



Richmond Metropolitan Transportation Authority (RMTA) *Update*

Joi Taylor Dean, CEO

June 3, 2019

Our Mission



To facilitate and provide a variety of transportation and public facilities that improve the quality of life in the Richmond metropolitan area

RMTA Board of Directors



Dr. Unwanna Dabney
Barrett Hardiman
Darius Johnson
Marilyn West

RMTA Board of Directors



Gregory A. Whirley
Stephen Elswick
Lane Ramsey
Donald Williams
William L. Woodfin, Jr.

RMTA Board of Directors



Tyrone Nelson, *Chairman*
James B. Gurley, Jr.
Thomas A. Hawthorne, P.E.
Harvey Hinson
Marvin Tart, Sr.

RMTA TEAM



- 140 Employees
 - 16 Central Office
 - 124 RMTA Expressway Operations
- Employee Average Tenure 25 years



RMTA LEGISLATIVE AUTHORITY



- 1966** Created by Act of the General Assembly
- 1973** Authorized to provide VEHICULAR PARKING FACILITIES
- 1984** Authorized to own & operate SPORTS FACILITIES
- 2003** Authority begins MANAGEMENT of MAIN STREET STATION

RMTA LEGISLATIVE AUTHORITY



2014 General Assembly Amends Authority's Statute

Jurisdiction and Mayoral Approval Required to/for:

- Purchase, Construction, or Acquisition of Additional Highway Projects
- Own, Operate or Provide Transit, Vehicular Parking, Sports Facilities
- Issue Debt/Borrow Money/Extend Date of Repayment of Debt (2041)

Approval NOT required to “maintain, repair or operate..”

