



**Meeting Date:** June 16, 2026  
**Consent Agenda:** SMART SCALE Applications Board Resolution for Support

---

## **BACKGROUND:**

Virginia SMART SCALE is a statewide funding process that helps Virginia meet its most critical transportation needs using limited tax dollars. It evaluates potential transportation projects based on key factors including improved safety, reduced congestion, increased accessibility, economic development, efficient land use, and the environment. The anticipated benefits are calculated, and the projects are scored and ranked. This information is used by the Commonwealth Transportation Board (CTB) to help guide and inform their project selection decisions. Once projects are scored and prioritized, the CTB has the best information possible to select the right projects for funding.

SMART SCALE Round 7 will provide state funding for selected projects in FY2032. GRTC, Henrico County, the City of Richmond, and the Virginia Public Rail Authority (VPRA) worked cooperatively in spring 2026 to submit six pre-applications for this funding:

- Three applications for segments of the North-South BRT, with GRTC submitting applications for the northern and southern segments and the City of Richmond applying for the central segment.
- Henrico County developed one application for construction of the Western Extension BRT, and one application for a transfer center and park and ride lot near Willow Lawn, which GRTC submitted.
- GRTC submitted one application for construction for the permanent Downtown Transfer Hub.
- On behalf of VPRA, GRTC submitted one application for a Richmond Layover Facility at Fulton Yard.

The Virginia Department of Transportation's Office of Intermodal Planning and Investment (OIPI) determined that the following could advance to full applications:

- The northern and central segments of the North-South BRT project. The southern segment of the project was screened out but may be combined with the central segment into one application. Three full applications will be submitted: one each for the northern and central segments, and one for the combined central and southern segments
- The Western Extension BRT
- The Willow Lawn transfer center and park and ride, and
- The Fulton Yard Richmond Layover Facility

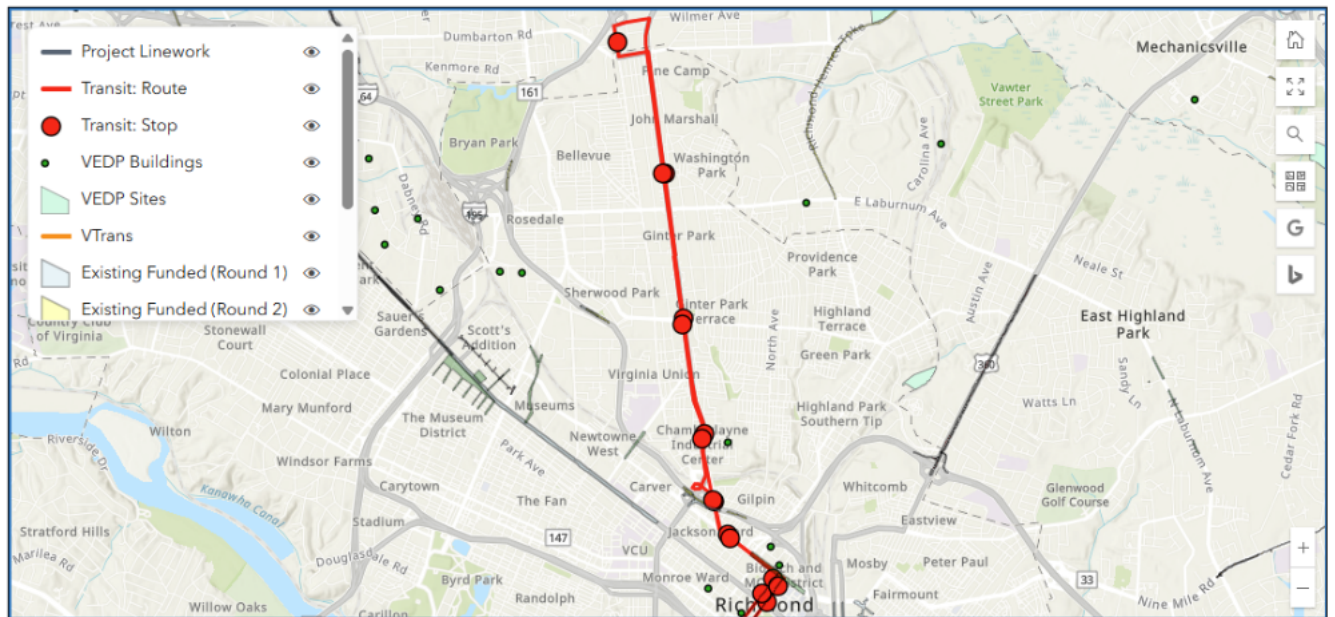
## **HIGHLIGHTS:**

### **GRTC N-S BRT Phase 1A: Brookhill Azalea to North 8th Street:**

This project will convert general traffic lanes or construct new bus-only lanes along Azalea Avenue, Chamberlayne Avenue, Chamberlayne Parkway, and Leigh Street for a total of 3.57

