RVA Rapid Transit

2024 STATE OF TRANSIT REPORT
THANK YOU!
2024 STATE OF TRANSIT SPONSORS
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Executive Summary 2024 State of Transit Report

Educating, organizing, and advocating for frequent and far-reaching transit in the Richmond region.

More Buses, More Places

- Access to reliable transit is fundamental to achieving health equity.
- GRTC's historic hiring and training program has successfully allowed for the full restoration of pre-pandemic service levels, 1A expansion, and increased frequency route 19 & 5 microtransit zones launched.
- Microtransit provides greater flexibility than fixed-route bus services, offering door-to-door pickups and drop-offs within the active zone.

Dignified Places to Wait

- Currently, only 29% of bus stops have a shelter or bench. By 2027, GRTC aims to raise that to 50-75%.
- 40% of the reported EMS responses for heat-related illnesses between 2016-2022 happened within ~300 feet of a GRTC bus stop.
- Temperatures are on average 20-40 degrees cooler under a shelter.

Elevating Rider's Voices

- "It would be nice to get a bus early on the weekend in Church Hill. It's nothing that comes a certain time over that way and a lot of people, like myself, work on the weekends. That's the hassle- trying to get back and forth to work on time, and you're late."
  - Janetta

- "We need more stops with chargers and lights, where people can sit down, where it's air conditioned and heated. Better trash cans & recycle. Similar to the Pulse stops because in the same sense, all bus stops matter."
  - Tuff

- "I'm disabled and my son is Autistic and uses city transit. While we were homeless, we wouldn't have been able to afford getting back and forth to school, work and doctor's appointments. We still wouldn't be able to afford fares now that we have public housing."
  - Lyle

Policy Asks

1. Make zero-fare permanent
2. Increase local, regional, & corporate support for GRTC’s TAP Program
3. Expand public transit & microtransit zones to major job hubs like Lego Factory & Amazon Fulfillment Center
4. Increase shelter installation on state-maintained roads like Laburnum, Midlothian Tnpk, Broad St. & Route 1
5. Zoning reform to expand affordable housing alongside the North/South BRT corridor
6. Use heat-reflective or lighter-colored materials for benches to reduce the absorption of heat
7. More sidewalks in the counties

Take Action!

- Ride the bus!
- Adopt a bus stop
- Share your story through our Rider's Voice hotline
- Donate to support our work
OUR MISSION:

MORE BUSES, MORE PLACES

DIGNIFIED PLACES TO WAIT

THE RIDERS’ VOICE

ZERO-FARE

RVA Rapid Transit educates, organizes, and advocates for expanded investment in a comprehensive regional public transportation system that is high-quality, frequent, and far-reaching. We focus our advocacy around these four pillars.
RVA Rapid Transit began in 2014 as a grassroots movement out of Richmond Hill calling for regional public transit. At the time, Richmond ranked 92 out of the top 100 cities in terms of access to jobs by public transportation ("Missed Opportunity: Transit and Jobs in Metropolitan America," Brookings Institution).

RVA Rapid Transit became a 501(c)(3) nonprofit in the Fall of 2016 dedicated to connecting all people of the Richmond region as we educate, organize, and advocate for the design, construction, and operation of a first-class metro-wide rapid transit system. While Bus Rapid Transit (BRT) plays a key part of that system, we are seeking to make it easier to get around everyday life by public transit in all forms.
Access to reliable transit is fundamental to achieving health equity. Having safe and reliable transportation options to travel to school, the grocery store, places of worship and employment, parks, recreational centers, museums, and so forth are vital to our day-to-day lives. For over a decade, researchers in public health have known that access to these very things can have a larger influence on our healthcare outcomes than the time we spend at a doctor’s office or our genetics.