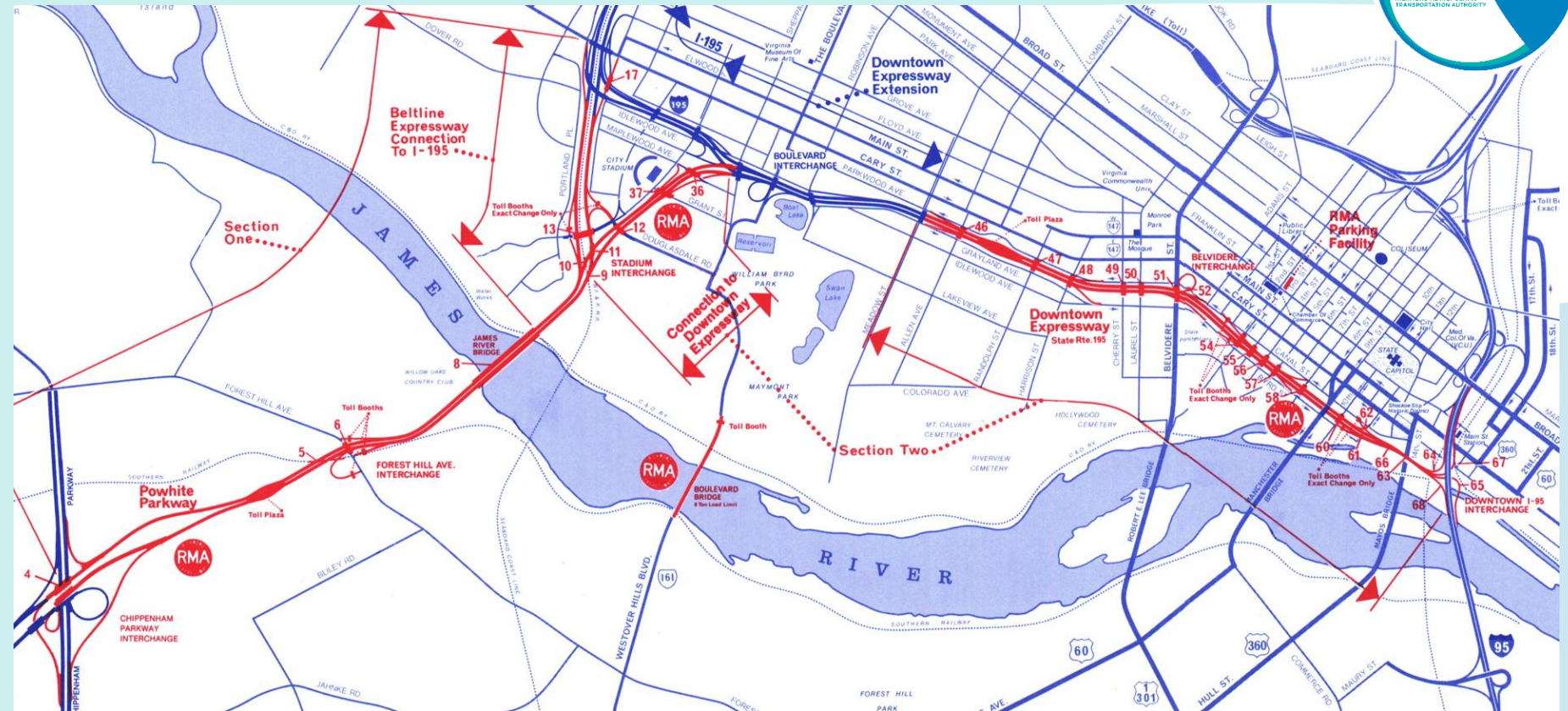
RMTA LEGISLATIVE AUTHORITY



2016 General Assembly HB 1237

Authorizes the Richmond Metropolitan Transportation Authority (RMTA) to construct, own, and operate coliseums and arenas, including facilities reasonably related to such coliseums and arenas, provided that the governing authorities of the localities that make up the RMTA approve.

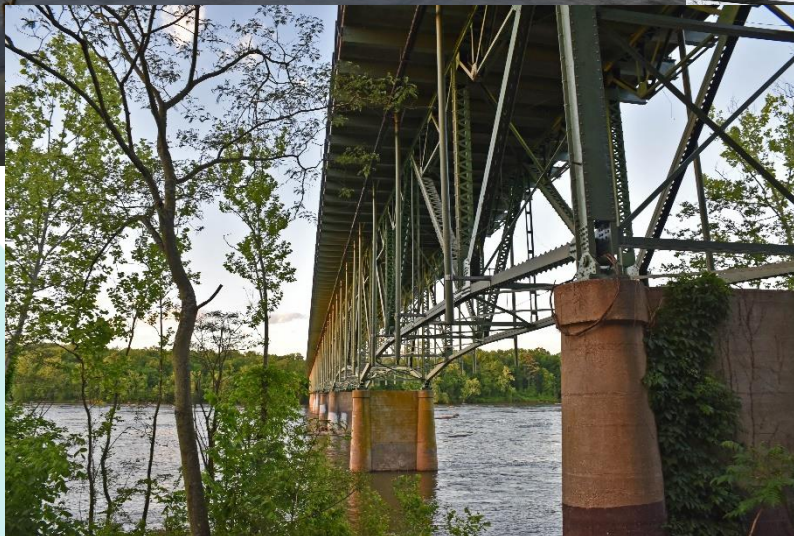
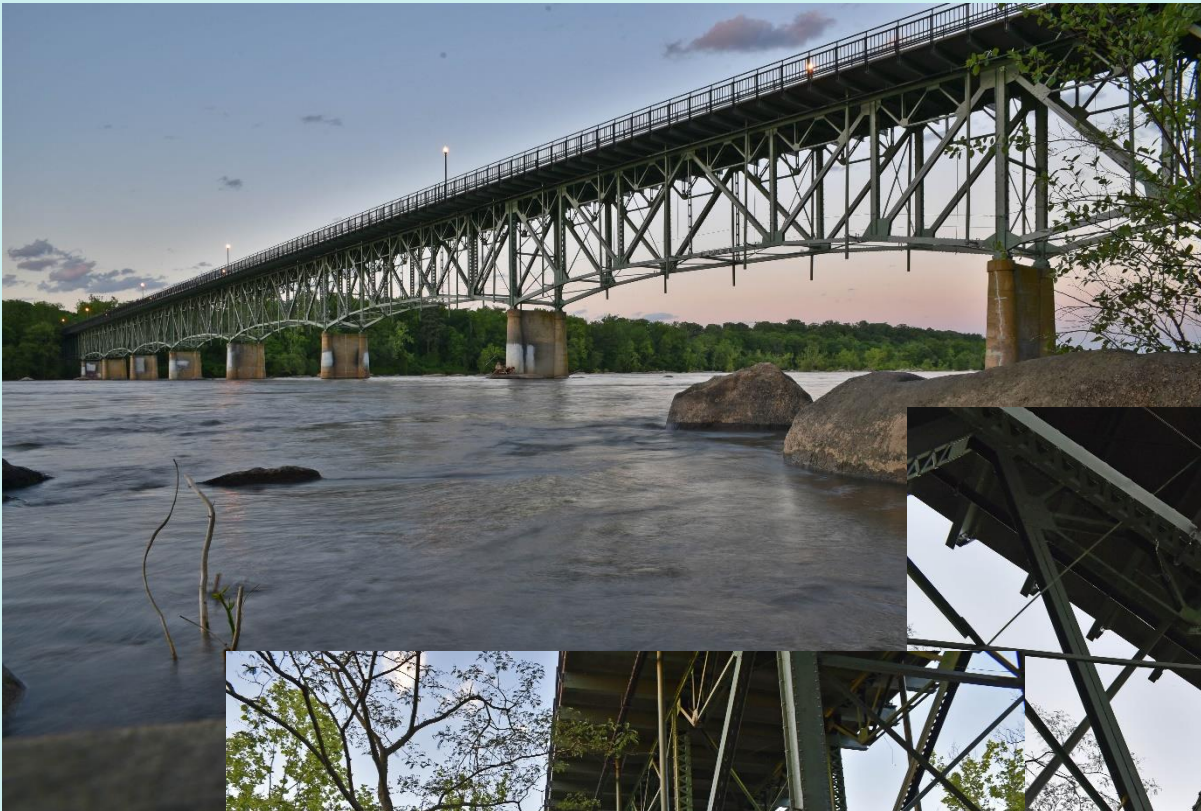
Connecting the Richmond Region