miles of bus-only lanes. This project will construct 12 level-boarding BRT stations at the following locations along the proposed BRT route: 8th Street between Leigh Street and Clay Street, EB/WB sides of Leigh Street between 1st Street and St. James Street, NE/NW corners at intersection of Chamberlayne Parkway at Baker Street, NE/SW corners at intersection of Chamberlayne Avenue and School Street, NE/SW corners at intersection of Chamberlayne Avenue and Brookland Park Boulevard, NE/NW corners at intersection of Chamberlayne Avenue and North Avenue, and NB side of Brook Road near Bentley Street. The project represents segment of a Bus Rapid Transit system extending from the Brookhill Azalea Shopping Center in Henrico County to the Stonebridge Plaza in Chesterfield County.

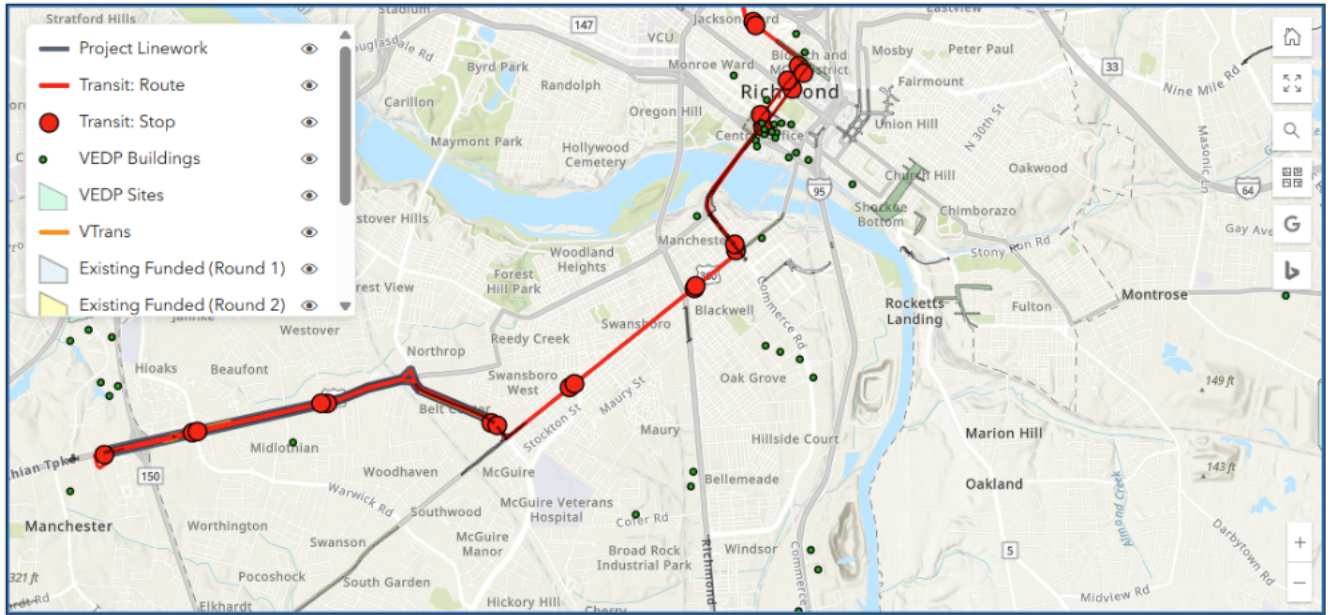
Total Requested Funds: \$162,512,089



*North-South BRT Phase 1A: Brookhill Azalea to North 8<sup>th</sup> Street*

**City of Richmond N-S BRT Phase 1B: North 8<sup>th</sup> Street to Southside Plaza:** This project will convert the EB right lane from general-purpose to bus-only for 0.52 miles on Hull Street from 25th Street to Richmond Highway. This project will construct 12 level-boarding BRT stations at the following locations along the proposed BRT route: SW corner at intersection of Belt Boulevard and Southside Plaza, SE/NW corners