The advocacy work happening at RVA Rapid Transit ensures that everyone in the Greater Richmond region has effective and reliable public transit. Public transportation is not just a must-have for families and individuals who don’t own a car, but it also provides a greener way to get around. Fewer cars on the road at any given time equals less greenhouse gases being emitted into the air. Greenhouse gases are a major contributor to outdoor air pollution, which is a major trigger of asthma and other respiratory illnesses. Finally, RVA Rapid Transit’s commitment to improving bus shelters and providing comfortable and dignified places to wait for the bus will be more important as extreme temperatures become more common with climate change. The ability for riders to seek shade on a hot summer day, particularly during the midday hours when ultraviolet (UV) rays are the greatest, is critical to a more pleasant rider experience. Accessing shade is one way to prevent the risk of heat-related illness if you have to be outside.
Advancing isn’t a simple journey, yet in the past year, significant developments have occurred both in Richmond and across the region. These strides are propelling us nearer to the vision of more buses more places, making travel not just faster but also more expansive.
As of April 2024, GRTC's staffing includes 318 full-time operators, 27 part-time operators, and 8 operators in training. Currently, zero operators are required to restore service, as all services were restored in January 2024. GRTC’s historic hiring and training program has successfully allowed for the full restoration of pre-pandemic service levels, expansion on the 1A, high-frequency improvements on the 19, and the launch of LINK Microtransit service in Ashland, Azalea, Clover Dale, and Powhatan. Additionally, more service on fixed routes and LINK is planned for June 2024.

However, it is important to note that the bus operator shortage has been a major reason why one of our key pillars, "more buses, more places," was previously impossible to achieve. Despite these challenges, GRTC’s ongoing efforts have enabled the region to move forward with significant service expansions and improvements.
The 2050 Long-Range Transportation Plan will chart the path for continuing to implement the Greater RVA Transit Vision Plan and help to ensure our regional investments over the coming decades match our values.

Myles Busching | Director of Planning
PlanRVA

"The 2050 Long-Range Transportation Plan will chart the path for continuing to implement the Greater RVA Transit Vision Plan and help to ensure our regional investments over the coming decades match our values."

Myles Busching | Director of Planning
PlanRVA

Blue lines represent the Pulse 10-minute service, while the green lines represent 15-minute service. Over the past year, significant progress has been made with the addition of high-frequency routes like the 1A, 5, and 19, as well as new microtransit zones. These improvements support the goal of creating a frequent & far-reaching transit system.
As of June 2024

Legend

- 2040 Vision Route
- Current GRTC
- Local Route

Dark Blue areas represent job centers. Without regional transit, many jobs are inaccessible to those without cars. However, with the introduction of high-frequency bus routes and new microtransit zones, we are advancing towards the goal of greater job access on a regional scale.
ROUTE 1 EXTENSION
ROUTE 1 WILL EXTEND TO REYNOLDS COMMUNITY COLLEGE, THIS FALL VIRGINIA CENTER COMMONS, CONNECTIONS TO ASHLAND LINK

AIRPORT EVERY 15 MINUTES
ROUTES 7A/B WILL IMPROVE TO EVERY 30 MINUTES, PROVIDING HIGH FREQUENCY 15-MINUTE SERVICE FROM RIC TO DOWNTOWN RICHMOND

WESTERN EXPANSION PULSE
FROM WILLOW LAWN TO PARHAM ROAD

NORTH-SOUTH BRT
START CHAMBERALAYNE & AZALEA, CROSS MANCHESTER BRIDGE TO HULL ST, TURN AT BELT BLD TO MIDLOTHIAN TRNK

ARTICULATED BUSES
60-FOOT ARTICULATED BUSES WILL BE RELEASED AND WILL HOLD UP TO 130 PEOPLE PER TRIP

“Ever since the Pulse came, it helped a whole lot. It changed the whole format of routes for the bus to go all the way to Short Pump and you can catch that bus all day long.”
The CVTA will contribute $6.5 million to the project. The plan involves either expanding the current station at 8th and Clay St. or starting a new project at 9th and Clay St. The estimated timeline for completion is eight years. The existing station at 8th and Clay St. will remain operational, with the lease expiring in 2027, which can be renewed if necessary. To make this transfer hub a reality, we will need support from the entire region, including partnerships with businesses, affordable housing advocates, and retailers.
Microtransit provides greater flexibility than fixed-route bus services, offering corner-to-corner pickups and drop offs. This reduces travel distances for riders and enhances their comfort. Technology, including apps, eliminates uncertainty by providing precise pick-up and drop-off times. As a superior alternative for underperforming fixed routes, microtransit also addresses safety concerns where fixed routes fall short.

GRTC launched its first microtransit zone in the Fall of 2023 and is now offering rides between any two places within a designated zone. 4 zones are now available and Sandston/Elko launching July 1, 2024.

**HOW TO RIDE**

1. Download the App

To book over the phone, call (804) 358-4782.

