

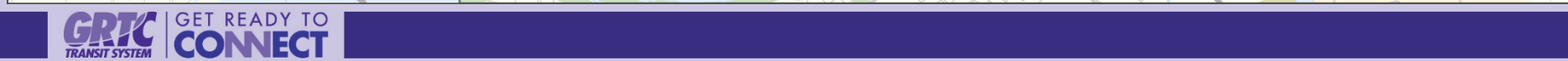
GRTC Bus Rapid Transit: Semi-Final Design Project Update



GET READY TO
CONNECT



The Bus Rapid Transit Project, sponsored by GRTC Transit System, is primarily 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.



Where We Are Now

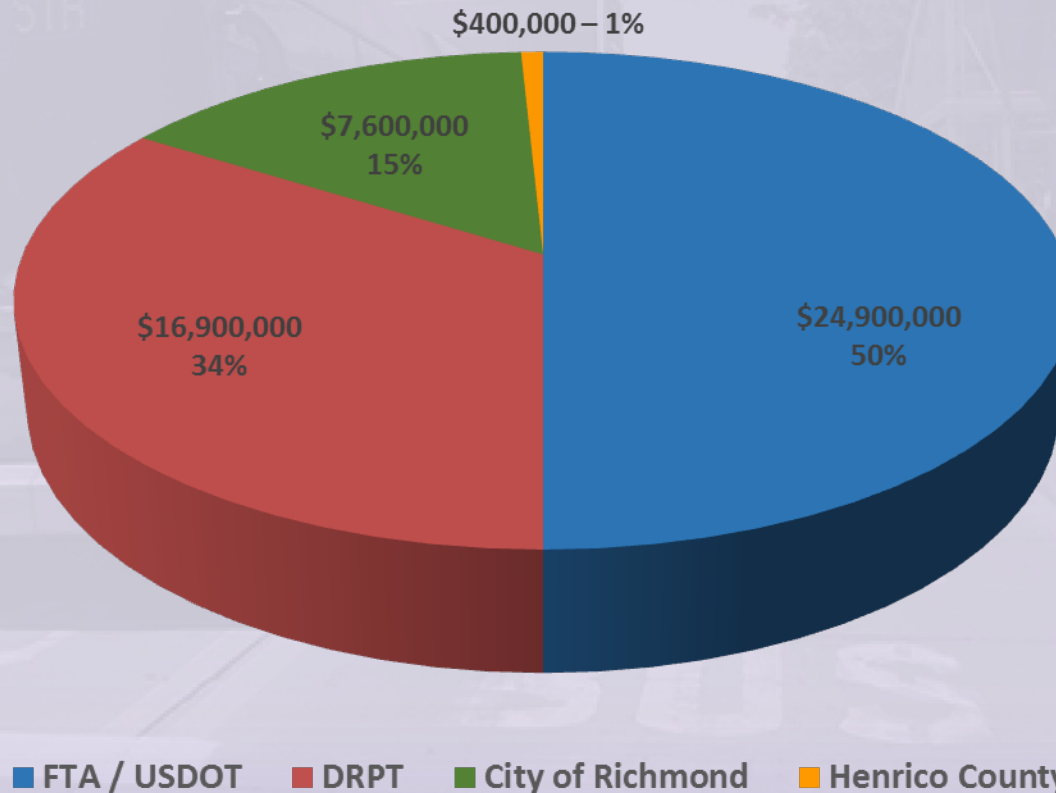
- Semi-Final Design Phase Underway by VDOT
- Responses to Urban Design Committee (UDC) and Planning Commission have been submitted
- City's CAO and staff holding bi-weekly meetings with the business and community stakeholders
- Land Use and Economic Development Study underway by City's Planning Department

Key Dates

- Advertised RFQ: 9/25/15
- Notification to Offerors of the short-list: 11/23/15
- Pulse Public Meetings: 10/26/15 & 10/27/15
- Ongoing Community Outreach Meetings
- Urban Design Committee Presentation: 11/5/15
- Planning Commission Presentation: 11/16/15
- Advertise RFP: 11/24/15
 - Notice of Intent to Award 2/18/16