at intersection of Hull Street and Blake Lane, EB/WB sides of Hull Street between 15th Street and 16th Street, NB/SB sides of Commerce Road between Bainbridge Street and Hull Street, NB side on 9th Street between Canal Street and Cary Street, SB side of 8th Street between Cary Street and Main Street, NB side on 9th Street between Broad Street and Marshall Street, SB side of 8th Street between Broad Street and Marshall Street, and NB side of 9th Street between Clay Street and Leigh Street.

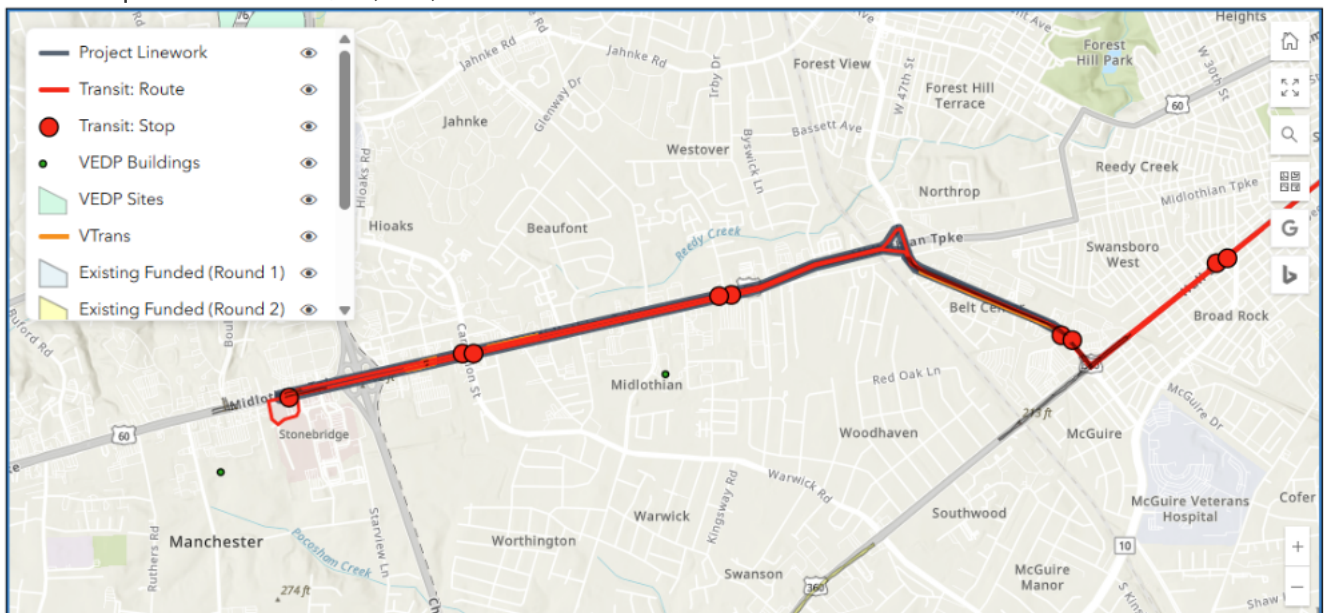
Total Requested Funds: \$56,469,00



*North-South BRT Phase 1B: North 8<sup>th</sup> Street to Southside Plaza*

**GRTC N-S BRT Phase 1C:** This project will construct new median-running bus-only lanes along Midlothian Turnpike between Arcadia Street and Covington Road for a total of 1.52 miles. Phase 1C will consist of 6 level-boarding BRT stations at the following locations along the proposed BRT route: EB side of Midlothian Turnpike near Stonebridge Plaza Avenue, E/W sides at intersection of Midlothian Turnpike and Carnation Street, E/W sides at intersection of Midlothian Turnpike and Erich Road, and NW corner at intersection of Belt Boulevard and Southside Plaza. **GRTC will submit an application combining Phase 1C with Phase 1B.** The City of Richmond will also be submitting an application for Phase 1B alone.

