



Meeting Date: July 16, 2024
Consent Agenda: Transit Strategic Plan (TSP)

BACKGROUND:

In 2018, the General Assembly of Virginia passed a law requiring transit agencies, such as GRTC, operating in urbanized areas to develop a Transit Strategic Plan (TSP). This was in response to the rapid growth leading to new settlements and changes in commuting patterns throughout the Commonwealth of Virginia. The TSP ensures that transit services are planned to meet the unique mobility requirements of communities across the State. It is a strategic roadmap that allows transit agencies to evaluate and adjust their services and networks in response to shifts in demand, all within the existing financial framework of each agency's service area. The TSP provides a foundation for future funding requests, directly advising transit agency's programming process in the years that follow its adoption. The TSP is developed under the Virginia Department of Rail and Public Transportation (DRPT) guidelines.

GRTC has developed its initial TSP in compliance with state regulations. This plan is a vital tool that will shape the future of transit services throughout the wider Richmond area. Its objective is to identify essential enhancements to transit services and guarantee that they meet the evolving needs of the service area. The development of the TSP involved gathering input from the community, stakeholders, and GRTC staff. This memo includes a summary of planned improvements, modifications, and prioritization of service, operating, and capital priorities within 10 years of the TSP. The summaries have been presented to GRTC's Development Committee. In addition, GRTC has formally submitted its FY2025 priorities from the TSP (regional public transportation plan) to the Technical Advisory of the Central Virginia Transportation Authority (CVTA), and this submission has been approved.

PLANNED SERVICE IMPROVEMENTS:

The TSP guidelines stipulate that each planned change to transit service must be accompanied by a timeframe, along with estimated capital and operating costs. The GRTC TSP timeframes are defined as follows:

- Short-term: FY 2025 – FY 2027
- Mid-term: FY 2028 – FY 2031
- Long-term: FY 2032 – FY 2034
- Out Years – Beyond FY 2034

Planned improvements within the ten years of the TSP, through FY 2034, are financially constrained and phased over the ten-year horizon. Additional improvements beyond the constrained ten years are included in the "out years" of the plan, to be implemented in a future timeframe (and are considered unfunded/unconstrained). In addition to route-by-route explanations of planned improvements, the TSP addresses impact on equity, operational needs, and capital planning brought on by changes in bus service. Factors impacting implementation are also captured. The planned improvements are designed to improve efficiency and performance to make GRTC bus service more efficient, reliable, and attractive to current and

potential bus customers. In addition to outlining customer-facing changes to service like span and frequency, the TSP estimated changes to revenue miles, revenue hours, and peak vehicle needs to provide context for the resources required by each route’s improvements.

By FY 2034, the planned service improvements will expand GRTC’s transit services significantly relative to today:

- 80 percent increase in annual revenue hours.
- 9.2 percent increase in service area (defined as ¼-mile from fixed routes, express route stops, and microtransit zones).
- 9.7 percent increase in paratransit coverage area (defined as ¾-mile from fixed routes or express stops).
- 39 percent estimated increase in annual ridership.

PRIORITIZATION OF PLANNED SERVICE IMPROVEMENTS:

The prioritization process built upon GRTC’s FY 2024 planned service and balanced annual service increases with manageable increases in operating and capital costs. Service changes would be implemented incrementally, and not all changes will be implemented by the end of the plan in FY 2034, allowing for some service changes to be completed in future years (those changes in the “Out Years” are considered outside of the financially constrained plan).

Table 1 below presents the prioritized list of planned service improvements for the years encompassing the TSP. The table is divided into four periods: “short-term,” “mid-term,” “long-term,” and “out years.” The table details essential information for the phase of improvements year by year, including service improvements, routes impacted by system changes, and additional revenue miles, hours, and vehicles needed to operate the service. The operational impact of microtransit zones is included in revenue hours estimates only; GRTC has not projected revenue miles for the zones, and the vehicles required are of a different type.

