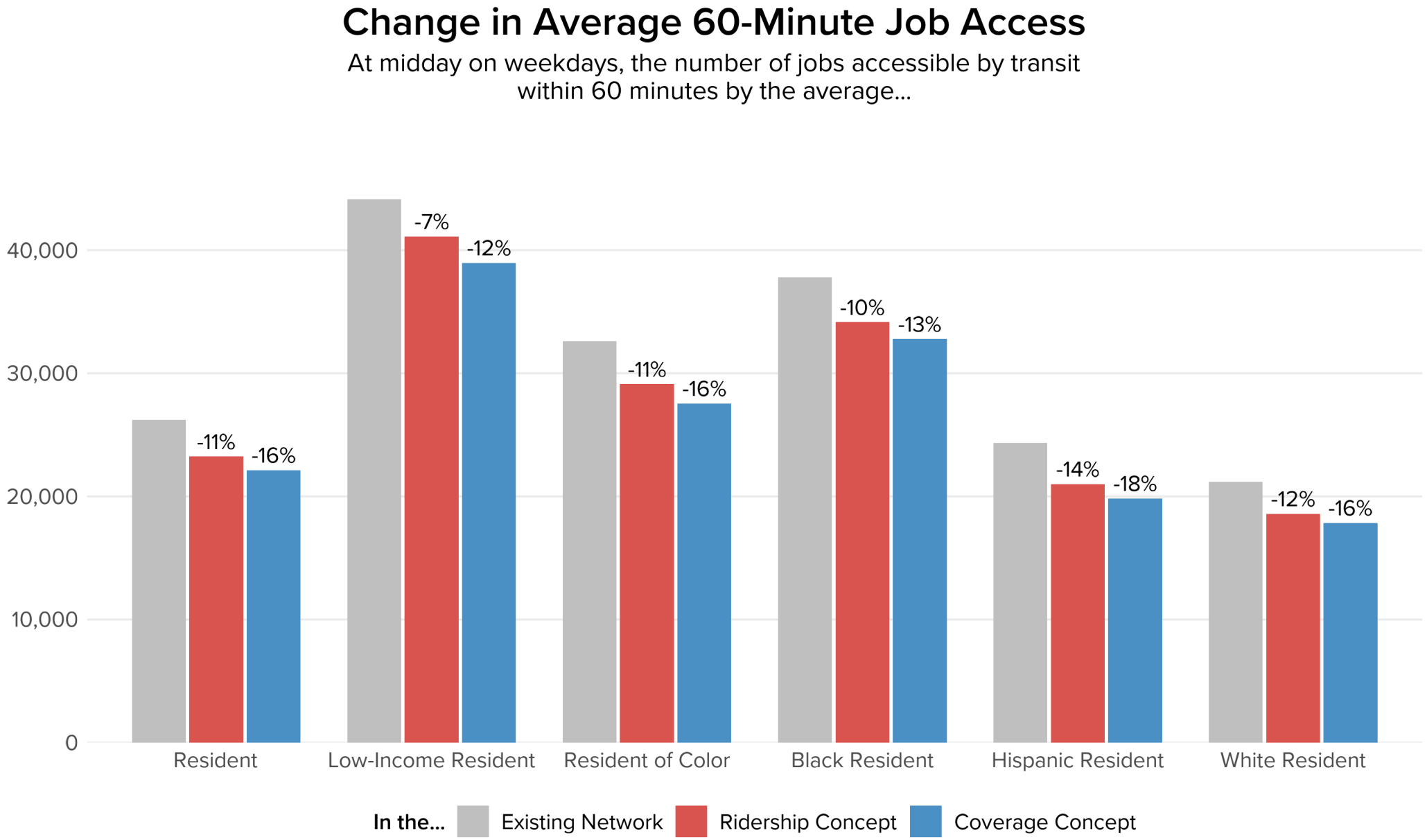


	Change	% Change
Residents Accessible	-26,600	-82.5%
Jobs Accessible	-12,800	-72.5%