Project Funding \$49.8 Million

Funding Contribution



TIGER Grant – Transportation Investment Generating Economic Recovery

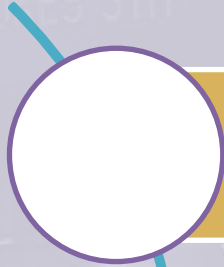
Broad Street BRT Benefits Overview

GRTC
TRANSIT SYSTEM

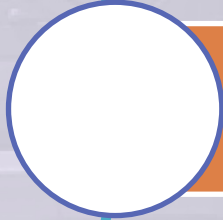
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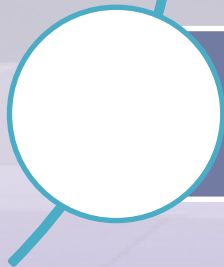
Economic Impact Analysis



Case Study Review



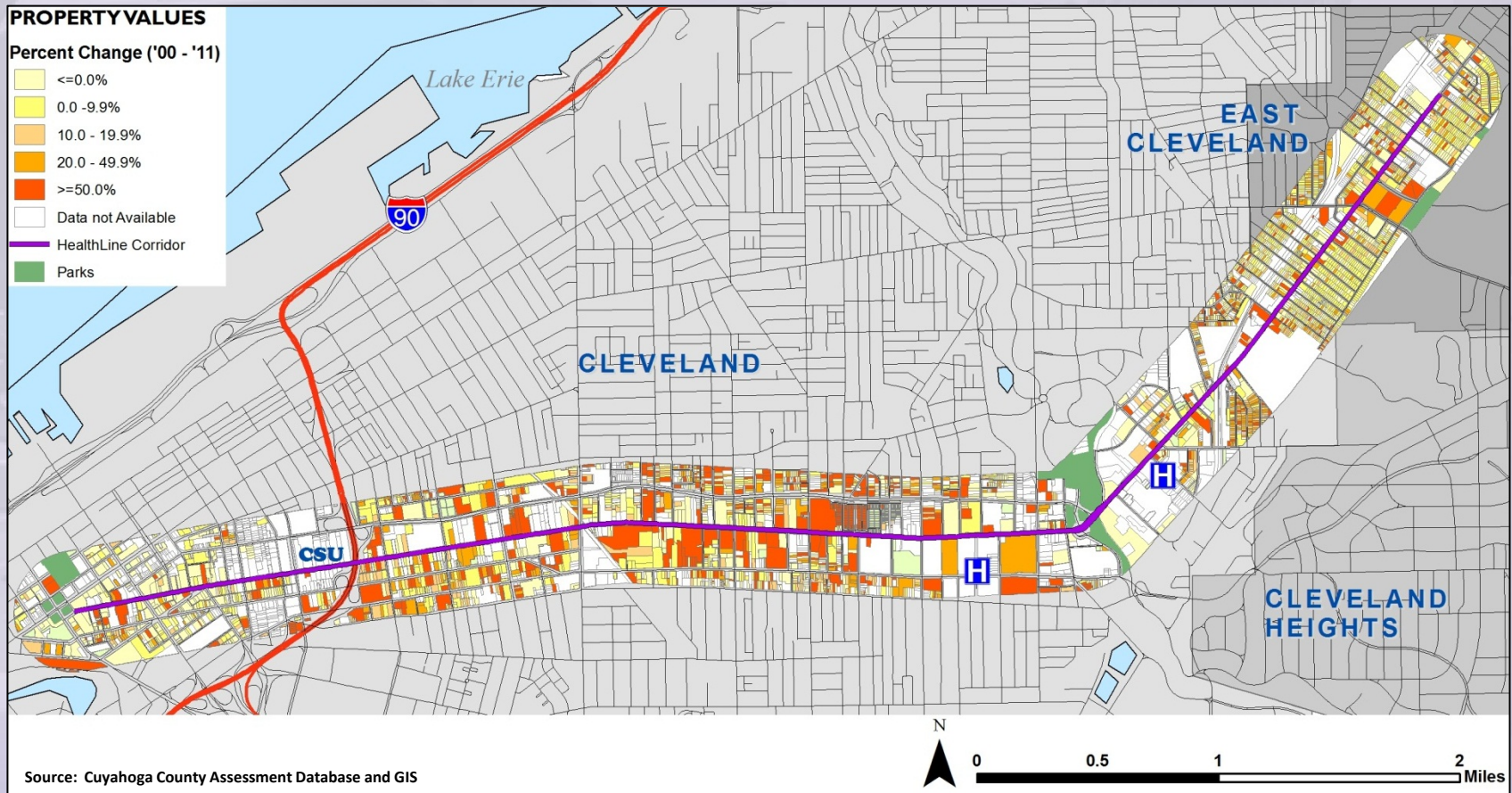
Investment Spending Impacts



Corridor Property Value Impacts

Cleveland, OH - HealthLine (Euclid Corridor)

8



Euclid Corridor Impacts

9

Economic Development


- **Economic impact:** \$4.3 billion in investment
- **Notable investments:** technology firms, residential townhomes, senior housing
- **Contributing factors:**
 - Transit-oriented zoning
 - Streetscape improvements
 - Tax abatements, credits and incentives
 - Housing Assistance

Lessons Learned

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- BRT and policy initiatives can help influence the nature and pace of development
 - Cleveland State University, Cleveland Clinic
 - Cleveland's Health Tech Corridor
- BRT can help attract those seeking a less auto-dependent environment
- BRT's "perceived permanence" is critical to establishing faith in the system and in the surrounding real estate market

Summary of Broad Street BRT Project Benefits



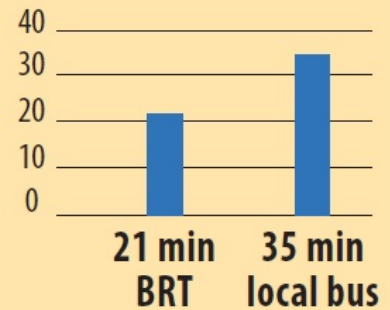
Current riders who switch from buses to BRT will save
36 hours
per Year

Increases Property Values by
12% or
\$1.1 Billion
over 20 Years

