



Regional Transit Plan

August 24, 2020

Overview

- Tasks
 - What is a Regional Route
 - Categorize Regional Routes and Local Routes within the System
 - Identify Regional Transit Enhancements
 - Develop Regional Transit Plan
 - Plan Approved by CVTA
- How Do We Get There
 - Work with MPO to establish Transit Subcommittee
 - Refine and Approve the Definitions
 - Refine and Approve Performance Metrics
 - Develop Plan

Defining Regional Routes – Why?

GRTC Revenue Sources

Cost/Rev	Description (Est)	Dollars
Revenue	Regional Subsidy FY22	\$ 29,723,751.30
Revenue	State Subsidy	\$ 9,867,888.00
Revenue	Farebox (FY19) + Enh	\$ 8,405,039.23
Revenue	Federal Subsidy	\$ 8,000,000.00
Cost	Annual Base	\$ 49,266,436.14
Cost	Expansion	\$ 11,517,258.48

**Not exhaustive*

Defining Regional Routes – Why?

Scenario	Description (All Include Enhancements)	Remaining Cost			
		Chesterfield	Henrico	City of Richmond	Petersburg
1	Propotional Split - Fares, State, Federal, Regional (Category Only)	\$ (684,066.22)	\$ 761,838.67	\$ 5,577,641.01	\$ (119,180.67)
2	0 Fares/ Propotional Split - State, Federal, Regional (Category Only)	\$ (313,650.60)	\$ 2,136,007.80	\$ 12,573,131.00	\$ (33,288.88)
3	Propotional Split - Fares, State, Federal, Regional (All)	\$ 597,957.50	\$ 2,658,169.04	\$ 2,115,896.97	\$ 31,020.92
4	0 Fares / Propotional Split - State, Federal, Regional (All)	\$ 1,101,561.49	\$ 4,032,338.16	\$ 9,111,386.96	\$ 116,912.72

Scenario	Description (All Include Enhancements)	Remaining Cost			
		Chesterfield	Henrico	City of Richmond	Petersburg
1	Propotional Split - Fares, State, Federal, Regional (Category Only)	\$ (684,066.22)	\$ 4,125,574.67	\$ 8,952,454.01	\$ (119,180.67)
2	0 Fares/ Propotional Split - State, Federal, Regional (Category Only)	\$ (313,650.60)	\$ 5,499,743.80	\$ 15,947,944.00	\$ (33,288.88)
3	Propotional Split - Fares, State, Federal, Regional (All)	\$ 597,957.50	\$ 6,021,905.04	\$ 5,490,709.97	\$ 31,020.92
4	0 Fares / Propotional Split - State, Federal, Regional (All)	\$ 1,101,561.49	\$ 7,396,074.16	\$ 12,486,199.96	\$ 116,912.72

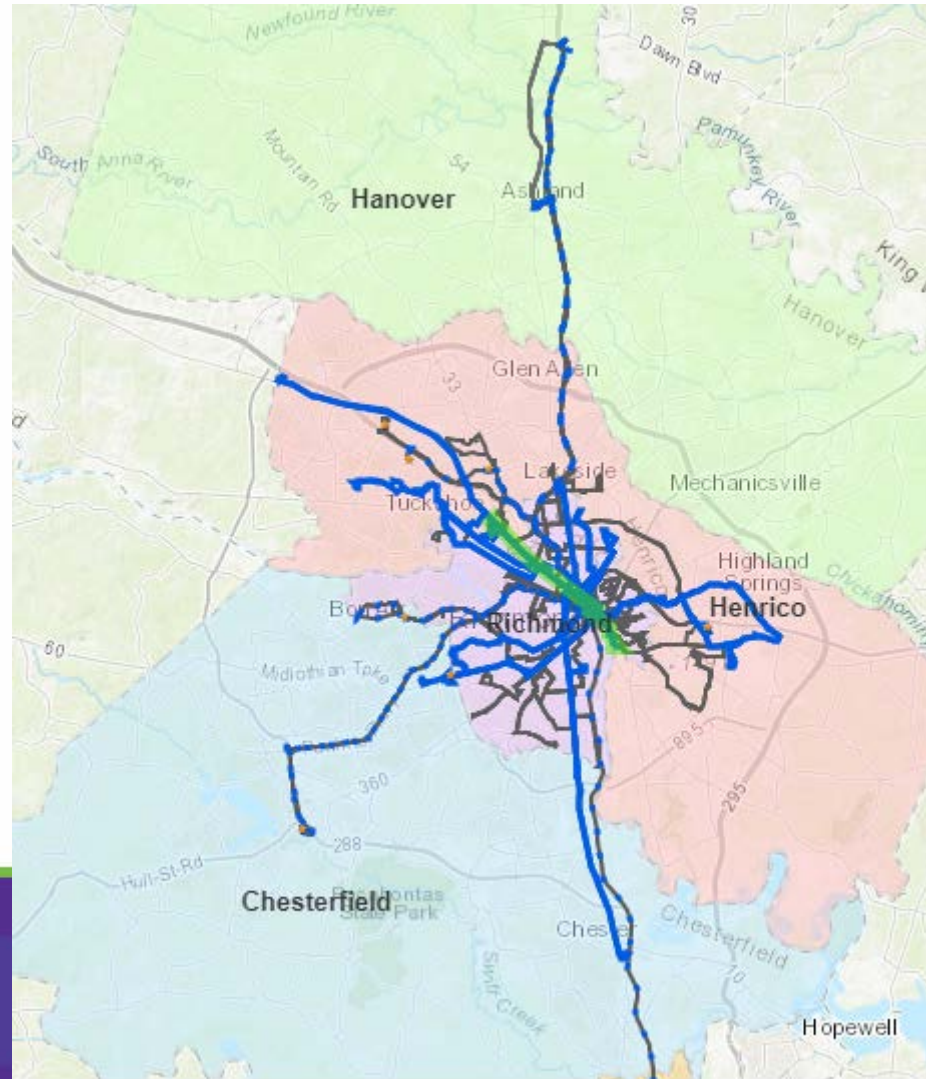
**50% Required Jurisdictional Funding Level (Legislation)*