Comparing People’s Proximity to Service

on Weekdays at Midday

Comparing Access to Jobs by Transit





Continuing Conversation with the Region

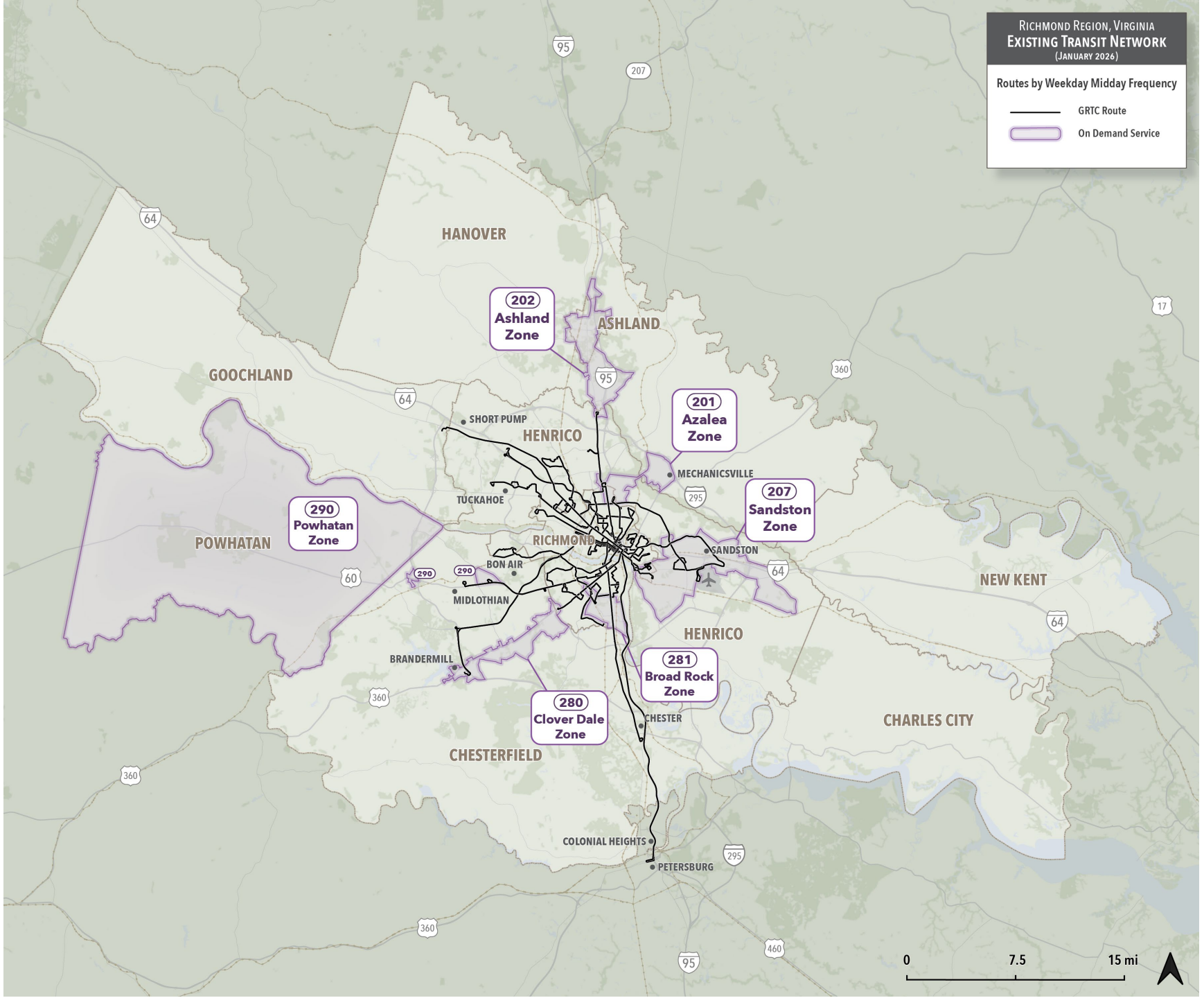
- The Ridership and Coverage Concepts are ends of a spectrum, not binary choices.
  - They represent a range of possible actions in an uncertain future.
- The Growth Concept represents a big investment, and major positive outcomes.
- We are continuing the conversation with the regional partners to identify priorities from all 3 Concepts for the final plan.
  - We will follow up with 1-on-1 meetings to get detailed input.
  - Our goal is to have a refined scenario, phasing plan, and a draft plan by early 2027 to guide the next 5 years.