New riders who switch from driving to BRT will save
\$816
per Year in Transportation Costs

A trip between Downtown and Willow Lawn

Travel time in minutes

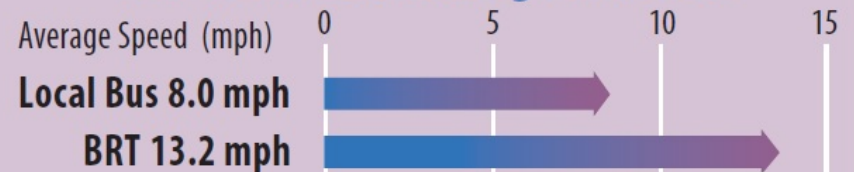


Reduces Crash Rates by
8%-31%

Creates
406 Jobs
during Design and Construction



BRT is faster than regular buses



One-Time Economic Impact of BRT Initial Investment

- Total estimated cost of the project: \$53.8 million (2015 \$)
- Cumulative direct impact of initial investment: \$26.2 million in spending that can support 247 cumulative jobs in the City of Richmond
- Cumulative effect (including indirect plus induced) of initial investment: **\$35.4 million in spending and 346 cumulative jobs** in the City of Richmond

One-Time Economic Impact of BRT Initial Investment

One-time Economic Impact from the Broad Street BRT Initial Investment Activities (Cumulative 2013-14, in 2015 Dollars)

	Direct	Indirect	Induced	Total
City of Richmond				
Spending	\$26,200,000	\$5,300,000	\$4,000,000	\$35,400,000
Employment	247	56	43	346
Henrico County				
Spending	\$1,600,000	\$400,000	\$600,000	\$2,500,000
Employment	10	3	5	18
2-Locality Region				
Spending	\$27,700,000	\$6,900,000	\$6,900,000	\$41,500,000
Employment	257	72	77	406

Note: Numbers may not sum due to rounding

[1] The 2-locality regional impact is larger than the sum of the individual locality - impacts

Source: Chmura Economics & Analytics and IMPLAN Pro 2010

Ongoing Economic Impact of Expanded GRTC Operations

Annual Impact of GRTC Expanded Operations (2015 Dollars)