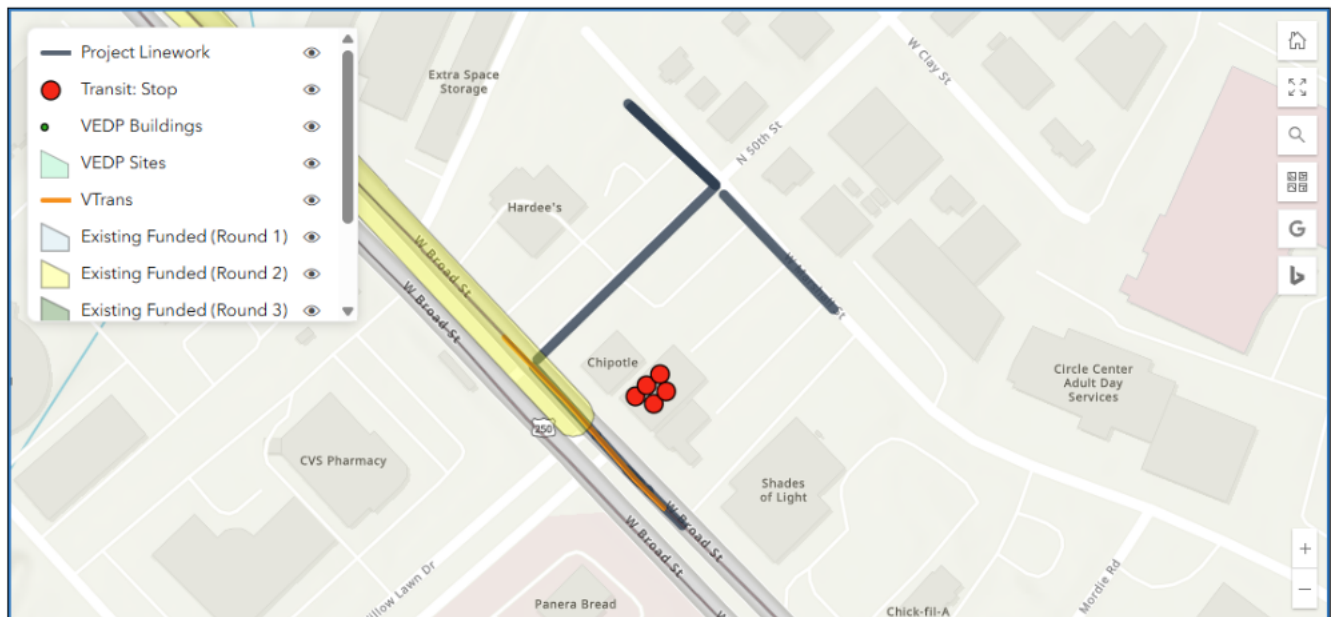
Total Requested Funds: \$93,995,169



*North-South BRT Phase 1C: Southside Plaza to Stonebridge Plaza; to be combined with Phase 1B*

**Henrico County Willow Lawn Transfer Station and Park & Ride:** This project will provide a GRTC bus transfer center site including 5 bus bays servicing 5 local routes (Routes 18, 50, 76, 79, 91), 2 shade structures for the bays, an enclosed building located central to the site, 5 operator parking spaces, and pedestrian accommodations including exterior waiting areas, 3 high-visibility crosswalks with receiving ADA curb ramps, and connections to existing pedestrian access routes along Broad Street. The project will also provide new sidewalk along the south side of Marshall Street from the proposed transfer center to 50th Street, and a raised crosswalk on the south leg of the intersection of 50th Street and Marshall Street. The project will also provide a park and ride lot with 92 parking spaces (including 4 ADA parking spaces) and pedestrian accommodations.

