



Richmond District Highlights

DRPT is a state agency that reports to the Secretary of Transportation. Our focus is the movement of people and goods throughout the Commonwealth, and our primary areas of activity are rail, public transportation, and commuter services.

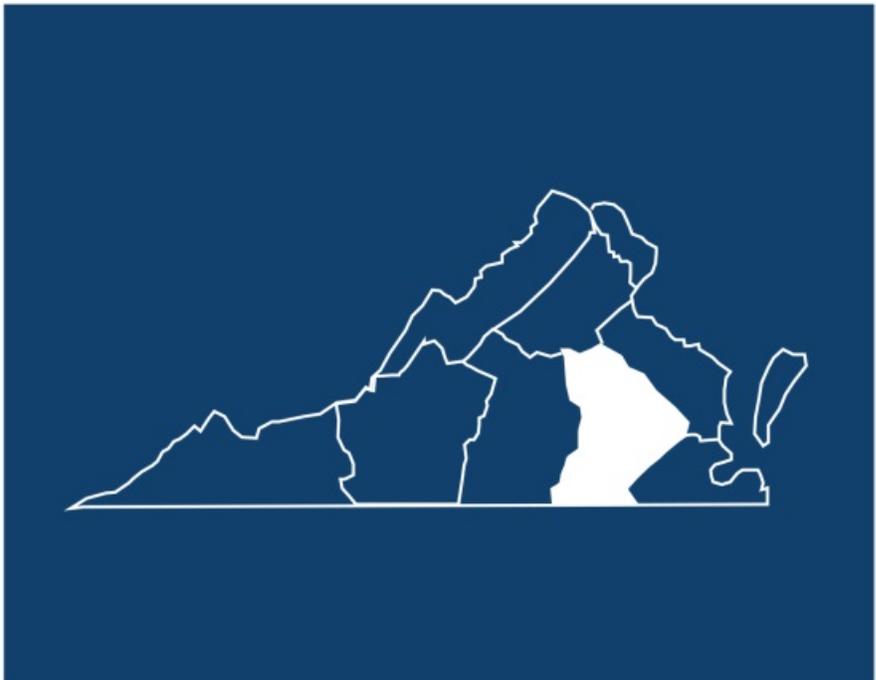
DRPT's mission is to facilitate and improve the mobility of Virginia citizens and to promote the efficient transport of goods and people in a safe, reliable, and cost-effective manner. Below are summaries of ongoing projects and funding allocations that support this mission.

General Funding

DRPT's Six Year Improvement Program (SYIP) for Fiscal Years 2018-2023 allocates \$669.3 million in Fiscal Year 2018. In the Richmond District, this funding includes \$38.4 million in transit and \$67.2 million in rail.

Beginning in Fiscal Year 2019, a portion of transit capital program funding will begin to phase out as the ten-year life of Capital Project Revenue bonds expires. The bonds represent over 40% of transit capital program funding. The Virginia General Assembly

passed legislation to establish the Transit Capital Projects Revenue Advisory Board (RAB) in the 2016 Session as recognition of the need to identify new funding sources for transit capital investments. In its final report, the RAB identified a \$130 million annual average funding gap between revenues and needs over the next ten years, suggested potential revenue sources to meet those needs, and made recommendations for a project-based prioritization framework to allocate limited funding. To view the report, please visit www.drpt.virginia.gov.



Fiscal Year 2018 Smart Scale Projects

Broad Street Pedestrian and Transit Stop Improvements

The project will provide various improvements, including sidewalk fill-in, up to six ADA ramps, landing pads, benches, bench pads, a bus shelter, and shelter pad for approximately 14 GRTC bus stops between Forest Avenue and Byrd Avenue along the Broad Street corridor in Henrico County. It will help provide a safer and more convenient location for GRTC bus riders to stand,



increase capacity at the bus stops, reduce road congestion, improve transit accessibility, and make it safer and more convenient for pedestrians to travel along Broad Street.

Parham Road Pedestrian and Transit Stop Improvements

This project will improve multimodal function, transit access, and handicap accessibility along the 0.45 mile Parham Road project corridor in Henrico County. It will provide various improvements, including sidewalk fill-in, curb and gutter, three curb cuts, drainage improvements, three new ADA ramps, construction of a new bus pad with bench, and replace existing shelter and pad for two GRTC local bus stops between Shrader and Hungary Spring Roads. This project will help provide a safer and more convenient location for GRTC bus riders to stand, increase capacity at the bus stops, reduce road congestion, improve transit accessibility, and make it safer and more convenient for pedestrians to travel along Parham Road.

E Smart Cities

The proposed central system upgrade will integrate the City's traffic signal system with the Region's Automated Vehicle Location (AVL) systems to improve safety operations and travel speeds for transit vehicles, emergency vehicles, and other city-operated vehicles equipped with AVL. The proposed system accomplishes these goals through an exchange of information between Econolite Centracs, Clever Devices, and Sierra software platforms.

Cogbill/Hopkins/Chippenham - Park and Ride Lot

This project will construct a 142 space (118 vehicles, 24 bicycles) park and ride lot in Chesterfield County south of Cogbill Road and east of Hopkins Road. It will include two bike racks with an awning, signage, marking, full depth pavement, lighting, and space for a vehicle charging station.

Fiscal Year 2017 Smart Scale Project

Petersburg Station Park and Ride Structured Lot

The project will allow for the construction of a Large/Urban Park and Ride Structured Lot. This is a major parking deck structure that would hold typically up to 200 or more parking spaces in developed urban areas. This location is located adjacent to interstate 95 and State Route 36 and incorporates a transit center function. It will be served by local, commuter, and intercity bus service with on-site bus circulation.