2. Book and wait for your ride

3. Enjoy your ride

For a detailed list of rules of riding please visit ridegrtc.com/link

LINK, like the rest of GRTC service, is fare-free.
The Azalea microtransit zone has become one of the most popular areas, providing convenient job access for over 2,000 employees within a one-mile radius of the Brookhill Shopping Center. Additionally, this transit zone connects riders to major employment hubs, including the Amazon Fulfillment Center, and offers access to essential health services, significantly enhancing job connectivity and economic opportunities for the local workforce.

In the future, we hope residents will take full advantage of this curb-to-curb service for their medical appointments and needs at Bon Secours Memorial Regional Center.
Clover Dale, the second microtransit zone, offers residents access to shopping and community centers, providing a crucial transportation service in a car-dependent community. Connected to the local Route 1C and Route 82x, which previously only accessed the Chippenham Mall Shopping Center and Commonwealth Center, this new route now offers access to over 29 retailers and job centers, significantly expanding job opportunities and retail access for residents.
Ashland, the third micro transit Zone, has been a huge success. This zone provides multimodal connections, giving local riders access to the Amtrak Train Station. One of its most popular destinations, the Ashland Hanover Shopping Center, is surrounded by over 70 large businesses. This brings more opportunities to this car-dependent area, allowing local residents better access to colleges, jobs, and health services.
Powhatan, the fourth and most rural microtransit zone, marks the first public transit initiative in Powhatan County. This addition brings Powhatan into the GRTC service area, joining Hanover and Goochland counties.

The Powhatan zone covers a significant portion of the county and extends to Westchester Commons and the Bon Secours Medical Park. This expansion enhances mobility for residents, providing better access to healthcare, shopping, employment, and other essential services.
In the past year, significant progress has been made in enhancing public transportation in the Richmond Region. New routes have been introduced, and microtransit zones have been effectively connected, making it easier for residents to reach job centers. This development brings numerous benefits to the community:

1. **Economic Growth**
2. **Reduced Traffic Congestion**
3. **Environmental Benefits**
4. **Increased Accessibility**
5. **Cost Savings**
6. **Health Benefits**
7. **Enhanced Community Connectivity**
8. **Support for Local Businesses**

We encourage jurisdictions with job centers to invest in public transportation, ensuring greater access and connectivity. As we continue to expand and refine our transit network, we look forward to even greater benefits for our community.
In 2024, a significant achievement was reached with the passing of House Bill 285, streamlining the process for installing benches and shelters with reduced bureaucratic hurdles. Building on this success, we delved deeper into exploring the health implications of bus stops lacking shelters.

"It's a question I got. You ever go to a bus stop, say on Midlothian, and there's not even a bench there to sit down. When the weather's bad, when it's raining and you have to go to work on time, you get to the bus stop and you have no type of shelter or bench. Why don't they have anything there? When the elderly get to a bus stop, why is there no place to sit and rest?" - Bus Rider
GRTC released its Essential Transit Infrastructure Plan in 2022 to address the region's infrastructure deficiencies. The plan outlines two main goals: Goal 1 aims to equip 50-75% of bus stops with shelters or seating by 2027, and Goal 2 focuses on improving ADA compliance at bus stops in coordination with local jurisdictions. One major setback to achieving these goals was the complex process of installing bus shelters, which could take over 30 months and involve six different stakeholders. However, the successful passage of HB285 has removed some of these barriers. The impact of this legislation will be evident starting this July, significantly aiding GRTC and VDOT in reaching its goals. **2024**

- GRTC has installed 30 benches and 9 shelters.
- An additional 30 benches are being installed.
- A pilot program for 3 pole-mounted bench seats is underway.
- Planned additions for this year include 75 benches and 50 shelters, reflecting an 18% and 40% increase.
- Projected totals: approximately 417 benches and 125 shelters.