Comments or Questions?



Additional Maps and Charts

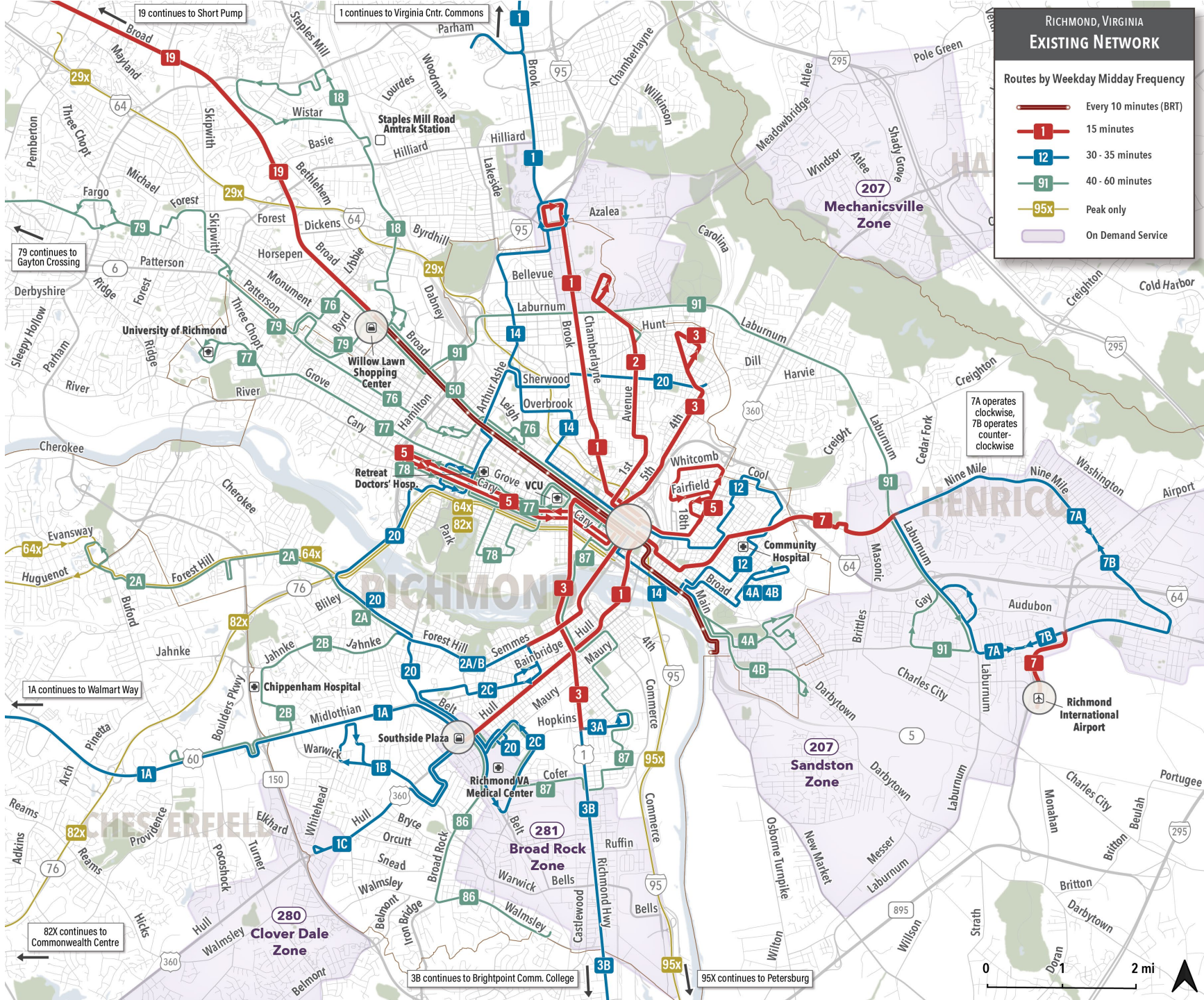


ridegrtc.com | GRTC

Existing Network

Routes by Weekday Midday Frequency

- Every 10 minutes (BRT)
- 1 — 15 minutes
- 12 — 30 - 35 minutes
- 91 — 40 - 60 minutes