Table 1: Prioritization Planned Service Improvements

Time Frame	Year	Key Service Improvements	Routes/Zones Impacted	Approximate Change in Revenue Hours	Approximate Change in Revenue Miles	Additional Peak Vehicle Need
Short-Term	FY 2025	Route 1 extension to VCCS, frequent peak service on 7A and 7B	1, 7A, 7B	84,400	265,600	4
	FY 2026	Alignment changes, improved headways and spans, eliminated routes, and introduction of microtransit zones	3B, 5, 12, 19, 50, 56, 77, 78, 82x, 86, 87, 88, Pulse, Broad Rock Zone, White Oak-Montrose Zone	21,600	160,700	3
	FY 2027	Pulse extension to Parham and related realignments, Route 92 implementation	19, 50, 76, 79, 92, Pulse	37,200	386,800	6
	Short-Term Total			143,100 additional revenue hours	813,100 additional revenue miles	13 additional vehicles

Time Frame	Year	Key Service Improvements	Routes/Zones Impacted	Approximate Change in Revenue Hours	Approximate Change in Revenue Miles	Additional Peak Vehicle Need
Mid-Term	FY 2028	Alignment changes, headway, and span improvements	5, 18, 20, 92, 95x	24,600	309,500	5
	FY 2029	Introduction of North-South BRT and related realignments	1, 1A, 1B, 1C, 2B, North-South BRT	85,000	847,100	11
	FY 2030	Headway improvements	2A, 2B	34,000	328,700	5
	FY 2031	Span and headway improvements, increasing service on Routes 3A and 3B to replace Route 3C	3A, 3B, 3C, 5, 14, 18, 20, 92	30,500	336,400	4
	Mid-Term Total				174,000 additional revenue hours	1,821,700 additional revenue miles
Long-Term	FY 2032	Headway improvements and introduction of express routes	4A, 4B, 12, 30x, 91, Airport Express	32,600	425,400	6
	FY 2033	Headway and span improvements, Route 8 introduction	2A, 2B, 2C, 5, 7A, 7B, 8, 12, 19, 29x, 78, 79,	31,100	331,500	2
	FY 2034	Headway and span improvements, alignment changes	3B, 5, 7A, 7B, 12, 14, 18, 19, 79, 87, 91	31,800	402,100	1
	Long-Term Total				95,500 additional revenue hours	1,159,000 additional revenue miles
Out Years (not funded within the financially constrained TSP)		Extensions of North-South and Pulse BRT, introduction of microtransit zones	North-South BRT, Pulse BRT, East End-Mechanicsville Zone, Highland Park Zone, Hull-Midlothian Zone	128,800 additional revenue hours	1,342,600 additional revenue miles	21 additional vehicles

OPERATIONAL NEEDS:

Table 2 below provides a breakdown of the operational changes and requirements by year and route to facilitate the implementation of recommended service adjustments. The table displays the changes in revenue hours and revenue miles for each route compared to the previous year. It also includes the additional peak vehicles needed for each route. Revenue hours, miles, or vehicle needs in parentheses represent a reduction. Because GRTC's service changes do not align with the fiscal calendar, the estimated revenue hours for each route are prorated in the year of implementation, reflecting the portion of the fiscal year in which the route will operate

with the described changes. Consequently, each year includes a row for “Other Routes,” which summarizes the increases or decreases in revenue hours and revenue miles resulting from no longer prorating the changes that occurred in the previous fiscal year.

