

GRTC “Pulse” Bus Rapid Transit: Project Timeline & Project Agreement Overview

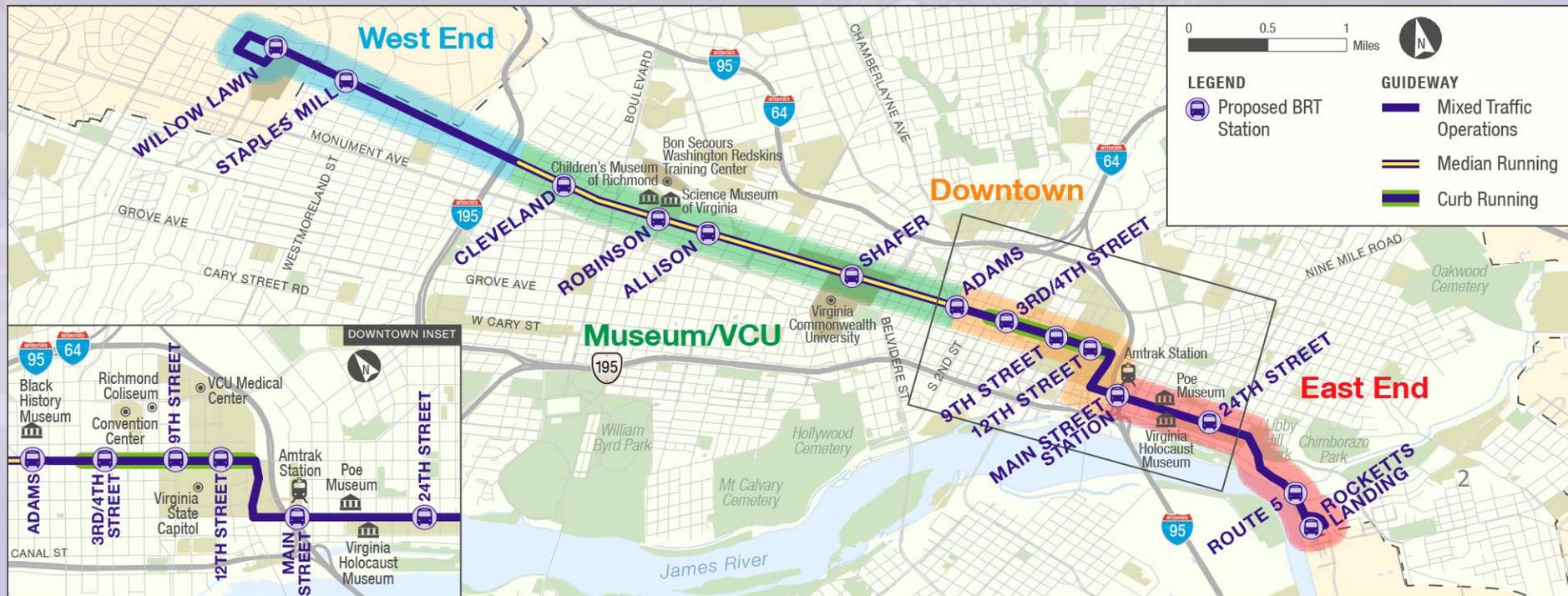


GET READY TO
CONNECT



Project Description

The 7.6 mile Bus Rapid Transit “Pulse” is a regionally significant and collaborative project, and is primarily located in the City of Richmond with a guideway of dedicated median, curbside bus lanes and mixed traffic flow extending from Willow Lawn in Henrico County to Rocketts Landing. There will be 14 stations with 13 of the stations being located within the City.



BRT Planning & Project Development Project Partnerships



Timeline of BRT Planning

Project Initiation
2008 to 2009

- GRTC COA Recommends BRT (May 2008)
- DRPT and GRTC Initiate Small Starts Process (July 2008)
- Environmental Study (AA and EA) Initiated (June 2009)

Project Scoping
2010

- Department of Historic Resources (DHR) Coordination
- Development of Alignment Alternatives
- Development of Purpose and Need Statement

Alternatives
Development
2010-2011

- Station Selection, Transition Selection, Alternative Screening (Spring to Summer 2010)
- Detailed Definition of Build Alternative (Fall to Winter 2010)