Public Transportation

Organizations in the Richmond District that receive state funding in Fiscal Year 2018 of DRPT's SYIP are:

- Bay Aging
- City of Petersburg
- Crater Planning District Commission



- Greater Richmond Transit Company
- Lake Country Area Agency on Aging
- Richmond Regional Planning District Commission
- RideFinders
- Senior Connections, The Capital Area Agency on Aging (Capital Area Ride Connection)
- Town of Blackstone/Blackstone Area Bus System
- Virginia Transit Association

The Pulse: Richmond Broad Street Bus Rapid Transit

The Pulse, a 7.6-mile BRT system on Broad Street, will connect Henrico County to Rocketts Landing. There will be 14 stations and over three miles of dedicated travel lanes. Construction activities are on-going. The project team continues to work with the contractor and is pushing to get the work completed as early as possible. June 30, 2018 remains the contractual fixed completion date. The project is on time and on budget.

The BRT will provide the following benefits:

- Support 406 jobs in the local economy.
- Generate \$35 million for the economy (from construction).
- Provide the city with nearly \$5 million as a result of increased real estate revenues.
- Potentially stimulate a 12% increase in property values in the corridor over 20 years, raising values by \$1.1 billion and increasing property tax revenues by about \$4.9 million per year on average over 20 years.
- Greatly improve travel times for over 11,000 bus riders each day.
- Over 3,000 daily riders are expected to use the BRT service including an estimated 500 new transit riders.
- Better job access for transit-dependent persons.

Richmond Regional Transit Plan

The *Greater RVA Transit Vision Plan* provides a framework for expanding Richmond's regional transit network by 2040. Among its many goals, the plan sets forth a transit network that meets the demands of current and future population and employment growth while meeting economic development goals, promoting livable and walkable transit oriented development, and strengthening the region's multimodal options. Funded in partnership by the Commonwealth of Virginia and the Richmond Regional Transportation Planning Organization, the *Greater RVA Transit Vision Plan* has been endorsed by the RRTPO. For more information, please visit <http://rvatransitvision.com/>.

Freight and Passenger Rail

The Department supports two roundtrip Amtrak trains per day from Richmond Staples Mill station, two round trip trains per day from Newport News which serve Richmond Main Street



station, and one round trip Amtrak train from Norfolk which serves the Ettrick station in Petersburg and Richmond Staples Mill. These services travel into the Northeast Corridor to destinations including Washington, D.C., Philadelphia, New York, and Boston.

DRPT is continuing its funding of the expansion of the Staples Mill Amtrak station parking lot to accommodate the high ridership for Amtrak passenger rail in and out of Richmond. The project will double parking capacity as well as provide infrastructure improvements to enhance public transit connections to the station. Construction is being overseen by VDOT, and expected to begin in summer 2017 with a completion date of Summer 2018. Two hundred parking spaces will remain open during this time.

DRPT is investing over \$100 million to improve Acca Yard in Richmond. Once completed, this project will help improve travel reliability for existing passenger rail service between Hampton Roads and Richmond, and it will provide two additional train slots for future service to Norfolk. The Acca Yard project is expected to be completed in 2019.

DRPT also works closely with the nine shortline railroads that provide local and switching services to industries and ports across the state. In the Richmond District, DRPT provided funding in Fiscal Year 2018 to the Buckingham Branch Railroad.

DC2RVA

The Federal Railroad Administration (FRA) and DRPT are working together on the Washington, D.C. to Richmond Southeast High Speed Rail project (DC2RVA) to advance rail service and infrastructure improvements in this important corridor. The project will produce recommendations for higher speed passenger rail service, increased passenger and freight rail capacity, and improved passenger rail service frequency and reliability in the corridor. This corridor is shared by growing volumes of passenger, commuter, and freight rail traffic thereby providing a competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent corridors.

DRPT staff presented a series of recommendations at the December Commonwealth Transportation Board meeting for preferred alternatives including track alignments and station options along the corridor.

DRPT made the following recommendations for the Richmond area:

- Track alignments in Ashland and Hanover County – DRPT staff recommended seeking FRA approval to conduct a separate alternatives analysis for the Ashland area to help determine a preferred alternative in this area.
- Station alternatives in the Richmond area – DRPT staff recommended full service options for higher speed rail at both the Main Street and Staples Mill Stations.



The Federal Railroad Administration will provide its feedback on these recommendations in its release of a Draft Environmental Impact Statement (DEIS) in 2017. A 60-day public comment period will follow. The Commonwealth Transportation Board (CTB) will then consider its final recommendations on the DEIS for the FRA to consider before making their final Record of Decision (ROD). Once complete, the ROD will make the DC2RVA corridor eligible for federal funding.

Virginia State Rail Plan

The Passenger Rail Investment and Improvement Act of 2008 tasks states with producing a State Rail Plan to establish policies, priorities and implementation strategies for freight and passenger rail transportation, which enhance rail service in the public interest, and serve as the basis for federal and state rail investments within Virginia.

The State Rail Plan includes both short-term and long-term planning horizons and serves as a unifying vision for advancing passenger and freight rail initiatives in the Commonwealth. DRPT consulted with various industry stakeholders including freight and passenger rail owners and operators, governmental and non-governmental entities (including municipalities and regional planning organizations), the general public, elected officials, and interest groups in in this effort. The Commonwealth of Virginia will strategically utilize the State Rail Plan to guide policy and funding decisions which will promote safer travel alternatives, reduce environmental impacts, prioritize numerous advancements in the State's rail transportation network and serve as a catalyst for economic development along the Commonwealth's rail corridors.

For more information, go to www.varailplan.org.

If you have any questions or comments about any of these projects, please contact our office:

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