Table 2: Service Expansion and Reduction by Fiscal Year

Year	Route/Zone	Description of Changes	Approximate Change in Revenue Hours	Approximate Change in Revenue Miles	Additional Peak Vehicle Need
FY 2025	Route 1	Alignment change	7,800	141,000	2
	Route 7A	Alignment change, weekday headway improvements	5,700	84,400	1
	Route 7B	Alignment change, weekday headway improvements	3,200	40,200	1
	Other Routes	Prorated hours and miles from previous year’s service changes	67,400	232,000	-
FY 2026	Route 3B	Alignment change	1,600	17,800	-
	Route 5	Alignment change	4,600	44,500	5
	Route 12	Weekday and weekend span improvements, weekday headway improvements	1,400	34,700	-
	Route 19	Sunday span improvement	900	9,500	-
	Route 50	Weekday and weekend span improvements, weekday and weekend headway improvements	3,300	51,400	1
	Route 56	Eliminated	(1,200)	(15,700)	(1)
	Route 77	Eliminated	(6,500)	(63,100)	(2)
	Route 78	Weekday headway improvements	3,600	29,400	1
FY 2026	Route 82x	Alignment change, added trips	500	11,700	-
	Route 3B	Eliminated	(5,200)	(53,400)	(1)
	Route 87	Alignment change, weekend span improvement, weekday headway improvements	3,000	55,400	2
	Route 88	Eliminated	(2,300)	(31,200)	(2)

Year	Route/Zone	Description of Changes	Approximate Change in Revenue Hours	Approximate Change in Revenue Miles	Additional Peak Vehicle Need
	Pulse BRT	Saturday headway improvements	1,400	16,600	-
	Broad Rock Zone	Introduce microtransit service	8,300	N/A	N/A
	White Oak-Montrose Zone	Introduce microtransit service	4,800	N/A	N/A
	Other Routes	Prorated hours and miles from previous year's service changes	3,300	53,100	-
FY 2027	Route 19	Alignment change	(15,600)	(178,300)	(3)
	Route 50	Alignment change	11,800	118,500	2
	Route 76	Eliminated	(6,900)	(62,200)	(4)
	Route 79	Alignment change, weekday and weekend span improvements	4,800	61,700	1
	Route 92	Introduce service	10,500	154,600	4
	Pulse BRT	Alignment change, weekday and weekend headway improvements	30,000	286,400	6
	Other Routes	Prorated hours and miles from previous year's service changes	2,700	6,100	-
FY 2028	Route 5	Weekday and weekend span improvements	600	5,000	-
	Route 18	Alignment change, weekday headway improvements	2,800	28,000	1
	Route 20	Weekday and weekend headway improvements	11,400	161,900	4
	Route 92	Introduce weekend service	5,100	67,900	-
	Route 95x	Alignment change	100	4,600	-
	Other Routes	Prorated hours and miles from previous year's service changes	4,500	42,100	-
FY 2029	Route 1	Weekday and weekend span improvements, weekday and weekend headway changes	(3,800)	(31,200)	(2)

Year	Route/Zone	Description of Changes	Approximate Change in Revenue Hours	Approximate Change in Revenue Miles	Additional Peak Vehicle Need
	Route 1A	Alignment change, weekday and weekend headway improvements	10,000	112,700	1
	Route 1B	Alignment change, weekday and Saturday span improvements, introduce Sunday service	(1,500)	12,000	(2)
	Route 1C	Alignment change, Sunday headway improvements	(7,800)	(78,700)	(2)
	Route 2B	Alignment change	(300)	(2,800)	-
	North-South BRT	Introduce service	84,900	787,800	16
	Other Routes	Prorated hours and miles from previous year's service changes	3,600	47,300	-
FY 2030	Route 2A	Weekday headway improvements	9,200	84,700	2
	Route 2B	Weekday headway improvements	8,400	83,400	3
	Other Routes	Prorated hours and miles from previous year's service changes	16,300	160,600	-
FY 2031	Route 3A	Alignment change, weekday and Saturday span improvements, introduce Sunday service	6,900	94,900	-
	Route 3B	Alignment change, weekday and Saturday span improvements, introduce Sunday service	11,800	149,200	-
	Route 3C	Eliminated	(9,600)	(111,500)	-
	Route 5	Weekday headway improvements, introduce weekend service on long pattern	5,100	38,200	3
	Route 14	Weekday and weekend span improvements, weekday headway improvements	4,600	43,700	1
	Route 18	Weekday span improvements, introduce weekend service	5,000	46,000	-
	Route 20	Saturday headway improvements	1,900	27,800	-