Timeline of BRT Planning

Environmental
Analysis
2011 to 2012

- Completion of Environmental Analysis (Jan 2011 to May 2012)
- Draft Environmental Document to FTA (May 2012)
- Economic Impact Analysis (July to Sept. 2012)

Project Update
2013 to 2014

- Revisions to Operating Plan (Jul to Dec 2013)
- Revisions to Environmental Documents (Jan to Mar 2014)
- Categorical Exclusion (CE) determination from FTA (Apr 2014)
- Presentation to City Council (April 22, 2014)

Note that FTA altered the Small Starts program process and criteria in 2013

Timeline of BRT Planning

2014
TIGER Application &
AWARD

2014 USDOT TIGER Project Selection Criteria

- State of Good Repair
- Economic Competitiveness
- Quality of Life
- Environmental Sustainability
- Partnership
- Benefit – Cost Analysis
- April 2014 – TIGER Application Submitted
- August 2014 – USDOT Notification of TIGER Award for Broad Street Bus Rapid Transit

Preliminary Design
and Engineering
October 2014 –
October 2015

- Roadway Basis of Design
- Refinement of Station locations
- Refinement of capital cost estimates
- VDOT Design-Build Decision
- Urban Design Committee Unanimous Approval of 60% design – November 11, 2015
- Planning Commission Unanimous Approval of 60 % design – November 21, 2015

Timeline of BRT Planning

BRT City of Richmond Actions and Approvals

- April 14, 2014 City Council letter of support and request urging US Secretary of Transportation Anthony Foxx to support the Broad Street BRT with funding the BRT with through the TIGER Grant Program
- May 25, 2015 City Council approval of BRT Capital Funding and 2017 project schedule
- November 5, 2015 – Urban Design Committee Unanimous Approval of BRT’s 60% design
- November 16, 2015 – Planning Commission Unanimous Approval of BRT’s 60% design

VDOT’s Design-Build Procurement Process

- September 25, 2015 Request for Qualifications
- November 24, 2015 Request for Proposals
- March 2016 VDOT’s Notice of Intent to Award

Letters of Support

Elected Officials

- Governor Terry McAuliffe
- Senator Mark Warner
- Senator Tim Kaine
- Mayor Dwight Jones
- Councilman Charles Samuels on behalf of City Council
- Councilwoman Ellen Robertson on behalf of the Maggie L. Walker Initiative

State and Regional Partners

- Michael Rao, VCU President
- Mr. John Vithoulkas, Henrico County Manager
- Robert Crum, Richmond PDC Executive Director
- Jennifer Mitchell, Department of Rail and Public Transportation, Director

Business and Community

- NAACP, Resolution of Support, Mr. Roy Bryant
- Mr. David Napier, Shockoe Bottom Neighborhood Association President
- Kim Scheeler, Greater Richmond Chamber President and CEO
- Greta Harris, Better Housing Coalition President/CEO
- Carrie Roth, Virginia Bio-Technology Research Park, Interim President/CEO
- Jack Berry, Venture Richmond Executive Director
- Richard Conti, Science Museum of Virginia Director/CEO
- Wayne Chasen, Gumenick Properties, President/CEO
- John Martin, SIR President/CEO
- Richmond Region Tourism, John Berry President/CEO
- Partnership for Smart Growth, Brian Mullen, Executive Director
- Richmond Hill, RVA Rapid Transit, Mr. Andrew Terry, Coordinator



Richmond City Council

The Voice of the People

Richmond, Virginia

OFFICE OF THE PRESIDENT

The Honorable Charles R. Samuels
President of Richmond City Council
Councilman, North Central 2nd Voter District

April 14, 2014

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Foxx:

As the president of Richmond City Council, I am writing to express my commitment and support for the Greater Richmond Transit Company (GRTC) 2014 TIGER grant application for the construction of a Bus Rapid Transit (BRT) line extending from Willow Lawn to Rocketts Landing along Broad Street. This new rapid transit line will provide an efficient connection from the City's west and east ends down the Broad Street corridor and is an exciting first step in developing rapid transit in the Richmond region.