- 95x — Peak only
- On Demand Service



Coverage Scenario

Routes by Weekday Midday Frequency

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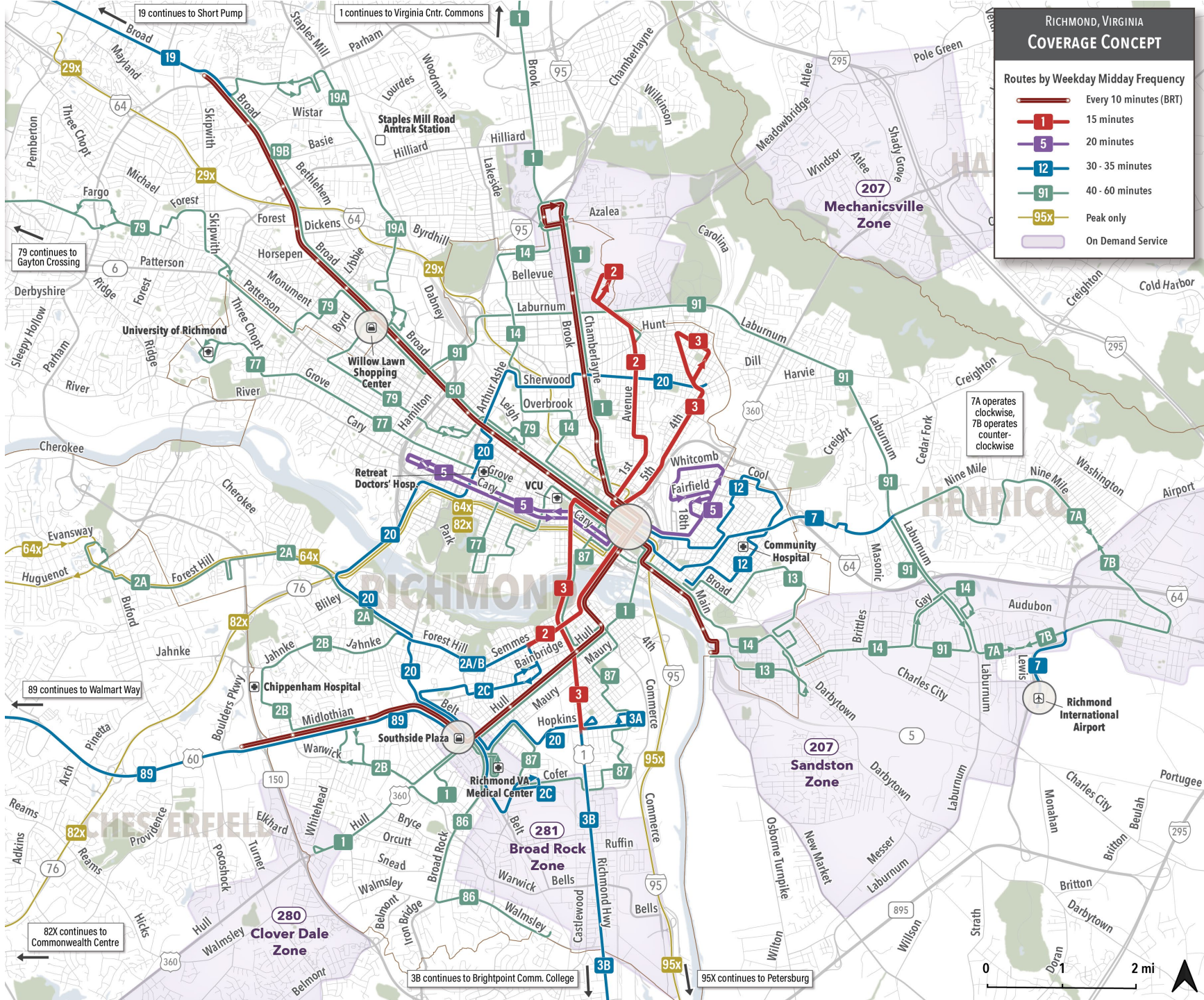
- 12 — 30 - 35 minutes
- 91 — 40 - 60 minutes
- 95x — Peak only
- On Demand Service