Year	Route/Zone	Description of Changes	Approximate Change in Revenue Hours	Approximate Change in Revenue Miles	Additional Peak Vehicle Need
	Route 92	Saturday headway improvements	1,200	14,400	-
	Other Routes	Prorated hours and miles from previous year's service changes	3,500	33,700	-
FY 2032	Route 4A	Weekday and Saturday headway improvements	3,400	33,400	1
	Route 4B	Weekday and Saturday headway improvements	3,400	32,800	1
	Route 12	Weekday headway improvements	4,400	35,600	-
	Route 30x	Introduce service	800	15,700	1
	Route 91	Weekday and weekend span improvements, weekday headway improvements	3,600	49,800	-
	Airport Express	Introduce service	11,600	197,600	3
	Other Routes	Prorated hours and miles from previous year's service changes	5,400	60,500	-
FY 2033	Route 2A	Weekday and weekend span improvements, Saturday headway improvements	2,000	24,900	-
	Route 2B	Saturday span and headway improvements	1,600	19,900	-
	Route 2C	Saturday span improvements	-	(3,300)	-
	Route 5	Weekday and Saturday headway improvements	2,300	20,000	-
	Route 7A	Weekday and weekend span improvements	1,000	12,100	-
	Route 7B	Weekday and weekend span improvements	1,400	14,000	-
	Route 8	Introduce service	7,900	58,100	2
	Route 12	Weekday and Saturday headway improvements	4,900	39,800	-
	Route 19	Weekday and Sunday span improvements	1,500	22,100	-
	Route 29x	Alignment change	900	21,500	-

Year	Route/Zone	Description of Changes	Approximate Change in Revenue Hours	Approximate Change in Revenue Miles	Additional Peak Vehicle Need
	Route 78	Weekend span improvements, Saturday headway improvements	1,000	12,000	-
	Route 79	Weekday and weekend span improvements	2,100	24,500	-
	Other Routes	Prorated hours and miles from previous year's service changes	4,600	65,900	-
FY 2034	Route 3B	Alignment change	1,100	20,400	-
	Route 5	Weekend span and headway improvements	3,300	35,100	-
	Route 7A	Saturday headway improvements	1,400	17,100	-
	Route 7B	Saturday headway improvements	900	14,800	-
	Route 12	Sunday headway improvements	2,400	25,600	-
	Route 14	Weekday and Saturday headway improvements	6,200	68,400	-
	Route 18	Weekend span and headway improvements	3,200	37,500	-
	Route 19	Sunday headway improvements	1,600	23,800	-
	Route 79	Weekday and Saturday headway improvements	3,700	61,100	1
	Route 87	Weekday and Saturday headway improvements	4,400	56,500	-
	Route 91	Saturday headway improvements	1,200	15,200	-
	Other Routes	Prorated hours and miles from previous year's service changes	2,700	26,600	-
Out Years	North-South BRT	Alignment change	51,800	775,500	13
	Pulse BRT	Alignment change	33,500	497,100	8
	East End-Mechanicsville Pike Zone	Introduce microtransit service	16,000	N/A	N/A
	Highland Park Zone	Introduce microtransit service	6,700	N/A	N/A
	Hull-Midlothian Zone	Introduce microtransit service	15,500	N/A	N/A

Year	Route/Zone	Description of Changes	Approximate Change in Revenue Hours	Approximate Change in Revenue Miles	Additional Peak Vehicle Need
	Other Routes	Prorated hours and miles from previous year's service changes	5,200	70,000	-

Year	Route/Zone	Description of Changes	Approximate Change in Revenue Hours	Approximate Change in Revenue Miles	Additional Peak Vehicle Need
FY 2025	Route 1	Alignment change	7,800	141,000	2
	Route 7A	Alignment change, weekday headway improvements	5,700	84,400	1
	Route 7B	Alignment change, weekday headway improvements	3,200	40,200	1
	Other Routes	Prorated hours and miles from previous year's service changes	67,400	232,000	-
FY 2026	Route 3B	Alignment change	1,600	17,800	-
	Route 5	Alignment change	4,600	44,500	5
	Route 12	Weekday and weekend span improvements, weekday headway improvements	1,400	34,700	-
	Route 19	Sunday span improvement	900	9,500	-
	Route 50	Weekday and weekend span improvements, weekday and weekend headway improvements	3,300	51,400	1
	Route 56	Eliminated	(1,200)	(15,700)	(1)
	Route 77	Eliminated	(6,500)	(63,100)	(2)
	Route 78	Weekday headway improvements	3,600	29,400	1
FY 2026	Route 82x	Alignment change, added trips	500	11,700	-
	Route 3B	Eliminated	(5,200)	(53,400)	(1)
	Route 87	Alignment change, weekend span improvement, weekday headway improvements	3,000	55,400	2