Though the citizens of Richmond have access to a substantial public transportation system within the City, significant delays do occur in congested areas especially along the Broad Street corridor. City Council is committed to looking for solutions to improve public transportation in the City and the region and in 2010 established the GRTC and Transit Study Task Force with the purpose of recommending ideas that promote efficient mass transit. The task force noted that 20 GRTC routes operate along some portion of the Broad Street corridor and steps need to be taken to increase the effectiveness of these bus routes from the eastern Richmond City/Henrico County line to the western Richmond City/Henrico County line. With a trip from Willow Lawn to downtown Richmond taking 10 minutes by car but over 30 minutes by GRTC bus, our residents are currently not encouraged to use public transportation, and those that are transit dependent must spend an excessive amount of time en route.

GRTC's plan for the Broad Street BRT will provide transportation for our residents especially our east end residents who are among our region's poorest with potential stops at Main Street Station Multimodal Transportation Center; VCU Medical Center, a world class hospital; and shopping and employment opportunities throughout the corridor. The BRT line is projected to increase bus speeds by 50% and reduce travel time for riders by 33%. City Council has been an advocate for sustainable forms of transportation including transit, and the BRT will

Richmond City 101 | 503 East Broad Street, Suite 300 | Richmond, Virginia 23219, U.S.A. | 804.676.6332 (toll free) | 804.646.4468 (fax) | charles.samuels@richmond.gov (email)

encourage new public transportation ridership due to its efficiency. Additionally, the BRT will provide a permanent transit investment on Broad Street that will encourage economic development along the corridor which is a priority for City Council.

Richmond City Council has long supported, through financial and legislative assistance, the efforts of GRTC. Once completed, the Broad Street BRT will be a significant asset to Richmond and its residents by providing this efficient link down Broad Street through the downtown core of the City. I urge you to provide essential federal support for the Broad Street BRT project through the 2014 TIGER grant program.

Yours Sincerely,

Charles R. Samuels
President of Richmond City Council

BRT Funding & Schedule

City Council Capital Improvement Program

Economic & Community Development

GRTC BUS RAPID TRANSIT PROJECT

CATEGORY: TRANSPORTATION
FOCUS AREA: TRANSPORTATION; ECONOMIC GROWTH
LOCATION: CITYWIDE
EST. COMPLETION DATE: FY 2017

DEPARTMENT: GRTC, ECD PUBLIC WORKS
SERVICE: INFRASTRUCTURE MANAGEMENT
FUND: 0601
AWARD #: New



DESCRIPTION & SCOPE: The Federal Transit Administration (FTA), as the lead federal agency, and GRTC Transit System (GRTC) as the project sponsor, with support from the USDOT Tiger Discretionary Grant Program (\$24.9 Million), the Virginia Department of Rail and Public Transportation (\$16.9 Million), the City of Richmond (\$7.6 Million) and the County of Henrico (\$400 Thousand) to construct a Bus Rapid Transit System (BRT) along a 7.6 mile segment of Broad Street and Main Street in Richmond, VA. The GRTC BRT will become a high quality, high capacity rapid transit system that offers many of the advantages of rail but at a more affordable cost.

PURPOSE: In September 2014, GRTC was awarded a Transportation Investment Generating Economic Recovery (TIGER) discretionary grant in the amount of \$24.9 Million (or 50% of the estimated construction cost) for the purpose of constructing the GRTC BRT. The TIGER grant requires local government support. The City's match requirement totals \$7.6 Million.

HISTORY & KEY MILESTONES: Preliminary Engineering completed July 2015, 60% Final Design completed April 2016, Construction begins May 2016 and completed by October 2017

FINANCIAL SUMMARY

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	TOTAL FY 2016-2020
FY 2016 ADOPTED	N/A	3,800,000	3,800,000	-	-	-	7,600,000
FY 2015 ADOPTED	-	-	-	-	-	N/A	-
CHANGE	N/A	3,800,000	3,800,000	-	-	-	7,600,000