Defining Regional Routes

Working definitions:

- Long bus or rail transit lines with few stations and high operating speeds that primarily serve long trips within metropolitan regions, as distinguished from city transit and short-haul transit.¹ Express routes provide this service.
 - Transit centers and park and rides that directly support regional bus routes to include van pool and carpool connectivity
- Fixed routes or demand-response transit routes that cross boundaries (municipal, county, or system service area) to link origins and destinations that are in different jurisdictions.²
 - Routes that are designed to connect residents from two or more jurisdictions to housing, jobs, and regional institutions of health care, education, food, or social services
 - Paratransit trips between eligible jurisdictions with regional transit service (not including those jurisdictions with commuter
- Other capital improvements that directly connect to and support the transit service including sidewalk and bikeway connections within 3/4 mile of the facility

Defining Regional Routes



Defining Regional Routes

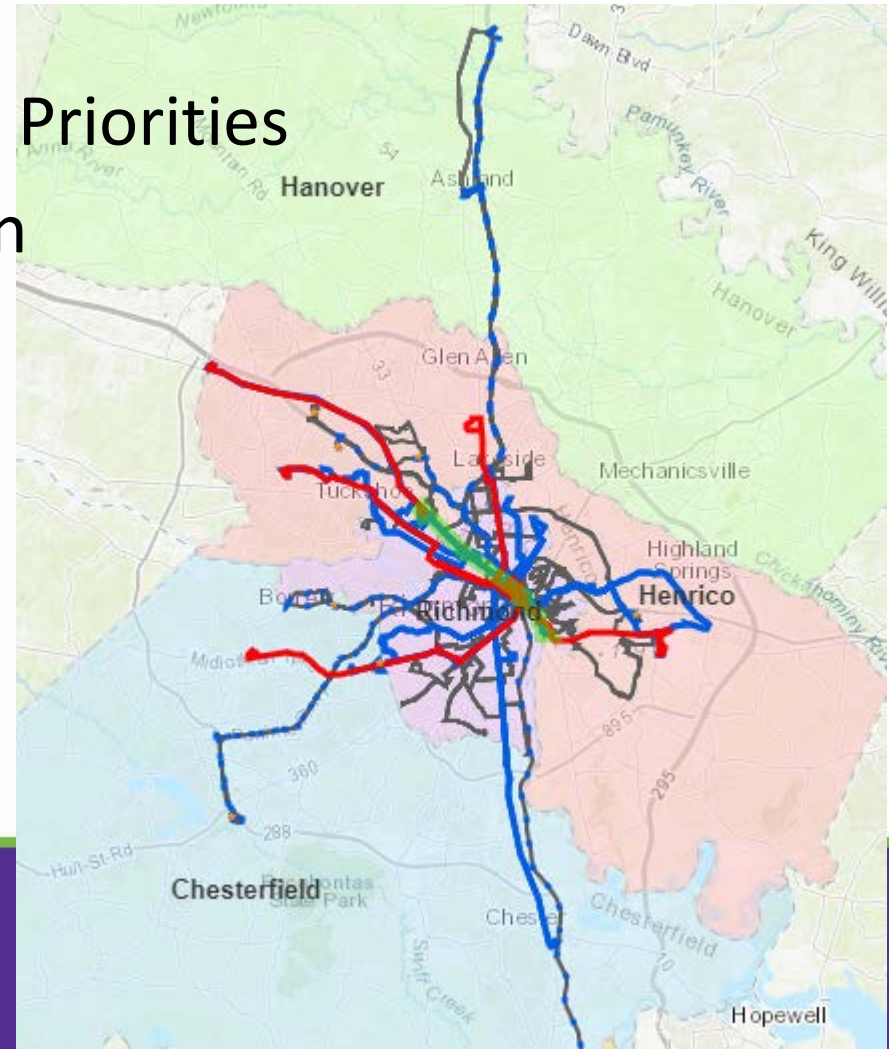
Jurisdiction	Regional Count	Total Routes
Chesterfield	4	4
Henrico	11	14
Richmond	10	27
Petersburg	1	1
Total	26	46

