



Richmond District Highlights

We are the Commonwealth's advocate for promoting transportation options to the general public, businesses, and community decision makers.

The Virginia Department of Rail and Public Transportation (DRPT) is a state agency that reports to the Secretary of Transportation. 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. Our primary areas of activity are rail, public transportation, and commuter services. DRPT works with local, regional, state, and federal governments, as well as private entities, to provide support for projects and programs by:

Assessing feasibility and environmental impacts of new and expanding services

Conducting statewide rail and public transportation studies

Planning and programming new services and capital improvement projects

Providing leadership, advocacy, technical assistance, and funding

Below are summaries of ongoing projects and funding allocations in the proposed Six-Year Improvement Program (SYIP) that support this mission in the Richmond District.

DRPT Fiscal Year (FY) 2019: \$595 million statewide

Richmond District

Transit: \$12.4 million

Rail: \$29.5 million

Transit and Commuter Programs

Organizations in the Richmond District that receive state funding in FY 2019 of DRPT's SYIP are:





The Pulse, a 7.6-mile Bus Rapid Transit 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 with an anticipated completion in the summer of 2018. The BRT will provide the following benefits:

Support 406 jobs in the local economy.

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.

Provide the city with nearly \$5 million as a result of increased real estate revenues.

Generate \$35 million for the economy (from construction).

Over 3,000 daily riders are expected to use the BRT service including an estimated 500 new transit riders.

Greatly improve travel times for over 11,000 bus riders each day.

Better job access for transit-dependent persons.

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 Richmond Regional Transportation Planning Organization.

Rail Programs



DRPT provides funding for six Virginia intercity passenger rail trains along four routes operated by Amtrak. 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 serving the Ettrick station in Chesterfield County and Richmond Staples Mill in Henrico County. These services travel into the Northeast Corridor to destinations including Washington, D.C., Philadelphia, New York, and Boston.



Ridership on Virginia State-Supported Routes for Federal FY 16-FY 17

Ridership	FY 16 (10/1/15- 9/30/16)	FY 17 (10/1/16-9/30/17)	Percent Change
Route 46: Lynchburg to DC	184,868	189,881	2.7%
Route 47: Newport News to DC	329,551	331,308	0.5%
Route 50: Norfolk to DC	146,605	155,389	6.0%
Route 51: Richmond to DC	177,305	174,935	-1.3%
TOTAL	838,329	851,443	1.6%

Staples Mill Train Station Parking Expansion

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 with a completion date of Summer 2018. Two hundred parking spaces will remain open during this time.

Acca Yard & Richmond Area Improvements

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



The Federal Railroad Administration (FRA) and DRPT are working together on the Washington, D.C. to Richmond Southeast High Speed Rail project (DC2RVA) to improve rail service and infrastructure in this important corridor. The project will produce plans for 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. Project recommendations will provide a competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent corridors.

The Commonwealth Transportation Board endorsed DRPT's recommendations for the Richmond area:

Track alignments in Ashland and Hanover County:
A 3-2-3 solution which would provide additional needed capacity without having to add additional track through the Town of Ashland.

Richmond area station recommendation: –18 round trips to both the Main Street and Staples Mill Stations.



DRPT has completed a draft Environmental Impact Statement, and is currently developing the final Environmental Impact Statement for FRA’s review. The environmental process will culminate in a Record of Decision to be issued by FRA, and make improvements in the DC2RVA corridor eligible for federal funding.

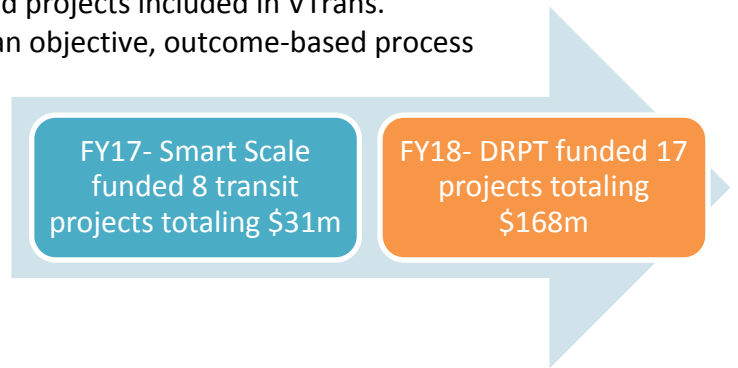
Virginia Shortline Railway Preservation and Development Program

The Rail Preservation Fund benefits the nine shortline railroads operating in Virginia, which provide the “local” network and the “last mile” of service for rail freight to reach its destination. The fund promotes the continuation of rail service by achieving Federal Railroad Administration Class 2 track safety standards, allowing freight service to operate at speeds up to 25 mph. It also promotes development of rail transportation support facilities, encouraging industrial growth and promoting truck diversion from Virginia’s highways. In the Richmond District, Buckingham Branch Railroad received state funding in FY 19.



Smart Scale is a prioritization process focused on investing limited tax dollars into the right projects that meet the most critical transportation needs in Virginia. Virginia’s Smart Scale selects the right transportation projects for funding and ensures the best use of limited

tax dollars. It is the method of scoring planned projects included in VTrans. Transportation projects are scored based on an objective, outcome-based process that is transparent to the public and allows decision-makers to be held accountable to taxpayers. Once projects are scored and prioritized, the Commonwealth Transportation Board is given the best information possible in order to approve the right projects for funding.



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.

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.

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

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