OPERATING IMPACT TBD

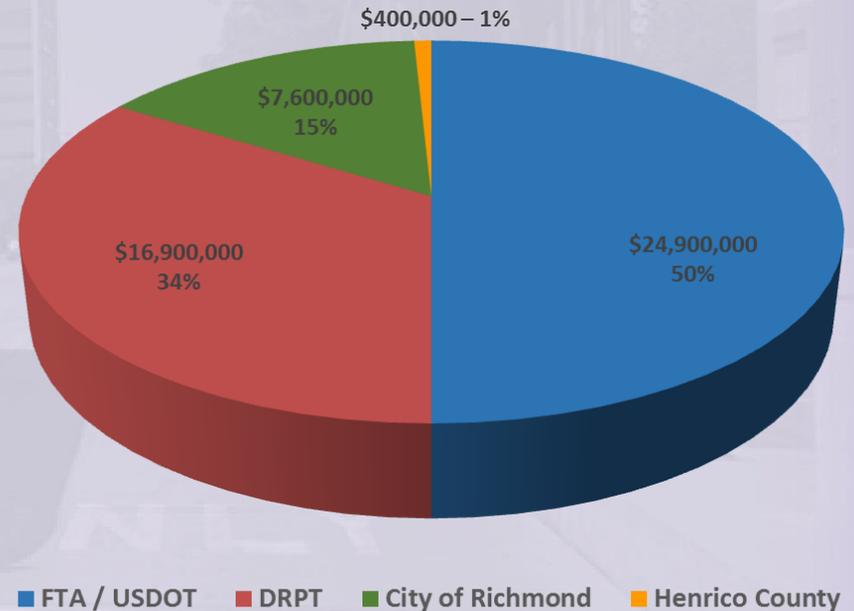
TOTAL PROJECT COST	7,600,000
PRIOR YEAR FUNDING	-
PRIOR YEAR AVAILABLE	-
FY 2016 ADOPTED	3,800,000
FY 2017 – FY 2020 PLANNED	3,800,000
REMAINING NEED	-

FY 2016 BUDGET DISTRIBUTION	
	AMOUNT
PLANNING/DESIGN	-
ACQUISITION/RELOCATION	-
SITE IMPROVEMENTS	-
CONSTRUCTION	3,800,000
FURNITURE/FIXTURES/EQUIPMENT	-
OTHER	-
TOTAL	3,800,000

FUNDING SOURCE(S): GENERAL OBLIGATION BONDS

NOTES:

Funding Contribution



NOTE: BRT project funding and schedule approved by City Council on May 15, 2015

Project Agreement Overview

- **Project Agreement**
 - Allows the GRTC “Pulse” BRT project to continue
 - Sets forth the roles and responsibilities of the various parties to the BRT Project Agreement
 - Defines “Betterment”: Improvements that (1) don’t appear on the Final Plan and (2) are “beyond the Project scope” as determined by the Project Partners.
- **Project Funding**
 - Total Capital Funds: Total = \$49.8 Million
 - USDOT: \$24,900,000 (Grant Agreement signed and funding obligated)
 - DRPT Grant: \$16,900,000 (Grant Agreement signed and funding obligated)
 - City: \$ 7,600,000 (\$3,800,00 provided within 30 days of execution and \$3,800,000 provided within 30 days of first day of FY17)
 - Henrico: \$ 400,000 (\$200,000 provided within 30 days of execution and \$200,000 provided within 30 days of first day of FY17)
 - City Council approved project funding and schedule in current Capital Improvement Program on May 15, 2015
- **City of Richmond**
 - Will own all equipment and infrastructure installed within the City, including the stations and traffic signal system.
- **Department of Rail and Public Transportation (DRPT)**
 - Responsible for paying any capital cost overruns
- **Virginia Department of Transportation (VDOT)**
 - Responsible for completing the BRT on-schedule and within budget, which includes:
 - Completing the design of the BRT based on the Plan approved by the Planning Commission
 - Completing the construction of the BRT in accordance with the Final Plan and in compliance with the TIGER Grant
- **Greater Richmond Transit Company (GRTC)**
 - Responsible for reimbursing VDOT (and other project partner as applicable) for project costs, utilizing the various funding sources at a pro-rata basis.
 - Responsible for procuring the buses, off-board fare collection infrastructure, ticket vending machines, validation equipment, and real-time bus arrival signs.
 - Responsible for maintaining and operating the BRT in accordance with all applicable laws and agreements
- **Henrico County**
 - Will own all equipment and infrastructure installed within Henrico’s jurisdiction, including station and traffic signal system

A faded, light blue-tinted background image of a bus stop. On the left, a bus is stopped with 'LOU STOKES STA' displayed on its destination sign. The bus number '1174' and license plate '15 1753' are visible. On the right, a modern bus stop shelter is visible. In the foreground, a 'BUS ONLY' sign is painted on the road surface.

Thank You!