	Direct	Indirect	Induced	Total
City of Richmond				
Spending	\$400,000	\$0	\$100,000	\$500,000
Employment	1	0	0	1
Henrico County				
Spending	\$0	\$0	\$0	\$100,000
Employment	0	0	0	0
2-Locality Region				
Spending	\$400,000	\$0	\$100,000	\$600,000
Employment	1	0	0	1

Note: Numbers may not sum due to rounding

Source: Chmura Economics & Analytics and IMPLAN Pro

GRTC User Benefits

- Existing Riders
 - Existing riders can enjoy shorter travel time, reduction from 36.4 minutes to 22.4 minutes
 - Aggregate rider benefit: \$1.6 million per year
- New Riders
 - Vehicle operating cost savings: \$0.1 million/year
- Total annual economic impact can support \$1.7 million per year
- Other environmental benefits

Broad Street BRT Annual User Benefit (2015 Dollars)	
Efficiency Improvement	\$1,619,412
Motorist Operating Cost	\$118,643
Total	\$1,738,055
Source: Chmura Economics & Analytics	

Property Values and Real Estate Tax Revenues

- The implementation of BRT (and associated policies and improvements) could reasonably increase property values by \$1.1 billion over the 20-year period
- This appreciation translates to \$98.3 million in real estate tax revenue (over 20 years)
 - Annual average: \$4.9 million

Property Values and Real Estate Tax Revenues

INDUCED PROPERTY VALUE APPRECIATION AND REAL ESTATE TAX REVENUE IMPACTS (20 Year Period, 2015 Dollars)

	Property Value Appreciation [1]		Real Estate Tax Revenue	
	Property Value Appreciation	Percent Change in Property Values	Real Estate Tax Revenue Discounted @ 3%	Average Annual Real Estate Tax Revenue
City of Richmond				
Retail/other commercial	\$379,405,706	14.5%	\$35,079,807	\$1,753,990
Office	\$322,848,334	14.5%	\$29,850,519	\$1,492,526
Residential	\$360,353,427	8.1%	\$33,366,903	\$1,668,345
Total	\$1,062,607,468	11.4%	\$98,297,229	\$4,914,861
Henrico County				
Retail/other commercial	\$28,772,949	14.5%	\$2,408,046	\$120,402
Office	\$45,020,960	14.5%	\$3,767,864	\$188,393
Residential	\$17,434,468	8.1%	\$1,461,245	\$73,062
Total	\$91,228,377	12.6%	\$7,637,156	\$381,858

Note: "Induced" refers to expected impacts resulting from appreciation over the no-build, baseline scenario

[1] Represent difference between end-year (2035) values for no-build (baseline) and build scenarios

Source(s): City of Richmond and Henrico County Assessment Data (2005, 2009), Euclid Corridor Findings, Weldon Cooper

What Can Happen Here?

- BRT can help stimulate retail sales (and taxes) at Willow Lawn and Rocketts Landing
- BRT can act as a catalyst for redevelopment activity along the BRT corridor
- BRT can reduce the infrastructural burdens associated with a growing (auto-dependent) population
- BRT will provide transportation options and improved accessibility to jobs and services

BRT Economic Impacts Summary

- **Construction Impacts: \$41.5 million (406 Jobs)**

- **Construction Cost:** \$53.8 million

- **Annual Benefits: \$7.2 million/year** →

- Operations: \$0.6 million /year
- User Benefits: \$1.7 million/year →
- Property Tax Revenue: \$4.9 million/year
- **Additional operating Cost:** \$364,000/year

Annual benefits (over a 20-year period) are approximately 19 times greater than the annual costs

User benefits include travel time savings for existing riders and motorist operating savings for new “choice” riders

Conclusions

- BRT, in conjunction with strategic policy initiatives, can have substantial economic impacts
 - Short-term:
 - Generate local investment
 - Stimulate employment
 - Ongoing:
 - Foster operational efficiency
 - Reduce travel times
 - Increase “livability”
 - Boost property values, spur (re)development activity
 - Generate tax revenue



Thank You!

Questions?