Please note these numbers are projections based on available installation information as of May 2024.
A recent study by Peter Braun, Built Environment Analyst, Richmond & Henrico Health Districts, and others including researchers at the University of Richmond and Groundwork USA found that 40% of the reported EMS responses for heat-related illnesses between 2016-2022 happened within ~300 feet of a GRTC bus stop. Given that only ~5% of the GRTC stop network has shelters, this is a really important result and it underscores how badly needed shelters could help heat-exposedRichmonders cope with the strengthening, lengthening heat season here.
Bus stops lacking overhead shelters or tree canopy to block incoming sunlight can experience surface temperatures exceeding well over 100 degrees Fahrenheit. **On the hottest days, exposed benches can reach surface temperatures comparable to or even higher than that of the surrounding sidewalks and asphalt.** Over 40% of the heat illness responses from the Richmond Ambulance Authority have been within a short walk of a bus stop. The presence of shelter or shade, such as provided by trees or a tall building, can significantly mitigate surface temperature extremes by 20-40°F, potentially keeping riders safer and more healthy. Targeting high-volume stops with southern sun exposure may be a way to efficiently disburse limited resources for cooling interventions like shelters or trees.

Jeremy Hoffman, Ph.D.
Director of Climate Justice and Impact
Groundwork USA
ADOPT-A-STOP PROGRAM

Adopt-A-Stop aims to advance our mission of providing dignified places to wait for riders. Through collaborative efforts involving residents, local businesses, churches, and fraternities, this program has made a significant impact by engaging in tasks such as trash cleanup, sanitation, and landscaping maintenance.

CURRENTLY:
- 128 bus stops adopted
- 11,819 pieces of litter collected
- 2,070 collected by Chip Coutts & Lynn Klanchar
- 466 recorded cleanings
- Every stop in Carytown adopted

Adopter’s Awards Banquet February 2024

Before & After Whitcomb + Mechanicsville Pike

ADOPT-A-STOP
Tiffany Harris

cvta.org | connectcvs.org
At the heart of our mission lies public outreach, prioritizing riders' experiences and voices above all else. We not only stand up for our riders but also empower them with knowledge on how to leverage their voices for tangible, impactful change.

THEIR VOICE PLUS OURS EQUALS CHANGE
With a mission to empower, educate, and advocate for riders, Mobility University offers a completely free 5-week training course that teaches bus riders how to self-advocate. Learning advocacy is essential because it equips individuals with the skills and confidence to effectively voice their needs and concerns, ensuring they receive the services and support they deserve. We have graduated over 50 participants and hosted 4 cohorts. Classes are available every May & September.

Course Session Topics:
- History of Transportation in Richmond
- The State of Transit
- Transit Governance & Funding
- Power Mapping (Who makes transit decisions?)
- Story Telling
- How to Write a Public Comment
- Walking & Biking
- Participatory Budgeting with the City of Richmond

“Mobility University gave me knowledge, community, and space to build and utilize my advocacy voice. I’m thankful to have used this voice to effect transit directly in my community!”

Courtney Farrar
Transit Ambassador, RVA Rapid Transit
In 2021, amidst the challenges of the pandemic, we launched The Riders Voice Program to prioritize the real needs and wants of bus riders in our policy efforts. This initiative began with a sticker campaign that encouraged riders to share their stories via voicemail. Since then, Riders Voice has grown into a dynamic engagement platform where we interact with bus riders at stops, providing the latest transit news and updates, and conducting important surveys to gather feedback from those directly affected by transit decisions. Our advocacy is driven by the voices and experiences of the riders themselves, ensuring that their needs are at the heart of all our efforts.

In 2023 RVA Rapid Transit:

- Successfully engaged over 4,000 people through 17 events and program outreach
- Collected 364 bus rider experiences and impact stories, publishing 22 of these to our social media platforms
- Submitted 58 bus rider comments to be read aloud at GRTC board meetings
WHO RIDES THE BUS

RACE

- African American/Black: 70%
- White: 18%
- Hispanic or Latino: 5%
- Other: 3%

GENDER

- Male Rider: 48.7%
- Female Rider: 49.4%
- Non Binary Rider: 2%

EDUCATION

- High School Grad/ GED: 38%
- Bachelors: 22.7%
- Some College/Associates Degree: 18.1%
- Graduate Degree: 16.2%
- Less Than High School: 5%

EMPLOYMENT

- Full Time: 66%
- Part Time: 8.3%
- Unemployed, furloughed, or disabled: 8%
- Retired: 9.3%
- Working Student: 4.3%
- Non Working Student: 4%

INCOME

- $15k- $25K: 45.2%
- $25K- $50K: 40.4%
- $50K- $75K: 6.7%
- $75K-$100K+: 7.7%
- $15k-$25k: 4.5%

REASON FOR TRIP

- Work: 45%
- Rec/Social: 33%
- Non home based: 13%
- Other: 1%
- Medical: 5%

The percentages are an average of ridership across local routes, express services, and the pulse.
ZERO-FARE

In 2020, transit agencies across the US eliminated fares to reduce the spread of COVID-19. Advocating for permanent Zero-Fare transit is essential for promoting equity, particularly for those who rely on it the most. This initiative not only ensures that everyone has access to vital transportation but also supports economic mobility, environmental sustainability, and community.