Ridership Scenario

Routes by Weekday Midday Frequency

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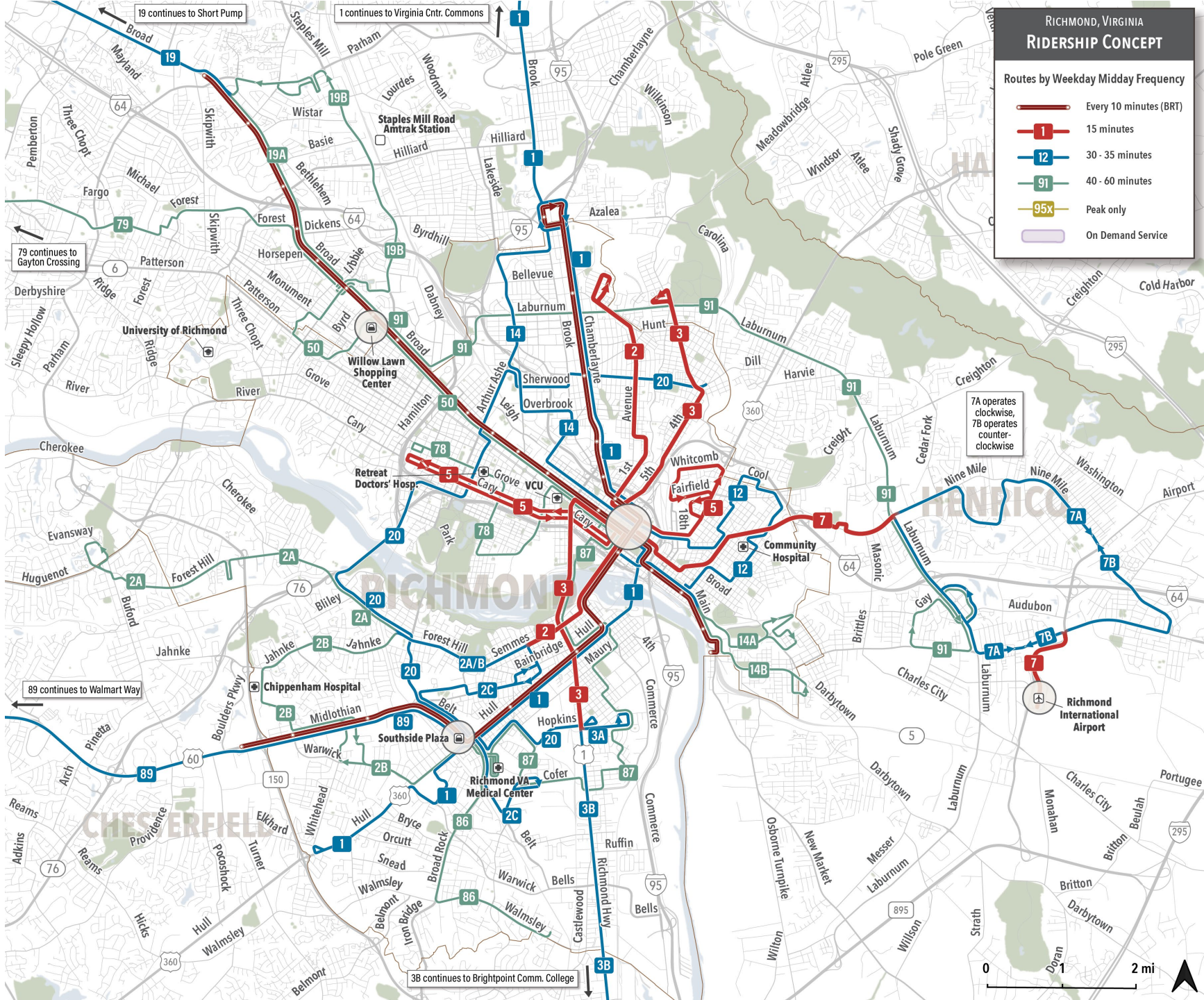
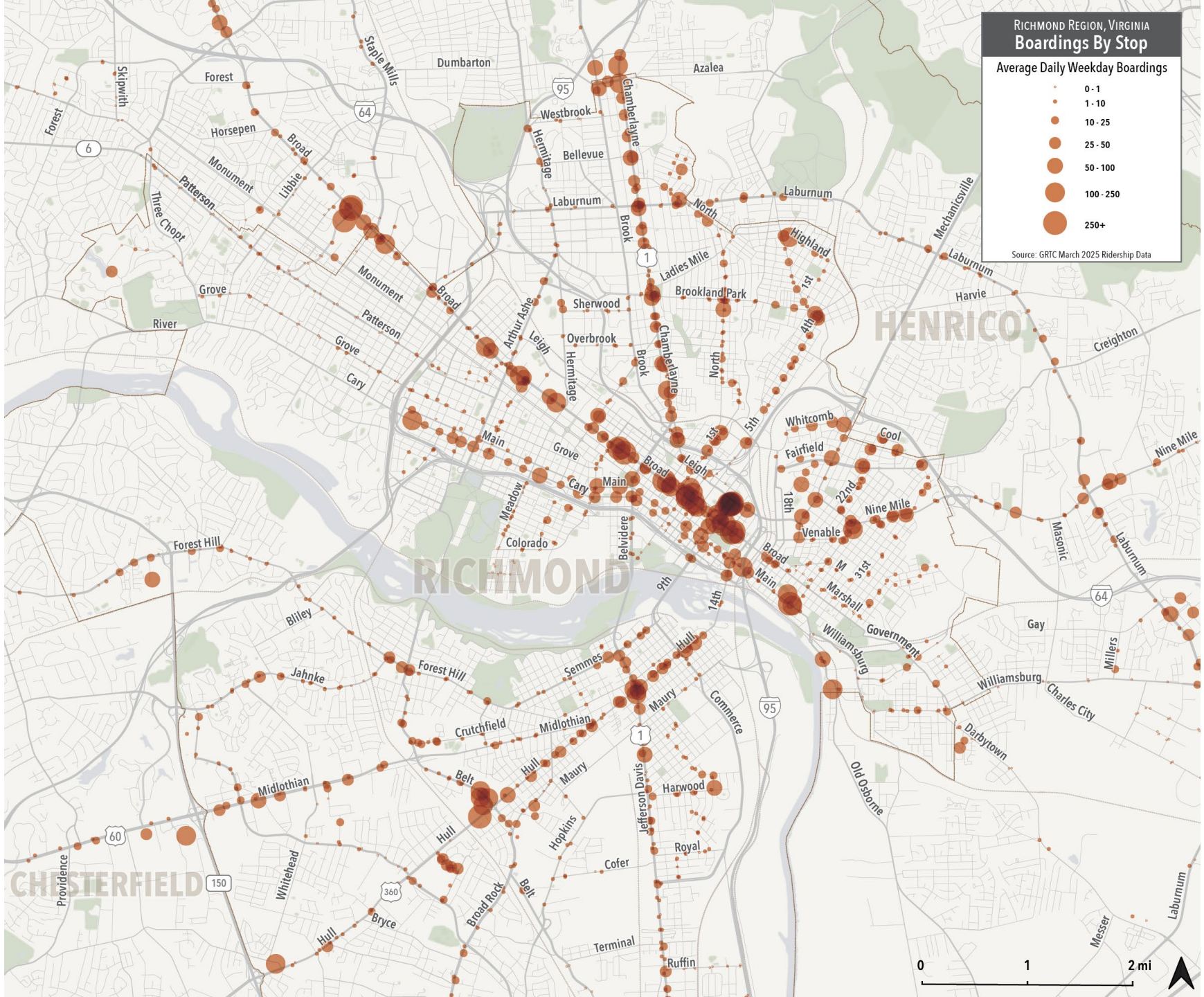
- 95x — Peak only
- On Demand Service