Year	Route/Zone	Description of Changes	Approximate Change in Revenue Hours	Approximate Change in Revenue Miles	Additional Peak Vehicle Need
	Route 88	Eliminated	(2,300)	(31,200)	(2)
	Pulse BRT	Saturday headway improvements	1,400	16,600	-
	Broad Rock Zone	Introduce microtransit service	8,300	N/A	N/A
	White Oak-Montrose Zone	Introduce microtransit service	4,800	N/A	N/A
	Other Routes	Prorated hours and miles from previous year's service changes	3,300	53,100	-
FY 2027	Route 19	Alignment change	(15,600)	(178,300)	(3)
	Route 50	Alignment change	11,800	118,500	2
	Route 76	Eliminated	(6,900)	(62,200)	(4)
	Route 79	Alignment change, weekday and weekend span improvements	4,800	61,700	1
	Route 92	Introduce service	10,500	154,600	4
	Pulse BRT	Alignment change, weekday and weekend headway improvements	30,000	286,400	6
	Other Routes	Prorated hours and miles from previous year's service changes	2,700	6,100	-
FY 2028	Route 5	Weekday and weekend span improvements	600	5,000	-
	Route 18	Alignment change, weekday headway improvements	2,800	28,000	1
	Route 20	Weekday and weekend headway improvements	11,400	161,900	4
	Route 92	Introduce weekend service	5,100	67,900	-
	Route 95x	Alignment change	100	4,600	-
	Other Routes	Prorated hours and miles from previous year's service changes	4,500	42,100	-
FY 2029	Route 1	Weekday and weekend span improvements, weekday and weekend headway changes	(3,800)	(31,200)	(2)

Year	Route/Zone	Description of Changes	Approximate Change in Revenue Hours	Approximate Change in Revenue Miles	Additional Peak Vehicle Need
	Route 1A	Alignment change, weekday and weekend headway improvements	10,000	112,700	1
	Route 1B	Alignment change, weekday and Saturday span improvements, introduce Sunday service	(1,500)	12,000	(2)
	Route 1C	Alignment change, Sunday headway improvements	(7,800)	(78,700)	(2)
	Route 2B	Alignment change	(300)	(2,800)	-
	North-South BRT	Introduce service	84,900	787,800	16
	Other Routes	Prorated hours and miles from previous year's service changes	3,600	47,300	-
FY 2030	Route 2A	Weekday headway improvements	9,200	84,700	2
	Route 2B	Weekday headway improvements	8,400	83,400	3
	Other Routes	Prorated hours and miles from previous year's service changes	16,300	160,600	-
FY 2031	Route 3A	Alignment change, weekday and Saturday span improvements, introduce Sunday service	6,900	94,900	-
	Route 3B	Alignment change, weekday and Saturday span improvements, introduce Sunday service	11,800	149,200	-
	Route 3C	Eliminated	(9,600)	(111,500)	-
	Route 5	Weekday headway improvements, introduce weekend service on long pattern	5,100	38,200	3
	Route 14	Weekday and weekend span improvements, weekday headway improvements	4,600	43,700	1
	Route 18	Weekday span improvements, introduce weekend service	5,000	46,000	-
	Route 20	Saturday headway improvements	1,900	27,800	-