Key System Statistics

6.5 Centerline Miles
65 Lane Miles
36 bridges
4 tunnels

Boulevard Bridge



Downtown Expressway



Powwhite Parkway

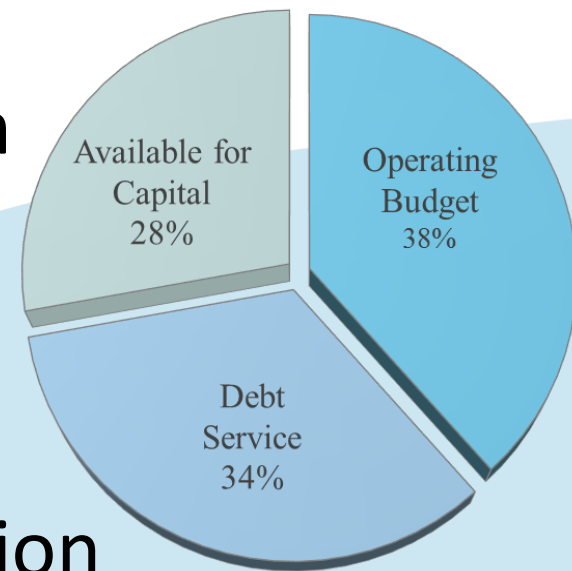


FY 2019 Use of Revenues



\$43.8 million of revenues, used for

- Operating budget: \$16.8 million
- Debt service: \$14.7 million
- Available for capital: \$12.3 million



2017-2022 Strategic Plan



Strategic Priorities



1. Become the “go to” authority for transportation and other infrastructure projects and services in the region



2. Provide world-class customer service through strong communications and best in class customer experience



3. Ensure security of existing revenue stream while evaluating alternative funding approaches to support new initiatives



4. Attract and retain best staff in the business



5. Take full advantage of new technologies to ensure safety, enhance customer experience, and operate efficiently

Toll System Replacement Project



- Project to upgrade current toll collection system at the Powhite Parkway, Downtown Expressway and Boulevard Bridge
- Replacement of old and obsolete hardware architecture and software
- System will be equipped to collect cash and E-ZPass payment



DownTown
Expressway
Express Lanes
Open

July 2012

Toll
System RFP
Development

June 2015

RMTA Tolling
Industry Forum

Sept. 2017

Toll System
Replacement
Project Award

Late 2017

Toll
System
Design

Late 2018

Pre-Install
Testing

Early 2019

Phased Toll
System Installa-
tion and Revenue
Collection Testing

Mid 2019

Late 2019

Toll System
Post-Installation Testing

Early 2020

Project
Closeout

Mid 2020

TOLL SYSTEM REPLACEMENT

The toll system replacement provides RMTA the steps to:

- Improve operational efficiency
- Promote E-ZPass as the most cost-effective method to pay for tolls
- Enhance customer service while allowing motorists to maintain near highway speeds with no waiting
- Embrace newer technologies

BY THE NUMBERS

1 full-service integrator
has a long relationship with RMTA.

TRANSCORE

51.2
lane miles

3 modes
Provides operational flexibility.
All lanes will be able to operate in
cash, mixed or all-electronic tolling.

20
years

Age of current toll
system equipment

57
lanes

41
coin
machines

36
bridges

3 expressways
Powhite Parkway
Downtown Expressway
Boulevard Bridge

\$18.4M toll system replacement cost
including capital and installation costs

WHAT MOTORISTS CAN EXPECT



New equipment testing and
rolling installation beginning in
late 2018



Improved efficiency and
streamlined operations
means fewer and shorter
lane downtimes



Weekend and off-peak work
zones and lane closures to
replace aging equipment
coordinated with ongoing
maintenance



Increased promotion
of E-ZPass usage



Enhanced technology that is
faster, more reliable, and lasts
longer, including the latest in
transponder reader and remote
maintenance technology



Continued customer
focus and improved driver
experience



Opportunities Moving Forward



- Work with our local jurisdictions on regional projects and serve as a resource in the area of transportation
- Strengthening partnerships and relationships by leveraging experience and backgrounds of board of directors
- Continue dialogue with local jurisdictions about current and future needs



QUESTIONS