Defining Regional Routes

Route	Jurisdiction	Enhancement FY22	Annual Miles Est	Cost Est	Regional
5	Richmond	69,473	371,888	\$3,023,451.03x	
14	Richmond		259,058	\$2,106,144.21x	
18	Henrico		53,371	\$433,905.25x	
19	Henrico	76,200	388,729	\$3,160,367.03x	
23	Henrico		16,153	\$131,324.61x	
26	Henrico		64,198	\$521,930.91x	
27	Henrico		50,666	\$411,916.53x	
28	Henrico		23,345	\$189,796.09x	
29	Henrico		124,191	\$1,009,676.80x	
64	Richmond		60,407	\$491,105.07x	
76	Richmond		59,990	\$487,716.42x	
77	Richmond		108,511	\$882,191.89x	
79	Henrico	13,576	126,444	\$1,027,988.42x	
82	Chesterfield	16,708	74,413	\$604,979.45x	
95	Petersburg		62,032	\$504,323.28x	
108	Richmond	95,880	641,238	\$5,213,266.21x	
111	Chesterfield		143,929	\$1,170,144.00x	
1A	Richmond		329,737	\$2,680,759.38x	
2B	Richmond	27,682	229,479	\$1,865,664.49x	
3B	Richmond		194,361	\$1,580,155.91x	
3C	Richmond		180,523	\$1,467,653.62x	
7A	Henrico	179,350	328,309	\$2,669,152.85x	
7B	Henrico	179,350	332,612	\$2,704,135.43x	
1	Henrico	112,000	112,000	\$910,560.00x	
1D	Chesterfield	298,200	298,200	\$2,424,366.00x	
89x	Chesterfield	67,932	67,932	\$552,287.16x	

Enhanced Service Considerations

- Transit Development Plan Priorities
- Phase II Transit Vision Plan



Enhanced Service Considerations

Project ID	Improvement Description	Jurisdiction	Incremental Cost	Project Year in TDP	Updated Project Year
SI:72	Extend route 82x to a new Park and Ride at the old Clover Hill High School.	Chesterfield	\$ 76,500.00	FY20	FY22
SI:49	Add weekend service on Route 79 (Patterson/Parham) from 6am-11pm.	Henrico	\$ 204,000.00	FY22	FY22
SVPII/SI:61	Some version of Option 1 - D (Midlothian South)	Richmond/Henrico	\$ 2,311,050.00	FY22	FY22
SVPII	Option 1 - A (Route 19)	Henrico	\$ 590,550.00	FY22	FY22
SVPII	Option 3 - F (Nine Mile Increase frequency on the 7s)	Henrico	\$ 2,779,925.00	FY22	FY22
SVPII/SI:54	Option 1 - (Route 1 North to Brook/Parham)	Henrico	\$ 868,000.00	FY22	FY22
New	Increased Pulse Frequency - 7 minute Peak/Midday	Richmond/Henrico	\$ 743,067.52	FY22	FY22
New	Increased 5 Frequency - 10 Peak/Midday	Richmond	\$ 538,417.92	FY22	FY22
SI:51	Increase frequency on Route 91 (Laburnum Connector) from 60-minute to 30-minute.	Henrico	\$ 2,297,400.00	FY24	FY22
SI:60	Extend Route 2b (North Ave/Jahnke/Midlothian) to Arboretum Place.	Chesterfield	\$ 76,500.00	FY25	FY22
SI:73	Create a new express route (89x) from downtown to a new park and ride at Cogbill Road and Chippenham Parkway.	Chesterfield	\$ 459,000.00	FY25	FY22
New	Re-align 93 to travel one direction all day and serve Lakeside	Henrico			FY22

Next Steps

- Work through definitions
- Hire a Consultant
- Enhancement Initiatives