Year	Route/Zone	Description of Changes	Approximate Change in Revenue Hours	Approximate Change in Revenue Miles	Additional Peak Vehicle Need
	Route 92	Saturday headway improvements	1,200	14,400	-
	Other Routes	Prorated hours and miles from previous year's service changes	3,500	33,700	-
FY 2032	Route 4A	Weekday and Saturday headway improvements	3,400	33,400	1
	Route 4B	Weekday and Saturday headway improvements	3,400	32,800	1
	Route 12	Weekday headway improvements	4,400	35,600	-
	Route 30x	Introduce service	800	15,700	1
	Route 91	Weekday and weekend span improvements, weekday headway improvements	3,600	49,800	-
	Airport Express	Introduce service	11,600	197,600	3
	Other Routes	Prorated hours and miles from previous year's service changes	5,400	60,500	-
FY 2033	Route 2A	Weekday and weekend span improvements, Saturday headway improvements	2,000	24,900	-
	Route 2B	Saturday span and headway improvements	1,600	19,900	-
	Route 2C	Saturday span improvements	-	(3,300)	-
	Route 5	Weekday and Saturday headway improvements	2,300	20,000	-
	Route 7A	Weekday and weekend span improvements	1,000	12,100	-
	Route 7B	Weekday and weekend span improvements	1,400	14,000	-
	Route 8	Introduce service	7,900	58,100	2
	Route 12	Weekday and Saturday headway improvements	4,900	39,800	-
	Route 19	Weekday and Sunday span improvements	1,500	22,100	-
	Route 29x	Alignment change	900	21,500	-

Year	Route/Zone	Description of Changes	Approximate Change in Revenue Hours	Approximate Change in Revenue Miles	Additional Peak Vehicle Need
	Route 78	Weekend span improvements, Saturday headway improvements	1,000	12,000	-
	Route 79	Weekday and weekend span improvements	2,100	24,500	-
	Other Routes	Prorated hours and miles from previous year's service changes	4,600	65,900	-
FY 2034	Route 3B	Alignment change	1,100	20,400	-
	Route 5	Weekend span and headway improvements	3,300	35,100	-
	Route 7A	Saturday headway improvements	1,400	17,100	-
	Route 7B	Saturday headway improvements	900	14,800	-
	Route 12	Sunday headway improvements	2,400	25,600	-
	Route 14	Weekday and Saturday headway improvements	6,200	68,400	-
	Route 18	Weekend span and headway improvements	3,200	37,500	-
	Route 19	Sunday headway improvements	1,600	23,800	-
	Route 79	Weekday and Saturday headway improvements	3,700	61,100	1
	Route 87	Weekday and Saturday headway improvements	4,400	56,500	-
	Route 91	Saturday headway improvements	1,200	15,200	-
	Other Routes	Prorated hours and miles from previous year's service changes	2,700	26,600	-
Out Years	North-South BRT	Alignment change	51,800	775,500	13
	Pulse BRT	Alignment change	33,500	497,100	8
	East End-Mechanicsville Pike Zone	Introduce microtransit service	16,000	N/A	N/A
	Highland Park Zone	Introduce microtransit service	6,700	N/A	N/A
	Hull-Midlothian Zone	Introduce microtransit service	15,500	N/A	N/A

Year	Route/Zone	Description of Changes	Approximate Change in Revenue Hours	Approximate Change in Revenue Miles	Additional Peak Vehicle Need
	Other Routes	Prorated hours and miles from previous year's service changes	5,200	70,000	-

HIGHLIGHTS:

- This is GRTC's first Transit Strategic Plan (TSP), as required by the Virginia Department of Rail and Public Transportation.
- The TSP has helped GRTC thoroughly review and assess its transit service and the setting within which it operates.
- Through the TSP, GRTC has developed service, capital, and financial recommendations to help the agency achieve its goals and objectives.
- The TSP has set the stage for continued success and improved regional transit access across a 10-year planning horizon.

RECOMMENDATION:

That the Board of Directors approves GRTC's Transit Strategic Plan (TSP) to serve as a strategic roadmap that will enable the agency to evaluate and adjust its services and networks in response to shifts in demand and needs throughout its service area.

Barbara K. Smith, Secretary
GRTC Board of Directors

July 16, 2024

Date