CALLING ALL ORGANIZATIONS THAT SUPPORT EQUITY, SUSTAINABILITY, ECONOMIC JUSTICE, AND COMMUNITY PARTNERSHIPS.

TO TAP IN
"Zero-Fare has helped me out a lot considering it's been a struggle to save and be on my own as a young adult. I've done the math." - Lindsey

"It's an excellent way to get around and get out and see more things. I think the people deserve to be able to get around- everybody can't afford cars and taxis, Ubers and Lyfts. I think it would be a great adjustment for the capital of Virginia to have free transportation for the people. I think it would create more employees, more people would be able to go to work, and I think things would be a lot better and less chaotic with free transportation." - Tremain

"I'm going back and forth through programs and a homeless shelter. Currently getting my ID and birth certificate and all that. Can't work at the moment, but soon, within a month or two I will thanks to the zero bus fares. Hoping that it gets extended longer." - Brian

"I'm disabled and even with a discount it would still cost my family a lot of money because my son is Autistic and he uses city transit. While we were homeless, we wouldn't have been able to afford getting back and forth to school and work and doctor's appointments and pharmacy and grocery shopping and food banks. We still wouldn't be able to afford fares now that we have housing." - Lyle

"I am retired, living off of Social Security Benefits. I am retired from the Richmond Redevelopment & Housing Authority, bringing home $881 per month. After my living expenses, I am left with $105 for groceries, rent, insurance, and other expenses. Before Zero-Fare, I would only have $45 left in my pocket. You do the math." - George

"I don't have any kind of income coming in- after my husband passed, I didn't get his disability check. So that helps me out getting to my doctor's appointments. When I heard zero fare was going to extend longer, I was so happy. I rely on the bus." - Kelly

"It's an excellent way to get around and get out and see more things. I think the people deserve to be able to get around- everybody can't afford cars and taxis, Ubers and Lyfts. I think it would be a great adjustment for the capital of Virginia to have free transportation for the people. I think it would create more employees, more people would be able to go to work, and I think things would be a lot better and less chaotic with free transportation." - Tremain
THE FUNDING

Zero-Fare Funding Sources for GRTC by Fiscal Year

- T.R.I.P Grant
- Local Match- VCU
- Local Match- GRTC
- Funding Needed

Pre-Pandemic, GRTC’s net fare revenue was $6.8 M.

Starting in FY26 (July 2025), state funding for Zero-Fare will end.

"Sometimes I wanted to catch the bus but didn't have enough money and I had to walk. I have a disability now, so it's even harder." - Roslyn

The Transit Ridership Incentive Program (T.R.I.P.) is a state grant funding Zero-Fare programs in Virginia. GRTC received an $8 million T.R.I.P. grant for Zero-Fare, covering June 2022 to June 2025. Local stakeholders must match this grant, with initial majority funding gradually decreasing to transition to full local support. GRTC provided $1 million and $3 million in local matches for 2022 and 2023, respectively, with VCU contributing approximately $1.3 million each year. The local match requirement increases to $5 million for the final year of the grant, which is currently unfunded.
THE SOLUTION

WHY SUPPORT?

- Every $1 invested in public transportation generates $5 in economic returns.
- Every $1 billion invested in public transportation supports and creates approximately 50,000 jobs
  -American Public Transportation Association (APTA)

TRANSIT ACCESS PARTNERSHIP

The Transit Access Partnership (TAP) is a historic public/private joint venture that will allow GRTC to continue providing sustainable fare-free transit, maintaining critical transportation options to jobs, healthcare, education, and more for our most vulnerable community members.

Thanks to fare-free service, those riders stayed on GRTC buses through the pandemic. Transit ridership rebounded much faster in Richmond compared to nationwide trends, confirming that essential workers rely on transit, and that our most transit-dependent passengers are in constant need of our services.

