



FY25 Regional Public Transportation Plan (RPTP)

April 08, 2024



Summary - FY25 Regional Public Transportation Plan

- **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 upcoming fiscal years

- **Objectives**

- Provide an update on service improvements in FY24
- Provide an update on service plans/priorities for FY25
- Inform the CVTA of GRTC's CVTA transit funding plan/priorities for FY25

- **Recommendation**

- Recommends the CVTA support the GRTC FY25 Regional Public Transportation Plan

Summary FY24 Service Improvements

Routes/Service	Routing	Span	Headway	Change	Funding Source
Pulse (BRT)	-	-	X	Restore Service	Current Budget
1A	X	-	X	Expansion	Demo Grant
19		X	X	Expansion	I-64 Funds
19	X			Expansion	Cost Neutral
93	-	-	-	Eliminated	-
Ashland Microtransit	-	-	-	Expansion	Demo Grant
Azalea Microtransit	-	-	-	Expansion	TRIP DRPT
Clover Dale Microtransit	-	-	-	Expansion	TRIP DRPT
Powhatan Microtransit	-	-	-	Expansion	Demo Grant
Total	2	1	3	-	-

Summary of FY25 Service Priorities

Routes/Service	Routing	Span	Headway	Change	Funding Source
1	X	X	X	-	Demo Grant - DRPT
7A	X	-	X	-	I-64 Funds
7B	X	-		-	I-64 Funds
Sandston-Elko Microtransit	-		-	Expansion	TRIP - DRPT
Broad Rock-Cherry Gardens Microtransit	-	-	-	Expansion	Demo Grant
Montrose-White Oak Village Microtransit	-	-	-	Expansion	Demo Grant
50	-	X	X	-	Not Budgeted
5	X	X	X	-	Not Budgeted
77	-	-	-	Consolidated	Not Budgeted
Total	4	3	4	-	-

FY25 Regional Public Transportation Plan

- **GRTC's Regional Public Transportation Plan for FY2025 addresses the following priorities:**
 - Ensure the stability and maintenance of transit operations at the levels operated in FY2024 (\$24.5 M)
 - Prioritize capital requirements to maintain assets in a state of good repair and to provide targeted rider and business efficiencies and improvements (\$1 M)
 - Prioritize the piloting of microtransit zones
 - Advance planning studies for operational and capital mobility priorities and needs in the RVA region
 - Prepare for expansion and innovative initiatives in FY2025
 - Remainder of FY24 funds and accrued FY25 funds put into a restricted reserve
 - FY25 CVTA Funds (Received) - \$30.8M
 - FY24 CVTA Funds (Remainder) - \$5.3M
 - FY 25 CVTA Funds (Projected) - \$32.2 M



Summary - FY25 Service Priorities



Route 1

Proposed Changes

- Extend Route 1 north on Brook Road to J. Sargent Reynolds Community College **May 2024**.
- Extend Route 1 to the Virginia Center Commons site **September 2024**.
- Maintain a short turn at Azalea Avenue, with service on the extension every 30 minutes on weekdays and Saturdays in the early, peak, and midday periods, and 60 minutes at all other times.

Level of Service

HEADWAYS		Existing	Proposed	
			Short Turn	Extension
Weekday	Peak	15	15	30
	Midday	15	15	30
	Night	30	30	60
Saturday	Peak	15	15	30
	Midday	15	15	30
	Night	30	30	60
Sunday	Peak	30	30	60
	Midday	30	30	60
	Night	30	30	60

Route 5

Proposed Changes

- Extend Route 5 on Grove Ave. and Three Chopt Rd. to U of R, replacing the 77.
- Introduce a short turn at Thompson St. with improved weekday peak headways of 10 minutes
- Service to the U of R will operate on the same span and headways as Route 77, but with weekday headways improved to 30 minutes all day.