Richmond Region, Virginia
Boardings By Stop
Average Daily Weekday Boardings
0 - 1
1 - 10
10 - 25
25 - 50
50 - 100
100 - 250
250+
Source: GRTC March 2025 Ridership Data
RICHMOND
HENRICO
CHESTERFIELD
Forest
Skipwith
Staple Mills
Dumbarton
Azalea
Westbrook
Hermitage
Bellevue
Chamberlayne
Laburnum
North
Brook
Horsepen
Broad
Monument
Libbie
Patterson
Three Chopt
Ladies Mile
Brookland Park
Highland
1st
Mechanicsville
Harvie
Creighton
Grove
River
Cary
Sherwood
Overbrook
Arthur Ashe
Leigh
4th
5th
Whitcomb
Cool
Fairfield
Nine Mile
22nd
18th
Venable
Main
Meadow
Colorado
Belvidere
9th
14th
31st
Marshall
Government
Williamsburg
Gay
Masonic
Millers
Charles City
Darbytown
Old Osborne
Forest Hill
Bliley
Jahnke
Semmes
Hull
Maury
Commerce
Crutchfield
Midlothian
Belt
Harwood
Jefferson Davis
Hopkins
Royal
Cofer
Whitehead
Providence
Broad Rock
Bryce
Terminal
Ruffin
Messer
Laburnum