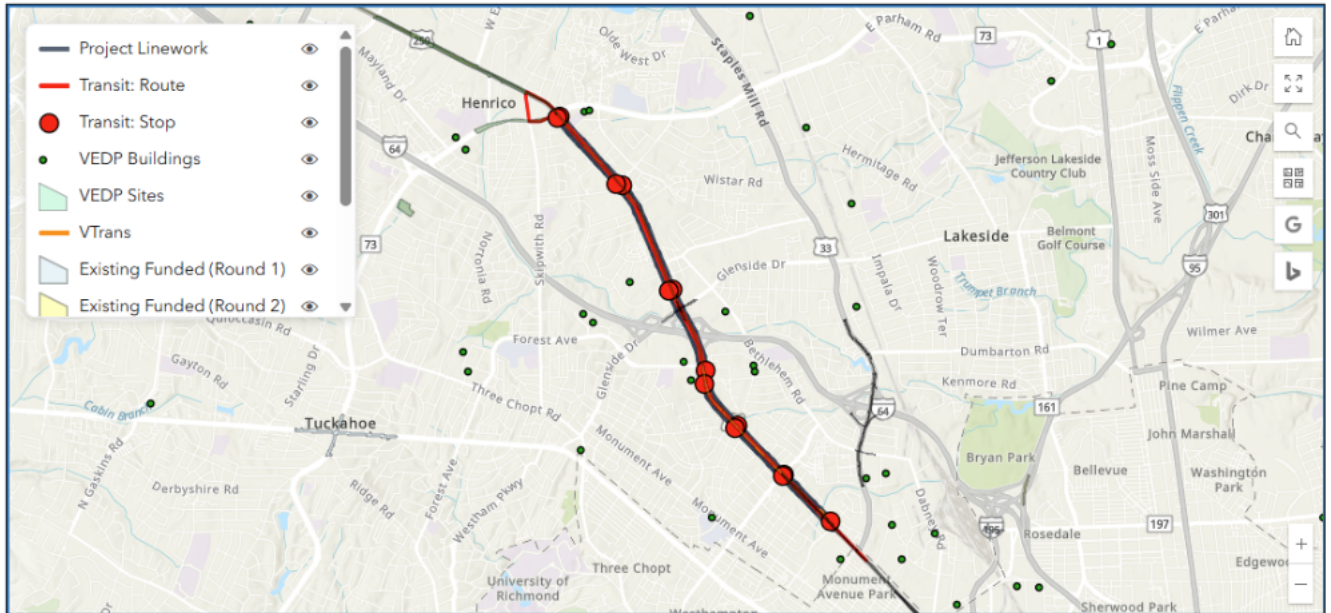
Total Requested Funds: \$35,663,759



*Proposed Willow Lawn Transfer Station and Park-and-Ride*

**Pulse Western Extension Construction:** This project includes improvements to extend GRTC's Pulse BRT service further west from Willow Lawn Drive to Parham Road. This project will provide dedicated bus-only lanes for 1.7 miles on eastbound Broad Street between Forest Avenue and Willow Lawn Drive, 1.7 miles on Broad Street westbound between Willow Lawn Drive and Forest Avenue, and 1.7 miles on Broad Street westbound between Glenside Drive and Parham Road. This project will provide 13 level-boarding BRT stations along Broad Street (one pair at Parham Road, one pair at Hungary Spring Road, one pair at Emerywood Parkway adjacent to Glenside Drive, one at Forest Avenue, one at Dickens Road, one pair at Horsepen Road/Falmouth Street, one pair at Libbie Avenue, and one at Willow Lawn). The project includes sidewalk improvements to facilitate pedestrian access to the new BRT stations, and station amenities. The project will include the implementation of TSP at existing traffic signals throughout the corridor.

Total Requested Funds: \$40,037,468



*Proposed Pulse Western Extension Route from Willow Lawn to Parham Road on West Broad Street*

**VPRA Richmond Layover Facility:** The Richmond Layover Facility project will provide an overnight storage and servicing yard in the Richmond metropolitan area. The project is located adjacent to CSX's Fulton Yard, on the Peninsula Subdivision between MP CA 83 and MP CA 84 in Henrico County. The project includes design and construction of three storage tracks, one maintenance platform, a service pit covered by a canopy, upgrades to the existing railroad signal system for entering and exiting the site, roadway improvements for access into the facility, a parking lot for staff, and a building for equipment storage and staff facilities. The facility is needed to support growth in passenger rail service between Richmond and Washington, D.C. from one daily round trip up to five daily round trips serving Richmond Main Street and Staples Mill Station with connections to the Northeast. It will also improve on-time performance by reducing existing deadhead movements for Amtrak trains through Acca Yard.

Total Requested Funds: \$17,815,250



Proposed Richmond Layover Facility

**RECOMMENDATION:**

That the Board of Directors officially resolve to support the applications of the above listed projects submitted for evaluation under the SMART SCALE prioritization process for possible funding in FY2032.

\_\_\_\_\_  
 Ellen Robertson, Secretary  
 GRTC Board of Directors

\_\_\_\_\_  
 Date