Level of Service

HEADWAYS		Existing	Proposed	
			Short Turn	Extension
Weekday	Peak	15	10	30
	Midday	15	15	30
	Night	30	30	-
Saturday	Peak	15	15	60
	Midday	15	15	60
	Night	30	30	-
Sunday	Peak	30	30	60
	Midday	30	30	60
	Night	30	30	-

Route 77

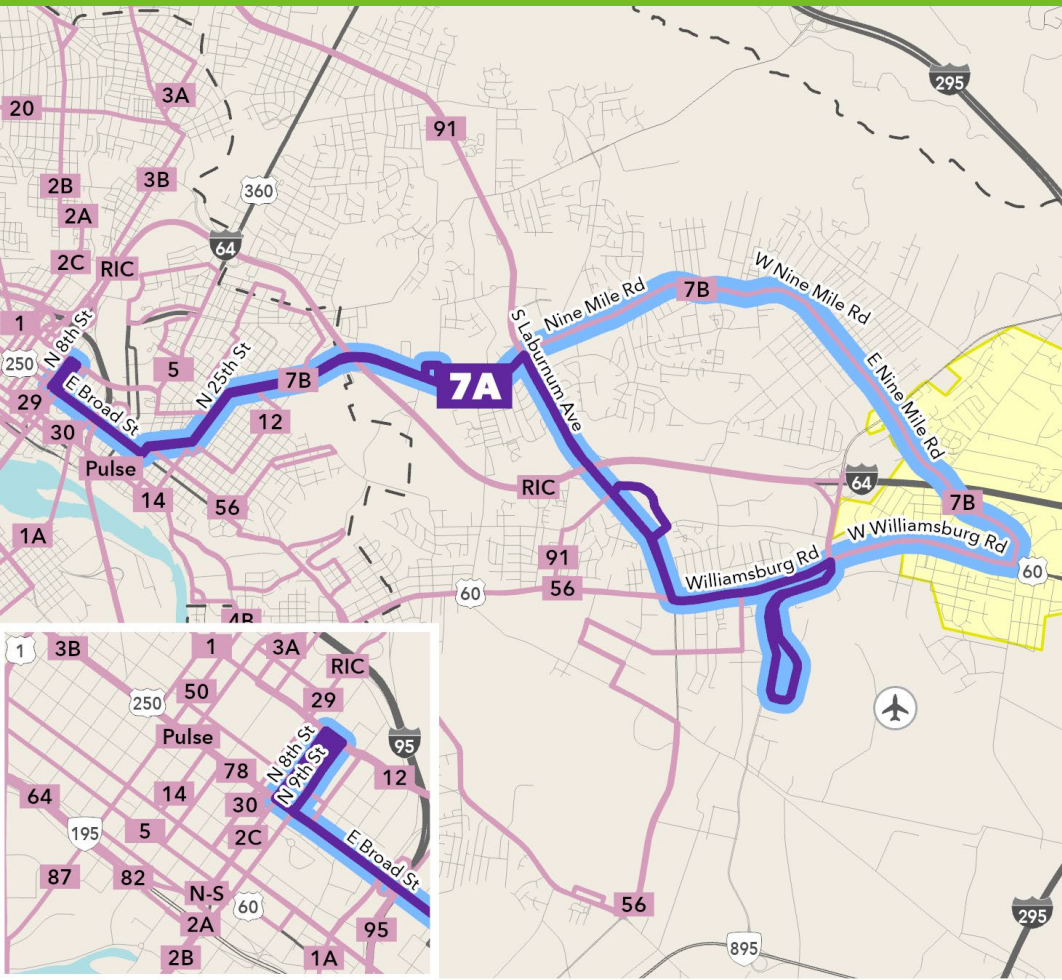
Proposed Changes

- Route 77 will be eliminated with its service covered by the realigned Route 5.
- Route 5 service to the University of Richmond will operate on the same span and headways as Route 77, but with weekday headways improved to 30 minutes all day.

Level of Service

		Existing	Proposed
HEADWAYS			
Weekday	Peak	45	30
	Midday	45	30
	Night	-	-
Saturday	Peak	60	60
	Midday	60	60
	Night	-	-
Sunday	Peak	60	60
	Midday	60	60
	Night	-	-