These organizations have generously contributed to the ongoing success of GRTC’s fare-free policy:

**Champion:**
Virginia Commonwealth University

**Friend:**
Sheltering Arms Foundation
Many Richmond companies have made commitments towards corporate responsibility. Funding Zero - Fare fulfills goals regarding equity, sustainability, economic justice, and community partnerships.

<table>
<thead>
<tr>
<th>Company</th>
<th>Statement</th>
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<tbody>
<tr>
<td>CARMAX</td>
<td>“We recognize that access to resources is critical to a more equitable future and that many communities are currently experiencing severe economic hardships. Our focus on building pathways to long-term prosperity through equitable access... can help address the economic disparities that exist within underserved communities.”</td>
</tr>
<tr>
<td>Dominion Energy</td>
<td>“The Dominion Energy Charitable Foundation focuses on four principal areas including, human needs grants that support increased food security, housing and shelter, access to basic medical and health care; Environmental stewardship grants and Community vitality grants to foster appreciation of diversity, revitalize neighborhoods, and ensure a vibrant community.”</td>
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<tr>
<td>Altria</td>
<td>“Increase the diversity of our organization and leadership team while building an inclusive and equitable culture. Advance racial, social and economic equity, and help our communities thrive.”</td>
</tr>
<tr>
<td>Bon Secours</td>
<td>“Members agree to promote and improve the delivery of culturally competent care and oppose policies that exacerbate or perpetuate economic and social inequalities, including such issues as education, housing and criminal justice reform”</td>
</tr>
<tr>
<td>Owens &amp; Minor</td>
<td>“Diversity, Equity, and Inclusion extend beyond our office, manufacturing, and distribution center walls... that is why we seek additional viewpoints, thought leadership, and experiences through partnerships in our communities.”</td>
</tr>
<tr>
<td>Genworth</td>
<td>“At Genworth, we recognize that we are positioned to have a meaningful impact on our customers, communities, and the planet. We look forward to making tangible progress to create a sustainable future built on compassion and care.”</td>
</tr>
<tr>
<td>ARKO</td>
<td>“ARKO’s Board of Directors and leadership team think for the long - term, and understand that governance, environmental stewardship and social responsibility are important aspects of our business.”</td>
</tr>
<tr>
<td>HCA Healthcare</td>
<td>“HCA Healthcare invests in healthier tomorrows for the communities we serve through strategic community partnerships. As we strengthen relationships with our neighbors in our hometown’s, we are addressing key issues tied to education, workforce development, civic/economic advancement, veterans, health equity and well- being.”</td>
</tr>
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MORE BUSES, MORE PLACES

- Expand public transit & microtransit zones to major job hubs, like Lego Factory & Chester Amazon Fulfillment Center.
- Zoning reform to expand affordable housing alongside the North/South BRT corridor.

THE RIDER’S VOICE

- Adequate and or designated space for families to bring strollers on buses.
- More sidewalks in the counties.

DIGNIFIED PLACES TO WAIT

- Permanent Downtown Transfer Station.
- Increase shelter installation on state-maintained roads like Laburnum, Midlothian, Broad & Route 1.
- Use heat-reflective or lighter-colored materials for benches to reduce the absorption of heat.

ZERO-FARE

- Make Zero-Fare Permanent.
- Local, regional, & corporate support for the GRTC’s TAP Program.
SHARE YOUR STORY
We want to hear about your experience riding the bus.
Call 804-286-0007 and leave your comment or visit rvarapidtransit.org/riders-voice to fill out our online survey.

TAKE ACTION

RIDE THE BUS
Support transit by using transit.
Save on gas and reduce car maintenance costs. Reduce the stress of dealing with traffic or parking. Help the environment by reducing your greenhouse gas emissions.

ADOPT A BUS STOP
Regularly maintain bus stops.
Be responsible for litter pick-up at and around stops. Visit rvarapidtransit.org/better-bus-stop.
We are also encouraging organizations, civic associations, businesses, and individuals to sponsor new shelters and benches!

DONATE
Support our work.
Visit rvarapidtransit.org/donate or mail donations to:
RVA Rapid Transit
2209 E Grace St. Suite 20
Richmond, VA 23223
OUR BOARD

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Brantley Tyndall — Director of Bike Walk RVA, Sports Backers

Wyatt Gordon - Policy & Campaigns Manager for Land Use & Transportation, Virginia Conservation Network
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