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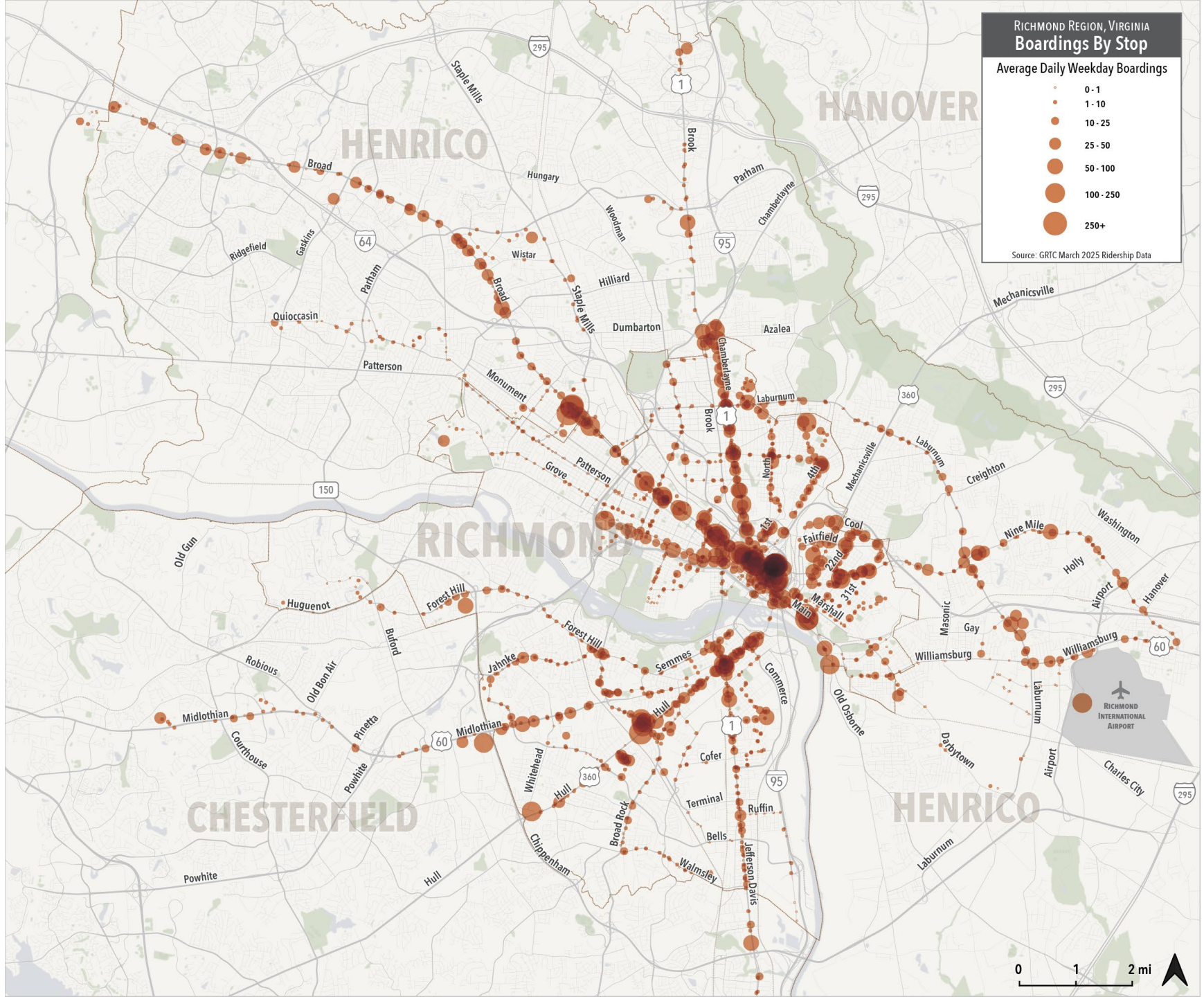
Richmond Region, Virginia
Boardings By Stop
Average Daily Weekday Boardings
0 - 1
1 - 10
10 - 25
25 - 50
50 - 100
100 - 250
250+
Source: GRTC March 2025 Ridership Data
HENRICO
HANOVER
RICHMOND
CHESTERFIELD
Richmond International Airport
Staple Mills
Broad
Hungary
Brook
Parham
Chamberlayne
Woodman
Wistar
Hilliard
Dumbarton
Azalea
Mechanicsville
Ridgefield
Gaskins
Quioccasin
Patterson
Monument
Laburnum
Creighton
Grove
North
4th
1st
Cool
Fairfield
22nd
31st
Main
Marshall
Nine Mile
Washington
Holly
Airport
Hanover
Old Gun
Huguenot
Forest Hill
Buford
Robious
Old Bon Air
Midlothian
Courthouse
Pinetta
Powhite
Jahnke
Semmes
Commerce
Hull
Cofer
Whitehead
Terminal
Ruffin
Broad Rock
Bells
Walmsley
Jefferson Davis
Chippenham
Masonic
Gay
Williamsburg
Old Osborne
Derbytown
Charles City
0
1
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