Route 7A



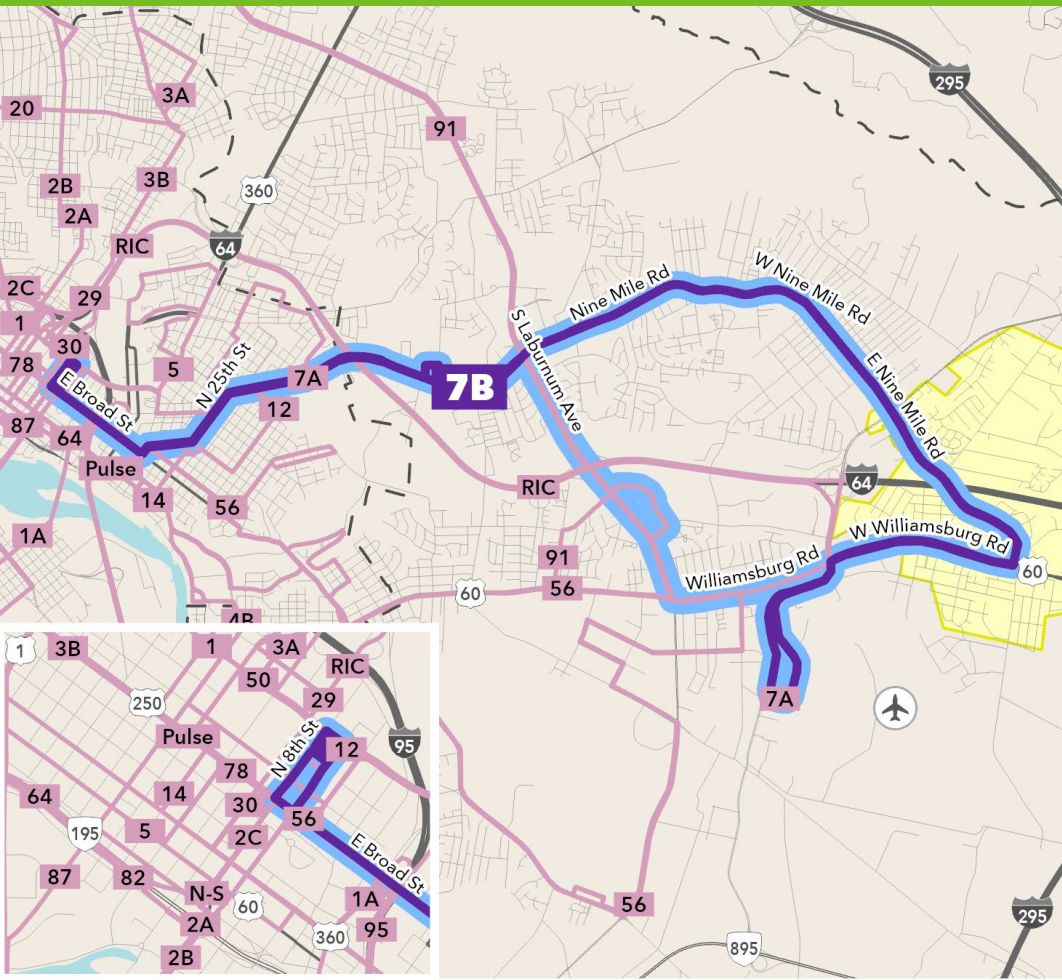
Proposed Changes

- Swap the eastbound alignments for Routes 7A and 7B such that Route 7A operates along Laburnum Road in both directions, providing a more direct route to Richmond International Airport.
- Improve Weekday peak and midday headways to 30 minutes.

Level of Service

HEADWAYS		Existing	Proposed
Weekday	Peak	60	30
	Midday	60	30
	Night	60	60
Saturday	Peak	60	60
	Midday	60	60
	Night	60	60
Sunday	Peak	60	60
	Midday	60	60
	Night	60	60

Route 7B



Proposed Changes

- Swap the eastbound alignments for Routes 7A and 7B such that Route 7B operates along Nine Mile Road east of Laburnum Avenue in both directions.
- Improve weekday peak and midday headways to 30 minutes.

Level of Service

HEADWAYS		Existing	Proposed
Weekday	Peak	60	30
	Midday	60	30
	Night	60	60
Saturday	Peak	60	60
	Midday	60	60
	Night	60	60
Sunday	Peak	60	60
	Midday	60	60
	Night	60	60

Route 50

Proposed Changes

- Improve span to end at 12:00 a.m. everyday.
- Improve Headways to 30 minutes in all periods.

Level of Service

SPAN	Existing	Proposed
Wkdy	5:05 a.m. - 7:33 p.m.	5:05 a.m. - 12:00 a.m.
Sat	5:55 a.m. - 7:45 p.m.	5:55 a.m. - 12:00 a.m.
Sun	6:00 a.m. - 7:50 p.m.	6:00 a.m. - 12:00 a.m.

HEADWAYS		Existing	Proposed
Weekday	Peak	40	30
	Midday	40	30
	Night	-	30
Saturday	Peak	40	30
	Midday	40	30
	Night	-	30
Sunday	Peak	40	30
	Midday	40	30
	Night	-	30

Microtransit

- Implement
 - Sandston-Elko
 - Broad Rock-Cherry Gardens
 - Montrose-White Oak Village